Exam simulation

EASA PPL(A) - Private Pilot Licence (Aeroplane) - Principles of Flight (Aeroplane)

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STUDENT NAME:	DATE AND TIME:

01. Which statement about pressure gradient is correct for a PPL(A) pilot?

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

02. For a VFR private pilot, what should be remembered about runway surface condition?

a) Wet or soft surfaces always reduce landing distance
b) Contamination cannot affect directional control
c) Wet, soft or contaminated surfaces can increase required distances
d) Surface effects need not be checked when mass is below the maximum

03. What is the distance from Neustadt (EDAN) (53°22'N, 011°37'E) to Uelzen (EDVU) (52°59'N, 010°28'E)? See annex (NAV-031)

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a) 46 NM
b) 78 km
c) 46 km
d) 78 NM

04. During VFR flight planning, 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

05. During VFR flight planning, which statement is correct for VMC minima?

a) They specify only the cloud ceiling, regardless of flight visibility.
b) They define minimum visibility and cloud clearance for VFR flight
c) They apply identically in every airspace class and at every height.
d) They permit flight in cloud whenever the pilot maintains a visual reference ahead.

06. For safe PPL(A) operation, how should pressure gradient be understood?

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

07. For a VFR private pilot, what should be remembered about spin?

a) It involves stalled autorotation and requires prompt correct recovery action
b) It is the same as a coordinated turn with unstalled wings
c) It cannot develop from an uncoordinated stall
d) Recovery is achieved by increasing angle of attack

08. Given: True course: 120°. TAS: 120 kt. Wind: 150°/12 kt. The WCA equals...

a) 6° to the right.
b) 3° to the left.
c) 3° to the right.
d) 6° to the left.

09. Which of the items below may have an influence on the noise perceived by a person on the ground? 1) Engine power setting 2) Propeller revolutions per minute 3) Position of the landing gear 4) Flap position 5) Flight track 6) Height above ground 7) Flight rules

a) 1, 2, 3, 4, 5, 6
b) 1, 5, 6
c) 1, 5, 6, 7
d) 3, 4, 5, 6, 7

10. Up to which altitude is an overflight prohibited according to the NOTAM? See figure (PFP-024)

PFP-024

```
A4604/11 NOTAMN
Q)
EDWW/QROLP/IV/NBO/W/000/095/5155N01037E004
A) EDWW
B) 1111180800  C) 1111181200
E) OVERFLYING PROHIBITED FOR ALL TRAFFIC RADIUS
3.35NM CENTERED AROUND 515436N 0103725E DUE
TO DEMOLITION OF EXPLOSIVES AT ECKERTHAL,
(25NM S BRAUNSCHWEIG NDB BRU).
F) GND
G) 9500 FT AMSL
```

a) Height 9500 ft
b) Altitude 9500 ft MSL
c) Altitude 9500 m MSL
d) Flight Level 95

11. How should ELT and emergency equipment be understood by a private pilot?

a) Emergency equipment need only be checked after an accident.
b) Serviceability and carriage requirements should be checked before flight
c) ELT and emergency equipment requirements apply only to IFR flights.
d) Carrying an ELT removes the need for all other required emergency equipment.

12. How should a power decrease be executed on a constant-speed propeller, provided that no other procedure is described in the flight manual?

a) 1) Decrease RPM 2) Decrease manifold pressure
b) 1) Decrease manifold pressure 2) Increase RPM
c) 1) Decrease RPM 2) Increase manifold pressure
d) 1) Decrease manifold pressure 2) Decrease RPM

13. What does a readability of 1 indicate?

a) The transmission is perfectly readable
b) The transmission is unreadable
c) The transmission is readable but with difficulty
d) The transmission is readable now and then

14. What is the meaning of the abbreviation "SERA"?

a) Selective Radar Altimeter
b) Standardised European Rules of the Air
c) Specialised Radar Approach
d) Standard European Routes of the Air

