# Exam simulation

EASA PPL(A) - Private Pilot Licence (Aeroplane) - Navigation

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| STUDENT NAME: | DATE AND TIME: |
|---|---|

**01. How should dead reckoning be understood by a private pilot?**

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

**02. When preparing a PPL(A) flight, what is correct about DME?**

a) It always gives horizontal distance even directly over the station
b) It measures the magnetic bearing to the station
c) It indicates slant range distance from the station
d) It measures only the angular deviation from a selected course

**03. Which statement gives the best operational interpretation of temperature inversion?**

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

**04. Which statement about landing distance is correct for a PPL(A) pilot?**

a) It is always shorter with a tailwind
b) It is unaffected by runway condition
c) It is adequate to assess it only after touchdown
d) It must be assessed using expected mass, runway condition, wind and required safety margin

**05. What is the correct term for an involuntary and stereotypical reaction of an organism to the stimulation of a receptor?**

a) Reduction
b) Virulence
c) Coherence
d) Reflex

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**06. On an aeroplane with pedal-linked nosewheel steering, which primary flight control is operated by the same pedals?**

a) Elevator

b) Trim rudder

c) Aileron

d) Rudder

**07. True course is 120° and magnetic variation is 5°E. What is the magnetic course?**

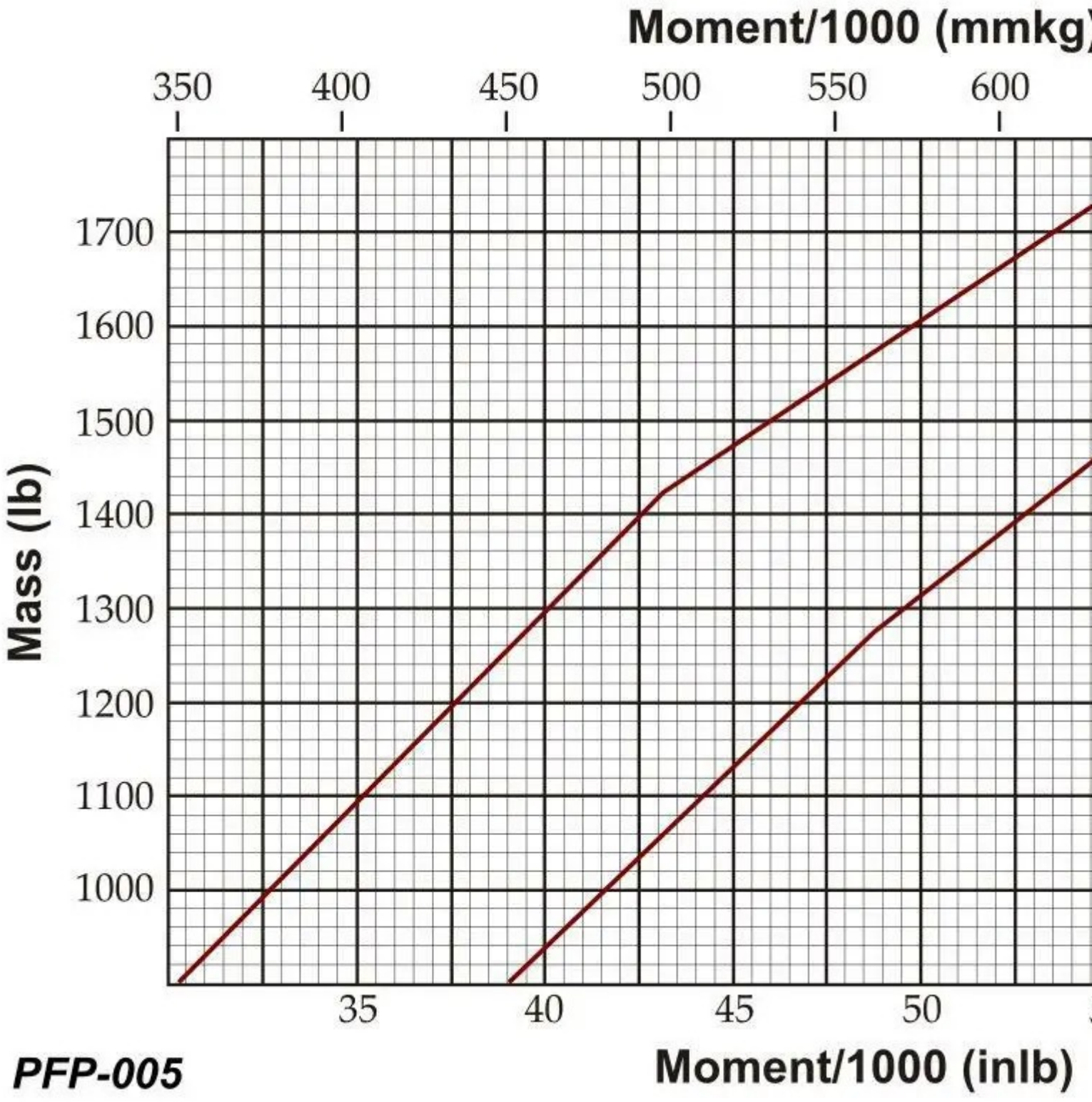
a) 125°

b) 115°

c) 120°

d) 105°

**08. The calculated take-off mass is 775 kg and the total moment is 700 000 kg mm (equivalent to 70 figure (PFP-005); its metric horizontal scale is moment divided by 1 000.**


Moment/1000 (mmkg)
350
400
450
500
550
600
1700
1600
1500
1400
1300
1200
1100
1000
Mass (lb)
35
40
45
50
PFP-005
Moment/1000 (inlb)

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

**09. In normal private flying, which statement about pressure gradient is correct?**

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

**10. During an approach the aeroplane experiences a windshear with a decreasing headwind. If the pilot does not make any corrections, how do the approach path and the indicated airspeed (IAS) change?**

a) Path is higher, IAS decreases
b) Path is lower, IAS increases
c) Path is higher, IAS increases
d) Path is lower, IAS decreases

**11. Which frequency lies within the VHF aviation voice communication band?**

a) 118.75 kHz
b) 327.25 MHz
c) 327.25 kHz
d) 118.75 MHz

**12. The compass deviation card provides...**

a) heading corrections for magnetic compass installation errors
b) corrections from true north to magnetic north at every location
c) wind correction angles for every airspeed
d) corrections for magnetic turning errors at every bank angle

**13. For a VFR private pilot, what should be remembered about stall speed in a turn?**

a) It increases as load factor increases
b) It decreases in every turn regardless of load factor
c) It is unaffected by load factor
d) It becomes zero during coordinated flight

**14. The blind spot is caused by...**

a) the point where the optic nerve leaves the eye
