

# Simulazione di Esame

General Navigation - ATPL - Airline Transport Pilot license, 70 domande in 70 minuti!



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NOME ALLIEVO:

DATA & ORA:

**01. If all long range navigation systems of an aircraft become unserviceable during a flight in MNPS airspace, and if no instructions are received from the air traffic control, you must consider:**

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- a) Return to departure airport
- b) Descend below the MNPS space
- c) Land at the nearest airport
- d) Climbing or descending 500 feet

**02. In order to align an inertial reference system (IRS), it is required to insert the local geographical coordinates. This enables the IRS to:**

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- a) Find True North.
- b) Compare the longitude it finds with that entered by the operator.
- c) Initialize the FMS flight plan.
- d) Compare the latitude it finds with that entered by the operator.

**03. Examples of aerodynamic balancing of control surfaces are:**

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- a) Upper and lower rudder, seal between wing's trailing edge and leading edge of a control surface
- b) Seal between wing's trailing edge and leading edge of a control surface, horn balance
- c) Fowler flaps, upper and lower rudder
- d) Weight in the nose of the control surface, horn balance

**04. The data that needs to be inserted into an Inertial Reference System in order to enable the system to make a successful alignment for navigation is:**

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- a) 9
- b) 10
- c) 11
- d) 12

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**05. Without visual reference, what illusion could the pilot get, when he is stopping the rotation to recover from a spin? He will get the illusion of**

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- a) Straight and level flight
- b) Spinning into the same direction
- c) Climbing and turning into the original direction of the spin
- d) Spinning into the opposite direction

**06. The diagram indicates that the aircraft is to the:**

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- a) Left of the localizer and below the glidepath
- b) Right of the localizer and above the glidepath
- c) Left of the localizer and above the glidepath
- d) The frequencies employed are too high to give returns from moisture sources

**07. On a Direct Mercator chart at latitude 15°S, a certain length represents a distance of 120 NM on the earth. The same length on the chart will represent on the earth, at latitude 10°N, a distance of:**

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- a) 117.7 NM
- b) 122.3 NM
- c) 118.2 NM
- d) 124.2 NM

**08. During a final approach, the flight director system is engaged in the LOC mode (holding of localizer axis). The position of the vertical command bar indicates:**

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- a) The correction on the bank to be applied to join and follow the localizer axis.
- b) The instantaneous deviation between the aircraft position and the localizer axis.
- c) The position of the aircraft relative to the Localizer axis.
- d) The roll attitude of the aircraft.

**09. A pilot wishes to turn left on to a southerly heading with 20° bank at a latitude of 20° North. Using a direct reading compass, in order to achieve this he must stop the turn on an approximate heading of:**

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- a) 160°
- b) 170°
- c) 200°
- d) 190°

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**10. If the outside temperature at 35 000 feet is -40°C, the local speed of sound is:**

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- a) 247 kt.
- b) 307 kt.
- c) 595 kt.
- d) 686 kt.

**11. The landing field length required for turbojet aeroplanes at the destination (wet condition) is the demonstrated landing distance plus:**

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- a) 67%
- b) 92%
- c) 43%
- d) 70%

**12. How does the Electronic Flight Instrument System display of a B737-400 respond to the failure of a VHF navigation (VOR) receiver?**

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- a) The pointer rotates around the display and a VOR 1 or 2 failure warning bar appears
- b) It removes the associated magenta deviation bar and/or pointer from the display
- c) The pointer flashes and a VOR 1 or 2 failure warning bar appears
- d) The deviation bar and/or pointer change colour to red and flash intermittently

**13. When flying in warm air (warmer than standard atmosphere), indicated altitude is:**

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- a) Lower than the true altitude.
- b) Equal to the standard altitude.
- c) The same as the true altitude.
- d) Higher than the true altitude.