15. The angle of attack is the angle between...

a) The undisturbed airflow and the longitudinal axis of an aeroplane
b) The chord line and the longitudinal axis of an aeroplane
c) The chord line and the oncoming airflow
d) The wing and the fuselage of an aeroplane

16. What does the slip indicator show?

a) Apparent vertical
b) Rate of turn
c) Vertical to horizon
d) Aeroplane bank

17. Which wing configuration is shown in the attachment? See figure (AGK-002)



a) Strut-braced high wing
b) Cantilever high wing
c) Mid wing
d) Low wing

18. For a VFR private pilot, what should be remembered about engine failure after take-off?

a) changing frequency always takes priority over flying speed
b) restart attempts always take priority over maintaining control
c) raise the nose immediately regardless of airspeed
d) The first priority is to maintain control and safe flying speed

19. A warm front often brings...

a) a guarantee of clear skies throughout its passage
b) only isolated fair-weather cumulus with no precipitation in every case
c) layer cloud and steady precipitation
d) a guarantee of unlimited visibility and no low cloud

20. In the ICAO spelling alphabet, the letter T is transmitted as...

a) Sierra
b) Uniform
c) Victor
d) Tango

21. Which principle of flight statement is correct? Recovery from a stall normally requires...

a) increasing back pressure to increase angle of attack
b) closing the throttle without reducing angle of attack
c) increasing bank while holding the stalled angle of attack
d) reducing angle of attack

22. Which statement about passenger management is correct for a PPL(A) pilot?

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.

23. What is correct 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

24. At about 15000 ft during a long cross-country, what should the pilot remember?

a) hypoxia is impossible until 20 000 ft
b) serious hypoxia risk exists without supplemental oxygen
c) supplemental oxygen is never relevant during daylight
d) the effects of altitude are cancelled by drinking coffee

25. For pre-flight preparation, which option correctly describes 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

26. Which human performance statement is correct? Alcohol before flight...

a) impairs performance and is incompatible with safe flying
b) improves judgement if the dose is small
c) has no relevant effect if it is consumed with food
d) has no effect on performance below 5000 ft

27. Spatial disorientation is more likely...

a) only in perfect visibility with a clearly visible horizon
b) only when a normal visual horizon and instrument indications agree
c) without a reliable external visual horizon
d) only while the aircraft is stationary on the ground

28. Which statement is correct? The vertical stabiliser contributes mainly to...

a) directional stability

b) longitudinal stability

c) lateral stability as its principal effect

d) eliminating induced drag in a turn

29. For a VFR private pilot, what should be remembered about angle of attack?

a) Lift coefficient increases indefinitely beyond the critical angle

b) at unchanged speed and configuration, increasing angle of attack increases lift coefficient up to the critical angle

c) Angle of attack is always identical to pitch attitude

d) Changing angle of attack cannot cause flow separation

30. Urgency messages are messages...

a) Concerning aircraft and their passengers which face a grave and imminent threat and require immediate assistance.

b) Concerning the safety of an aircraft, another vehicle or a person, without a distress condition requiring immediate assistance.

c) Concerning the operation or maintenance of facilities essential for the safety or regularity of aircraft operation.

d) Sent by a pilot or an aircraft operating agency which have an imminent meaning for aircraft in flight.

31. Visual illusions are mostly caused by...

a) Rapid eye movements.

b) Misinterpretation of the brain.

c) Colour blindness.

d) Binocular vision.

32. 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

33. How should coordinated flight be understood by a private pilot?

a) coordinated control use avoids unwanted slip or skid and reduces the risk of a stall developing into a spin; it does not prevent every stall

b) The slip/skid ball should be ignored in every manoeuvre

c) Coordination matters only on the ground

d) Uncoordinated flight always improves safety near the stall

34. When briefing a VFR flight, what is the correct operational meaning of right-of-way rules?

a) Having right of way removes the need to monitor other traffic.

b) They help prevent collisions but do not remove the need for lookout

c) They apply only to flights within controlled airspace.

d) A pilot with right of way must never manoeuvre to avoid a collision.

