Simulazione di Esame

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01. Given:TAS = 130 kt, Track (T) = 003°,W/V = 190/40kt.Calculate the HDG (°T) and GS?

a) 002 - 173 kt
b) 001 - 170 kt
c) 357 - 168 kt
d) 359 - 166 kt

02. An aircraft wishes to obtain a bearing from a VDF station that will be plotted on the chart relative to True North. The correct RT call is:

a) True bearing, true bearing, G-BNKD request true bearing, G-BNK
b) G-BNKD request QGH, G-BNK
c) G-BNKD training fix, training fix, training fix, G-BN
d) G-BNKD request QGH, G-BNK G-BNKD training fix, training fix, training fix, G-BNK G-BNKD request QDM, G-BNK

03. In case the transponder fails before the departure for an IFR flight, the pilot shall:

a) Obtain prior permission by ATC to conduct the flight
b) Inform ATC after departure
c) Insert under item 18 of the flight plan 'transponder unserviceable'
d) Inform FIS for relay to AIS

04. In order to provide an adequate 'buffet boundary' at the commencement of the cruise a speed of 1.3 Vs is used.At a mass of 120000 kg this is a CAS of 180 KT.If the mass of the aeroplane is increased to 135000 kg the value of 1.3 Vs will be:

a) Increased to 191 KT, drag will increase and air distance per kg of fuel will decrease.
b) Increased to 202 KT but, since the same angle of attack is used, drag and range will remain the same.
c) Increased to 191 KT, drag will decrease and air distance per kg of fuel will increase.
d) Unaffected as Vs always occurs at the same angle of attack.

05. The purpose of the first aid oxygen is to:

a) Provide undiluted oxygen to passengers for physiological reasons following a cabin depressurisation.
b) Provide the flight crew with respiratory assistance after depressurization.
c) Supply all the passengers in case of depressurization.
d) Provide the cabin attendants with respiratory protection.

06. 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

07. The minimum climb gradient required on the 2nd flight path segment after the take-off of a jet aeroplane is defined by the following parameters:1 Gear up2 Gear down3 Wing flaps retracted4 Wing flaps in take-off position 5 N engines at the take-off thrust6 (N- 1) engines at the take-off thrust7 Speed over the path equal to V2 + 10 kt 8 Speed over the path equal to 1.3 VS9 Speed over the path equal to V210 At a height of 35 ft above the runway The correct statements are:

a) 1, 4, 5, 10

b) 2, 3, 6, 9

c) 1, 5, 8, 10

d) 1, 4, 6, 9

08. In a fuel system, the oil to fuel heat exchanger allows:

a) Jet engine oil cooling through thermal exchange with fuel flowing from tanks.

b) Temporary (on as needed basis) fuel heating by the engine oil to prevent icing in fuel filter.

c) Fuel cooling so as to prevent vapour creation likely to unprime the nozzles.

d) Fuel Heating As Required Whenever Fuel Filter Clogging Is Detected.

09. In which of the following projections does a plane surface touch the reduced Earth at one of the Poles?

a) Stereographic.

b) None of the above.

c) Lambert's.

d) Direct Mercator.

10. The principle of DAMAGE TOLERANT structural design of an aircraft is based on the:

a) Monitoring Of Critical Parameters And The Replacement Of Parts If A Limit Value Is Exceeded.

b) Fact that there is no need to inspect the structure.

c) Replacement of parts after a given number of cycles or hours of use.

d) Capability to withstand a certain amount of weakening of the structure without catastrophic Failure.

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Schema Risposte

Confronta le risposte fornite con il seguente schema e segna il tuo punteggio!

01: **B**	02: **A**	03: **A**	04: **A**
05: **A**	06: **A**	07: **D**	08: **A**
09: **A**	10: **D**		

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Modulo risposte

Utilizza questo modulo per segnare le tue risposte

01:	02:	03:	04:
05:	06:	07:	08:
09:	10:		