**14. The empty mass of an aeroplane is given as 44800 kg. Operational items (including crew standard mass of 1060 kg) are 2300 kg. If the maximum zero fuel mass is given as 65500 kg, the maximum traffic load which could be carried is:**

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- a) 23000 kg
- b) 20700 kg
- c) 19460 kg.
- d) 18400 kg

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**15. Flight crew members on the flight deck shall keep their safety belt fastened:**

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- a) Only during take off and landing
- b) While at their station
- c) From take off to landing
- d) Only during take off and landing and whenever deemed necessary by the commander in the interest of safety

**16. On an instrument approach chart, a minimum sector altitude (MSA) is defined in relation to a radio navigation facility. Without any particular specification on distance, this altitude is valid to:**

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- a) 20 NM
- b) 25 NM
- c) 10 NM
- d) 15 NM

**17. Glaucoma is due to:**

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- a) Damage to the eyeball due to high altitude
- b) Drop in pressure of the liquid around the eye
- c) Excess light on the eyeball
- d) Increase in pressure of the liquid within the eye

**18. For a fan jet engine, the by-pass ratio is the:**

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- a) Internal Airflow Mass Divided By The Fuel Flow Mass
- b) Internal airflow mass divided by the external airflow mass
- c) Fuel flow mass divided by the internal airflow mass
- d) External airflow mass divided by the internal airflow mass

**19. The still air distance in the climb is 189 Nautical Air Miles (NAM) and time 30 minutes. What ground distance would be covered in a 30 kt head wind?**

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- a) 203 NM
- b) 174 NM
- c) 193 NM
- d) 188 NM

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**20. Calibrated Air Speed (CAS) is obtained from Indicated Air Speed (IAS) by correcting for the:**

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- a) Position and instrument errors.
- b) Position and density errors.
- c) Density error.
- d) Instrument error.

**21. Which elements of instructions or information shall always be read back ?**

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- a) Runway-in-use, altimeter settings, SSR codes, level instructions, heading and speed instructions
- b) Time check, runway-in-use, altimeter settings, level instructions, SSR codes
- c) Surface wind, visibility, ground temperature, runway-in-use, altimeter settings, heading and speed instructions
- d) Runway-in-use, visibility, surface wind, heading instructions, altimeter settings

**22. Refer to CAP 697 Section 4 MRJT1 Figure 4.4 Given: twin jet aeroplane, Estimated mass on arrival at the alternate 50000 kg, Estimated mass on arrival at the destination 52525 kg, Alternate elevation MSL, Destination elevation 1500 ft Find: Final reserve fuel and corresponding time**

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- a) 2360 kg, 30 min
- b) 1180 kg, 30 min
- c) 1180 kg, 45 min
- d) 2360 kg, 01 h 00 min

**23. The dry atmosphere of the flight deck may cause dehydration, which may lead to a reduction in the ability to pay attention. To prevent this, it is appropriate to:**

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- a) Drink plenty of coffee
- b) Drink cool cola drinks
- c) Drink sufficient non-carbonated liquids
- d) Drink tea

**24. Given: True HDG = 233°, TAS = 480 kt, Track (T) = 240°, GS = 523 kt. Calculate the W/V?**

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- a) 4
- b) 5
- c) 7
- d) 6

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## 25. The bow wave will first appear at:

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- a) A Mach number just below  $M = 1$
- b) Mach 1
- c) A Mach number just above  $M = 1$
- d) The critical Mach number

## 26. How should a pilot inform the ATS unit that their aircraft does not have 8.33 KHz capability?

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- a) We do not have this frequency
- b) Negative eight point three three
- c) Negative eight point three three frequency equipment
- d) My aircraft is not equipped with eight point three three

## 27. The CL - alpha curve of a positive cambered aerofoil intersects with the vertical axis of the CL- alpha graph:

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- a) Above the origin
- b) Nowhere
- c) Below the origin
- d) In the origin

**28. A jet transport has the following structural limits:-Maximum Ramp Mass: 63 060 kg-Maximum Take Off Mass: 62 800 kg-Maximum Landing Mass: 54 900 kg-Maximum Zero Fuel Mass: 51 300 kgThe aeroplane's fuel is loaded accordance with the following requirements:-Taxi fuel: 400 kg-Trip fuel: 8400 kg-Contingency & final reserve fuel: 1800 kg-Alternate fuel: 1100 kgIf the Dry Operating Mass is 34930 kg, determine the maximum traffic load that can be carried on the flight if departure and landing airfields are not performance limited.**

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- a) 16 430 kg
- b) 17 070 kg
- c) 16 370 kg
- d) 16 570 kg

## 29. The aft movement of the centre of pressure during acceleration through the transonic range will:

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- a) Decrease the longitudinal stability.
- b) Increase the static lateral stability.
- c) Increase the static longitudinal stability.
- d) Decrease the static lateral stability.