35. What is an Aeronautical Information Circular (AIC) mainly used for?

a) aeronautical information of explanatory or advisory nature

b) issuing clearances

c) recording aircraft defects

d) declaring fuel emergencies

36. Which navigation statement is correct? One minute of latitude is approximately...

a) 1 km

b) 10 NM

c) 60 NM

d) 1 NM

37. Distress messages contain...

a) Information concerning urgent spare parts which are required for a continuation of flight and which have to be ordered in advance.

b) Information concerning the apron personnel and which imply an imminent danger to landing aircraft.

c) Information concerning the safety of an aircraft, a watercraft or some other vehicle or person in sight.

d) Information concerning aircraft and their passengers which face a grave and imminent threat and require immediate assistance.

38. Which statement about transponder code instructions is correct for a PPL(A) pilot?

a) The pilot may invent a different code rather than use the assigned one.
b) Selecting an assigned code alone grants an ATC clearance.
c) Codes assigned by voice must be set and accurately read back.
d) Assigned codes are entered only after the flight.

39. If trained personnel must approach an overheated aircraft wheel and the applicable procedure permits it, from which direction should they approach?

a) From the right or left side
b) At an angle of 45°
c) From ahead or behind the wheel, avoiding the axial direction; keep clear until it is safe.
d) From the front, right or left side

40. 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

41. Which statement about fuel reserve is correct for a PPL(A) pilot?

a) Reserve fuel is optional on every VFR flight
b) A reserve replaces assessment of forecast weather
c) All reserve fuel should routinely be included in planned trip consumption
d) Reserve fuel provides margin for contingencies, delays and diversion

42. Approximately what is the ISA pressure at FL 180 (about 5500 m)?

a) 250 hPa
b) 300 hPa
c) 1013.25 hPa
d) 500 hPa

43. An aircraft is following a true course (TC) of 040° at a constant true airspeed (TAS) of 180 kt. The wind vector is 350°/30 kt. The groundspeed (GS) equals...

a) 172 kt.

b) 159 kt.

c) 155 kt.

d) 168 kt.

44. Given: TC: 183°; WCA: +011°; MH: 198°; CH: 200° What are the TH and the DEV?

a) TH: 172°. DEV: +002°.

b) TH: 172°. DEV: -002°.

c) TH: 194°. DEV: -002°.

d) TH: 194°. DEV: +002°.

45. Which human performance statement is correct? Motion sickness is more likely when...

a) visual and vestibular cues consistently agree

b) the observer has no conflicting sensory information and is stationary

c) correct QNH alone removes all sensory conflict

d) visual and vestibular cues conflict

46. What is the distance from VOR Brünkendorf (BKD) (53°02'N, 011°33'E) to Pritzwalk (EDBU) (53°11'N, 012°11'E)? See annex (NAV-031)

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a) 24 km
b) 42 NM
c) 24 NM
d) 42 km

47. In the ICAO spelling alphabet, the letter V is transmitted as...

a) Uniform
b) Victor
c) Whiskey
d) X-ray

48. 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

49. For a VFR private pilot, what should be remembered about 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

50. Empty mass is 800 kg at arm 0.30 m. Load is 150 kg at arm 0.75 m. What is the loaded centre of gravity? Use one common datum for all arms and round to the nearest 0.01 m.

a) 0.42 m
b) 0.37 m
c) 0.32 m
d) 0.75 m

51. In a light aeroplane, the throttle is to...

a) select the fuel tank used by the engine
b) control engine power by regulating airflow
c) set the propeller blade pitch directly
d) set ignition timing by moving the magnetos

52. 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

53. Which principle of flight statement is correct? Load factor in a level turn increases because...

a) aircraft weight decreases automatically
b) gravity becomes stronger with bank
c) lift must increase to maintain altitude
d) lift must remain equal to weight regardless of bank angle

54. What should a private pilot remember about decision-making?

a) Decisions should be delayed until no alternatives remain.
b) Passenger pressure should determine the acceptable safety margin.
c) Conservative choices should be made early when margins reduce
d) The original plan must be followed regardless of changing conditions.