b) the concentration of cones in the fovea
c) the lens changing shape to focus on nearby objects
d) the iris changing the pupil diameter

**15. What danger does standing water on the runway pose to aircraft?**

a) Decreased rolling resistance during take-off
b) An increase in lift
c) Increased rolling resistance during take-off
d) A decrease in lift

**16. Complacency is a risk due to...**

a) The high number of mistakes normally made by humans.
b) Increased cockpit automation.
c) The high error rate of technical systems.
d) Better training options for young pilots.

**17. Which statement is correct for 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

**18. The word BREAK BREAK is used to...**

a) indicate only a separation between portions of a message to one aircraft
b) declare a distress situation
c) separate messages to different aircraft in a busy transmission
d) ask the other station to repeat its transmission

**19. What should a private pilot remember 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

**20. Which statement about induced drag during the horizontal cruise flight is correct?**

a) Induced drag has a minimum at a certain speed and increases at higher as well as lower speeds
b) Induced drag has a maximum at a certain speed and decreases at higher as well as lower speeds
c) Induced drag increases with increasing airspeed
d) Induced drag decreases with increasing airspeed

**21. In the current runway condition reporting format, what does a WET runway mean?**

a) The runway is completely dry.
b) The surface is covered by visible dampness or water up to and including 3 mm deep.
c) More than 50% of the runway surface is flooded.
d) The runway is covered by compacted snow.

**22. For pre-flight preparation, what should a private pilot remember about obstacle clearance?**

a) Runway length alone guarantees obstacle clearance
b) It matters only during IFR flight
c) It must be considered during take-off, climb, approach and landing planning
d) It replaces mass-and-balance assessment

**23. Which meteorological statement is correct? In METAR, CAVOK means...**

a) unlimited visibility and an entirely cloudless sky in every case
b) visibility below 1000 m with any cloud amount
c) the absence of all cloud regardless of visibility or significant weather
d) visibility, cloud and significant weather meet specified favourable criteria

**24. Which statement about best angle and best rate climb is correct for a PPL(A) pilot?**

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

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

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

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

**25. Which statement about trim is correct for a PPL(A) pilot?**

a) Trim acts as an autopilot that maintains a flight path

b) Trim changes the geometric wing area

c) Trim reduces sustained control forces but does not replace active aircraft control

d) Trim prevents every possible stall

**26. What is the meaning of the phrase "Roger"?**

a) Permission for proposed action is granted

b) I understand your message and will comply with it

c) I have received all of your last transmission

d) An error has been made in this transmission. The correct version is...