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**30. 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:**

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- 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.

**31. Refer to CAP698 Section 3 - MEP1 Figure 3.1 Normal Procedure Given: OAT -15 °C Pressure Altitude: 4000' RWY 12R Wind: 080/12 KT Take-off Mass: 4000 lbs Runway Surface: tarred and dry What is the minimum runway length? No stopway or clearway is available.**

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- a) 1250 ft
- b) 1750 ft
- c) 1950 ft
- d) 1550 ft

**32. With respect to multi-engine piston powered aeroplane, determine the ramp mass (lbs) in the following conditions: Basic empty mass: 3210 lbs Basic arm: 88.5 Inches One pilot: 160 lbs Front seat passenger: 200 lbs Centre seat passengers: 290 lbs One passenger rear seat: 110 lbs Baggage in zone 1: 100 lbs Baggage in zone 4: 50 lbs Block fuel: 100 US Gal. Trip fuel: 55 US Gal. Fuel for start up and taxi (included in block fuel): 3 US Gal. Fuel density: 6 lbs/US Gal.**

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- a) 4120
- b) 4390
- c) 4720
- d) 4372

**33. Machmeter readings are subject to:**

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- a) Position pressure error
- b) Setting error.
- c) Temperature error.
- d) Density error.

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**34. The ground - air visual signal code for use by survivors on ground to indicate "AFIRMATIVE" is (search and rescue signals):**

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- a) Y
- b) V
- c) X
- d) N

**35. Which of the following operations are performed more effectively by people than by automatic systems ?1. Qualitative decision-making2. Waiting for an infrequent phenomenon3. Monitoring to ensure that certain values are not exceeded4. Detections of unusual conditions (smell, noise, etc.)**

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

**36. In the ATC flight plan Item 15, for a flight along a designated route, where the departure aerodrome is not on or connected to that route:**

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- a) The letters 'DCT' should be entered, followed by the point of joining the ATS route
- b) It is not necessary to indicate the point of joining that route as it will be obvious to the ATS unit.
- c) The words 'as cleared' should be entered
- d) It is necessary only to give the first reporting point on that route

**37. With reference to inertial navigation systems, a TAS input is:**

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- a) 2
- b) 3
- c) 6
- d) 1

**38. What shall the pilot's readback be for 'climb to 2500 feet':**

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- a) Climbing to two thousand five hundred feet
- b) Climbing to two thousand five hundred
- c) Climbing to two point five
- d) Up to two thousand five hundred



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## 39. . The Traffic Load is defined as:

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- a) The total mass of passengers, baggage, cargo and usable fuel
- b) The total mass of flight crew, passengers, baggage, cargo and usable fuel
- c) The total mass of passengers, baggage and cargo, including any non revenue load
- d) The total mass of crew and passengers excluding any baggage or cargo

## 40. What is the maximum distance at which you may expect strong VHF reception over flat terrain at FL 140 ?

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- a) About 240 NM
- b) About 300 NM
- c) About 40 NM
- d) About 140 NM

## 41. A barotrauma of the middle ear

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- a) Is more likely, when the pilot is flying with a respiratory infection and during descent
- b) Is to be expected during rapid decompressions, but an emergency descent immediately following the decompression will eliminate the problem
- c) Causes severe pain in the sinuses
- d) Is only caused by large pressure changes during climb

## 42. A descent is planned from 7500 ft AMSL so as to arrive at 1000 ft AMSL 6 NM from a VORTAC. With a GS of 156 kts and a rate of descent of 800 ft/min. The distance from the VORTAC when descent is started is:

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- a) 15,0 NM
- b) 27,1 NM
- c) With a GS of 156 kts and a rate of descent of 800 ft/min. The distance from the VORTAC when descent is started is: 15,0 NM 27,1 NM 30,2 NM
- d) 11,7 NM

## 43. An altimeter adjusted to 1013 hPa indicates an altitude of 3600 FT. Should this altimeter be adjusted to the local QNH value of 991 hPa, the altitude indicated would be

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- a) 3006 FT.
- b) 4194 FT.
- c) 4278 FT.
- d) 2922 FT.

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## 44. Which of the following statements regarding Alerting service is correct?