55. For safe PPL(A) operation, how should cold fronts be understood?

a) They can bring cloud, showers, turbulence and rapid weather changes
b) it guarantees clear skies throughout its passage
c) it can occur only at night
d) it guarantees the absence of turbulence and icing

56. In the northern hemisphere, a pilot turns from west towards north using a direct-reading magnetic compass. Assume the required northerly undershoot is approximately 30 degrees. At what indicated heading should roll-out towards 360 degrees begin?

a) 330°
b) 360°
c) 270°
d) 030°

57. At the same airspeed and angle of attack, what aerodynamic effect occurs close to the ground?

a) Increase of lift and increase of induced drag close to the ground
b) Decrease of lift and increase of induced drag close to the ground
c) Decrease of lift and decrease of induced drag close to the ground
d) Lift coefficient can increase and induced drag decreases.

58. Pressure drag, interference drag and friction drag belong to the group of the...

a) Induced drag
b) Parasite drag
c) Main resistance
d) Total drag

59. The transponder code in case of a radio communication failure is...

a) 7700
b) 7500
c) 7000
d) 7600

60. Contingency fuel is carried to...

a) replace the protected final reserve in every case
b) cover only unusable fuel trapped in the tanks
c) allow for unforeseen variations in fuel consumption or conditions
d) be omitted when forecast winds are available

61. 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

62. How should departures near villages be carried out?

a) Slow with a low propeller rotation speed
b) Low and fast between the villages
c) Climb and changes in direction should be done as slow as possible
d) Follow published departure procedures, avoid unnecessary overflight of villages and maintain safe obstacle clearance.

63. Which human performance statement is correct? The IMSAFE checklist includes...

a) icing, magnetos, speed, altimeter, fuel and engine
b) instruments, maps, squawk, autopilot, flaps and elevator
c) inspection, mixture, static, alternator, frequency and ELT
d) illness, medication, stress, alcohol, fatigue and eating/emotion

64. In normal private flying, which statement about centre of gravity and stability is correct?

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

65. What should a private pilot remember about readback?

a) ROGER may replace any required runway-clearance readback.
b) Safety-critical clearances and instructions must be read back accurately
c) A correct readback is unnecessary if the pilot has heard similar instructions before.
d) Only IFR flights must read back safety-critical instructions.

66. 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.

67. Which statement about a certificate of airworthiness is correct for a PPL(A) pilot?

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 supports the aircraft's legal airworthiness status together with required continuing-airworthiness documents
d) It replaces the need to comply with applicable airworthiness directives.

68. What is the purpose of the secondary flight controls?

a) To constitute a backup system for the primary flight controls
b) To improve the performance characteristics of an aircraft and relieve the pilot of excessive control forces
c) To improve the turn characteristics of an aircraft in the low speed regime during approach and landing
d) To enable the pilot to control the aircraft's movements about its three axes