**27. At about 15000 ft when workload is high, what should the pilot remember?**

a) hypoxia is impossible until 20 000 ft

b) supplemental oxygen is never relevant during daylight

c) the effects of altitude are cancelled by drinking coffee

d) serious hypoxia risk exists without supplemental oxygen

**28. What should a private pilot remember about spiral dive?**

a) It is a steep descending turn with increasing airspeed and unstalled wings

b) Both wings are necessarily stalled throughout it

c) Airspeed always remains constant

d) It is safely recovered by increasing back pressure without first reducing bank

**29. Smoke in the cockpit requires...**

a) continue normally to the destination with the source unresolved

b) enter cloud to hide the smoke

c) maintain aircraft control, follow the appropriate fire/smoke checklist, isolate the source and land as soon as possible when fire is suspected

d) give radio-frequency changes priority over aircraft control

**30. The en-route part of an AIP is identified by...**

a) GEN

b) AD

c) ENR

d) A NOTAM

**31. When reviewing the flight, which statement is correct for fuel reserve?**

a) Reserve fuel is optional on every VFR flight

b) A reserve replaces assessment of forecast weather

c) Reserve fuel provides margin for contingencies, delays and diversion

d) All reserve fuel should routinely be included in planned trip consumption

**32. Which principle of flight statement is correct? Drag is the component of aerodynamic force...**

a) parallel to the relative wind and opposite to the aircraft’s motion through the air

b) perpendicular to the relative wind

c) always vertically upward

d) always equal to thrust in every flight condition

**33. In normal private flying, which statement about METAR is correct?**

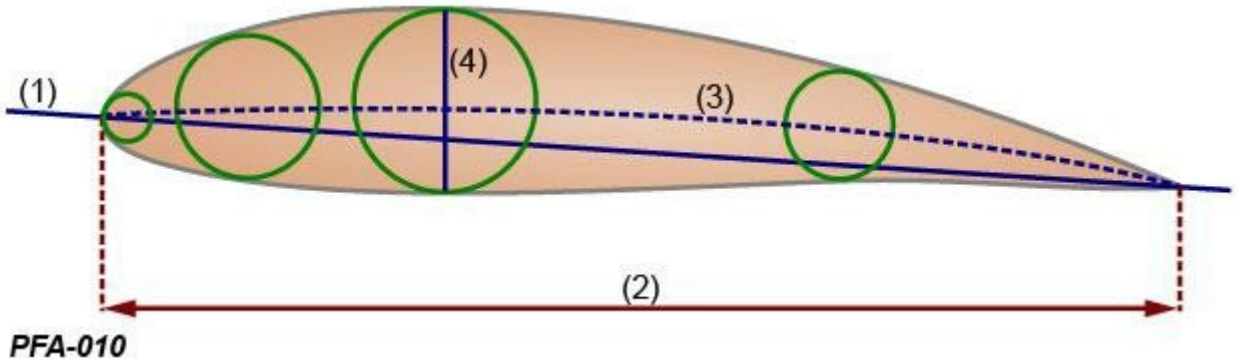
a) It reports observed aerodrome weather at a specific time

b) it is a forecast valid only for a future period

c) it describes only upper-air winds along a route

d) it is a pilot report of conditions experienced in flight

**34. Number 2 in the drawing corresponds to the... See figure (PFA-010)**




PFA-010

a) Chord line.
b) Chord.
c) Angle of attack.
d) Profile thickness.

**35. What is the approximate oxygen fraction of dry atmospheric air at 6000 ft?**

a) 21 %
b) 12 %
c) 78 %
d) 18.9 %

**36. With no crosswind, TAS 180 kt and a direct headwind of 25 kt, approximately what distance is covered in 2 h 25 min?**

a) 693 NM.
b) 435 NM.
c) 375 NM.
d) 202 NM.