69. Which statement is correct? The compass deviation card provides...

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

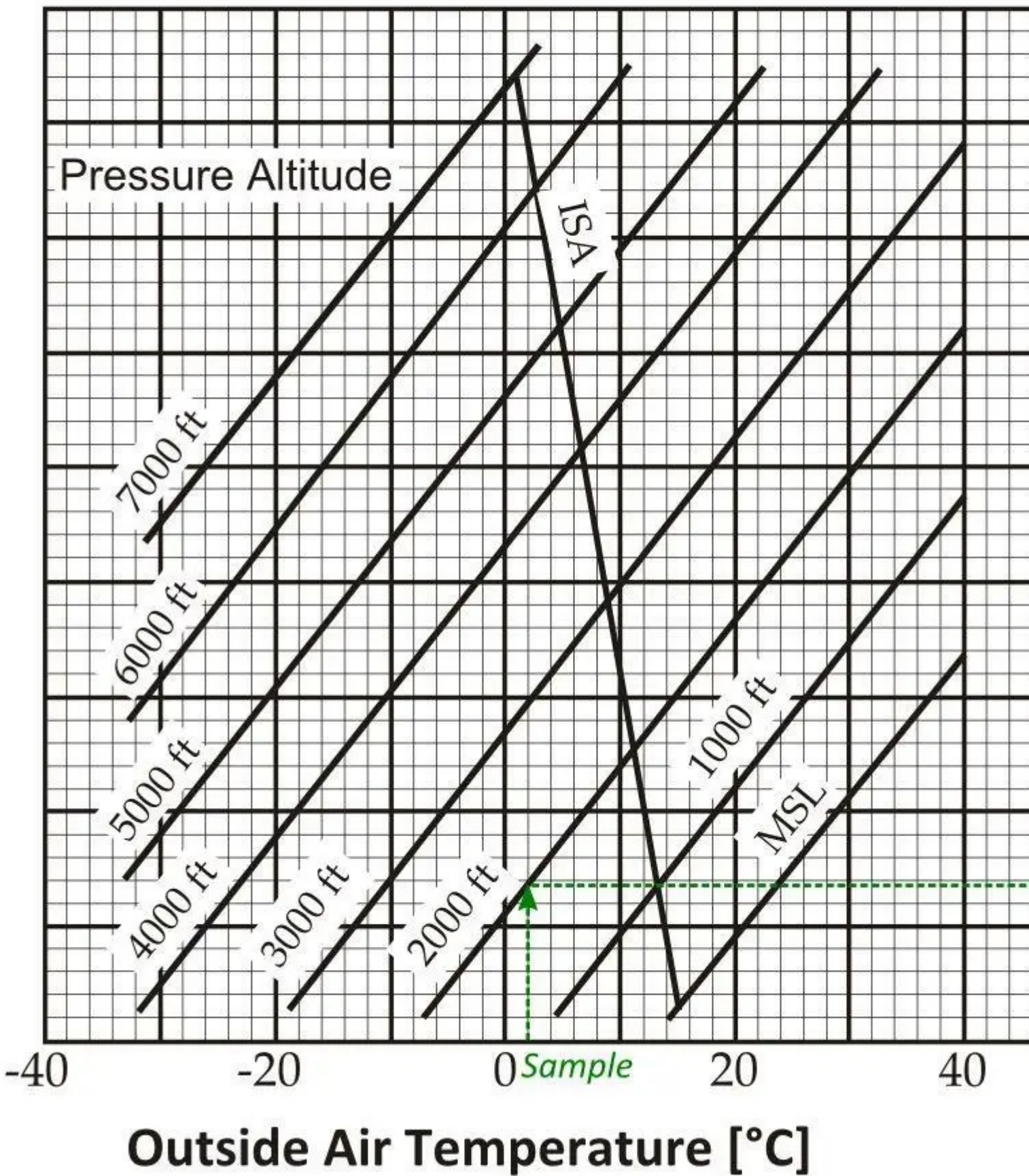
70. What is the take-off distance at 705 kg take-off mass, OAT 20° C, QNH 1013 hPa at an elevation of 3500 ft with 5 kt tailwind? See annex (PFP-009)

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PFP-009


Pressure Altitude
ISA
7000 ft
6000 ft
5000 ft
4000 ft
3000 ft
2000 ft
1000 ft
MSL
-40
-20
0
Sample
20
40
Outside Air Temperature [°C]

a) 720 m
b) 880 m
c) 790 m
d) 820 m

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Response Scheme

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

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

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