**37. For a conventional elevator trim tab, selecting nose-up trim normally has what effect on the trim tab and elevator?**

a) The trim tab moves up, the elevator moves up
b) The trim tab moves up, the elevator moves down
c) The trim tab moves down, the elevator moves up
d) The trim tab moves down, the elevator moves down

**38. A wet grass runway normally...**

a) reduces rolling resistance in every case
b) has no influence on either distance
c) increases take-off and landing distances
d) always improves braking

**39. What is the approximate load factor in a level 50° banked turn?**

a) 1.00
b) 3.80
c) 1.6
d) 0.50

**40. How should diversion be understood by a private pilot?**

a) It should be planned early when weather, fuel, daylight or aircraft status reduces margins
b) it is prohibited during VFR flight
c) it removes the requirement to manage reserves
d) it should be delayed until a forced landing becomes unavoidable

**41. Which performance or flight planning statement is correct? A headwind on landing causes...**

a) reduced landing distance over the ground
b) increased landing distance under otherwise equal conditions
c) higher touchdown groundspeed at the same airspeed
d) no change in touchdown groundspeed despite the headwind

**42. Which transponder code indicates a loss of radio communication?**

a) 2000
b) 7700
c) 7000
d) 7600

**43. In the ICAO spelling alphabet, the letter X is transmitted as...**

a) Whiskey
b) Yankee
c) Zulu
d) X-ray

**44. How should situational awareness be understood by a private pilot?**

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

**45. An aircraft must be loaded and operated in such a way that the centre of gravity (CG) stays within the approved limits during all phases of flight. This is done to ensure...**

a) That the aircraft does not exceed the maximum permissible airspeed during a descent.
b) That the aircraft does not stall.
c) That the aircraft does not tip over on its tail while it is being loaded.
d) Both stability and controllability of the aircraft.

**46. 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

**47. Which standard word acknowledges that the instruction "Next report PAH" is understood and will be complied with?**

a) Positive
b) Roger
c) Report PAH
d) Wilco

**48. Which condition particularly favours structural ice accretion?**

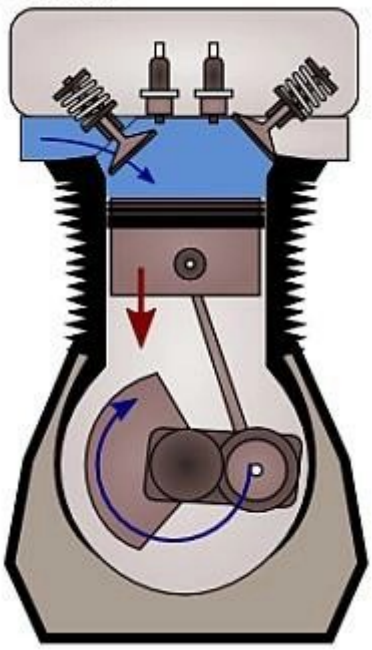
a) Supercooled liquid water droplets striking an aircraft surface cold enough for them to freeze.
b) warm dry air well above freezing
c) cold dry air containing no liquid water
d) cloud containing only ice crystals and no liquid water

**49. With no carburettor ice present, applying carburettor heat usually causes...**

a) a reduction in power while the heated induction air is supplied, if no carburettor ice was present
b) an increase in power because heated air is denser
c) a decrease in induction air temperature
d) no change in power because air density never affects engine output

**50. Which part of the cycle of a four-stroke Otto engine can be seen in the attachment? See figure (AGK-007)**

AGK-007



a) Second stroke - compression
b) Fourth stroke - exhaust
c) First stroke - induction
d) Third stroke - power

**51. What is the mass of a cube of air with edges 1 m long at MSL according to ISA?**

a) 1.225 kg
b) 0.01225 kg
c) 0.1225 kg
d) 12.25 kg

**52. In radiotelephony, which statement is correct? An ATC route clearance must be...**

a) acknowledged with ROGER instead of a required readback
b) read back only by IFR aircraft
c) accepted without readback whenever traffic is light
d) read back

**53. For pre-flight preparation, which option correctly describes bird strike?**

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

**54. Empty mass is 540 kg at arm 0.40 m. Load is 90 kg at arm 1.10 m. What is the loaded centre of gravity? Use one common datum for all arms and round to the nearest 0.01 m.**

a) 0.50 m
b) 0.55 m
c) 0.45 m
d) 1.10 m

**55. Wings level after a longer period of turning can lead to the impression of...**

a) Starting a descent.
b) Starting a climb.
c) Steady turning in the same direction as before.
d) Turning into the opposite direction.

**56. What is the great circle distance between two points A and B on the equator when the difference between the two associated meridians is exactly one degree of longitude?**

a) 60 NM
b) 400 NM
c) 120 NM
d) 216 NM

**57. For safe PPL(A) operation, how should centre of gravity and stability be understood?**

a) CG position affects longitudinal stability and control forces
b) CG position affects only radio reception
c) Being below maximum mass permits a CG outside approved limits
d) CG position has no influence on stall or spin recovery

**58. For a VFR private pilot, what should be remembered about forced landing?**

a) A suitable landing area and aircraft control should be prioritised
b) passenger comfort overrides terrain and landing-site suitability
c) restart attempts must continue regardless of remaining height
d) selecting an emergency transponder code replaces landing planning

**59. STANDING WATER in current runway condition reporting means...**

a) Water deeper than 3 mm on the runway surface.
b) a change of colour due to moisture only
c) dry snow
d) frost less than 1 mm

**60. True course is 015° and magnetic variation is 3°E. What is the magnetic course?**

a) 022°
b) 015°
c) 002°
d) 012°

**61. Trip fuel is 96 L, contingency fuel is 5% of trip fuel, and reserve fuel is 30 L. For this arithmetic exercise, what is the sum of these components, excluding taxi fuel and any other fuel requirement?**

a) 130.8 L

b) 126 L

c) 140.8 L

d) 120.8 L

**62. Using the attached representative SEP table, calculate block fuel for this arithmetic exercise: overhead-to-overhead time 2 h 43 min, add 7 min climb and 10 min approach/landing; altitude 6500 ft, ISA −20 °C, 2300 RPM, 23.0 inHg or full throttle if limiting; taxi 2 USG and reserve 30% of trip fuel. Interpolate the hourly fuel flow then round it to 0.1 USG/h before multiplying by total flight time. Round block fuel to 0.1 USG. The stated reserve is an exercise assumption, not a universal legal requirement.**

Table 2.2.3 **23.0 in. Hg (o**

Off-peak EGT Cruise lean mi

| ISA Dev. | Press. Alt. | IOAT | |
|---|---|---|---|
| °C | Feet | °C | °F |
| -20 | 0 | -3 | 26 |
| | 2,000 | -7 | 20 |
| | 4,000 | -11 | 13 |
| | 6,000 | -15 | 6 |
| | 8,000 | -18 | -1 |
| | 10,000 | -23 | -9 |
| | 12,000 | -27 | -16 |
| | 14,000 | -31 | -23 |
| | 16,000 | -35 | -31 |
| | 0 | 17 | 62 |
| | 2,000 | 13 | 56 |

a) 47.3 USG
b) 50.4 USG
c) 43.8 USG
d) 39.2 USG

**63. 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

**64. The change in pitch at a propeller blade from the root to the tip ensures...**

a) That the most thrust is produced at the blade tip
b) That the most thrust is produced at the blade root
c) Blade twist helps maintain a suitable effective angle of attack along the blade despite different local rotational speeds.
d) The largest possible angle of attack at the blade tip

**65. Radiation fog forms mainly...**

a) strong mixing in very dry air
b) a warm surface heating dry air well above its dew point
c) on clear nights with light wind and moist air
d) a very dry air mass with a large temperature-dew-point spread

**66. Which navigation statement is correct? Drift is caused by...**

a) compass deviation without a crosswind
b) magnetic variation alone
c) wind acting across the aircraft track
d) a pressure-setting error alone

**67. Which statement about frequency congestion is correct for a PPL(A) pilot?**

a) Longer calls are always preferable because they reserve the channel.
b) A pilot may interrupt any transmission to make a routine request.
c) The pilot should listen before transmitting and keep calls concise
d) The pilot should stop monitoring a busy frequency.

**68. Which altitude is displayed on the altimeter when set to a specific QNH?**

a) Altitude in relation to the 1013.25 hPa datum
b) Altitude in relation to mean sea level
c) Altitude in relation to the air pressure at the reference airfield
d) Altitude in relation to the highest elevation within 10 km

**69. Which human performance statement is correct? Bright light at night can...**

a) improve full dark adaptation immediately
b) remove the anatomical blind spot
c) make subsequent dark adaptation unnecessary
d) degrade dark adaptation

**70. Which statement about short-field technique is correct for a PPL(A) pilot?**

a) It permits runway length to be ignored
b) It uses the approved procedure to achieve performance with appropriate margins
c) It requires exceeding aircraft limitations
d) It replaces assessment of obstacles beyond the runway

# Exam simulation

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# Response Scheme

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

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

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