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- a) The Alert phase is established when no communication has been received from an aircraft within a period of thirty minutes after the time a communication should have been received
- c) The distress phase is established when an aircraft is known or believed to be the subject of unlawful interference
- d) Alerting Service and Flight Information Service are often provided by the same ATS unit

## 45. Which of the following are the most favourable solutions to manage phases of reduced or low vigilance (hypovigilance)? 1. Healthy living 2. Use of amphetamines 3. Reducing the intensity of the light 4. Organising periods of rest during the flight

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

## 46. An aeroplane's weighing schedule indicates that the empty mass is 57320 kg. The nominal Dry Operating Mass is 60120 kg and the Maximum Zero Fuel Mass is given as 72100 kg. Which of the following is a correct statement in relation to this aeroplane?

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- a) Operational items have a mass of 2800 kg and the maximum traffic load for this aeroplane is 11980 kg.
- b) Operational items have a mass of 2800 kg and the maximum useful load is 14780 kg.
- c) Operational items have a mass of 2800 kg and the maximum useful load is 11980 kg.
- d) Operational items have a mass of 2800 kg and the maximum traffic load for this aeroplane is 14780 kg.

## 47. An aircraft maintains a constant indicated altitude of 6500 FT from A (600 FT/AMSL - QNH 1012 hPa) to B (930 FT/AMSL - QNH 977 hPa). Assuming that the altimeter subscale setting remains unchanged at 1012 hPa, the height of the aircraft above the surface at B will be

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- a) 5555 FT
- b) 6515 FT
- c) 5225 FT
- d) 4625 FT

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**48. For a planned flight the calculated fuel is as follows: Flight time: 3h06min The reserve fuel, at any time, should not be less than 30% of the remaining trip fuel. Taxi fuel: 8 kg Block fuel: 118 kg How much fuel should remain after 2 hours flight time?**

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- a) 39 kg trip fuel and 12 kg reserve fuel.
- b) 30 kg trip fuel and 9 kg reserve fuel.
- c) 39 kg trip fuel and no reserve fuel.
- d) 27 kg trip fuel and 12 kg reserve fuel.

**49. What is the approximate value of the lift of an aeroplane at a gross weight of 50000 N, in a horizontal coordinated 45 degrees banked turn?**

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- a) 60000 N
- b) 50000 N
- c) 70000 N
- d) 80000 N

**50. Following a disturbance, an aeroplane oscillates about the lateral axis at a constant amplitude. The aeroplane is:**

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- a) Statically stable - dynamically neutral
- b) Statically unstable - dynamically neutral
- c) Statically stable - dynamically unstable
- d) Statically unstable - dynamically stable

**51. 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?**

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- a) 2243 m
- b) 2096 m
- c) 2009 m
- d) 1950 m

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## 52. Physiological stressors include:

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- a) Noise, hunger, conflicts, a death
- b) Noise, temperature (low or high), humidity, sleep deprivation
- c) Temperature, hunger, thirst, divorce
- d) Heat, humidity, fatigue, administrative problems

## 53. SSR - Transponder Pilots shall not SQUAWK IDENT unless they:

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- a) Operate within controlled airspace
- b) Are requested by ATC
- c) Operate outside controlled airspace
- d) Operate a transponder with Mode C

## 54. Which of the following components belong to the middle ear?

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- a) Otoliths
- b) Endolymph
- c) Ossicles
- d) Semicircular canals

## 55. Carbon monoxide (CO) poisoning in flight:

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- a) Can be cured by breathing into a plastic bag to retain the carbon monoxide.
- b) Presents an extremely dangerous situation as the blood may not be able carry sufficient amounts of oxygen to vital cells and tissues of the body.
- c) Is a complication when hyperventilating and requires its own special and individual treatment.
- d) Is usually harmless because oxygen is more easily attached to haemoglobin than carbon monoxide to a magnitude of 200 times.

## 56. What does the term 'air-ground communication' mean?

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- a) One-way communication from aircraft to stations or locations on the surface of the earth
- b) One-way communication from stations or locations on the surface of the earth
- c) Two-way communication between aircraft and stations or locations on the surface of the earth
- d) Any communication from aircraft to ground station requiring handling by the Aeronautical Fixed Telecommunication Network (AFTN)

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**57. The partial pressure of carbon dioxide in the alveoli is:**

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- a) Higher than the pressure of carbon dioxide in the blood
- b) The same as in the atmospheric air
- c) Lower than the pressure of carbon dioxide in the atmospheric air.
- d) Lower than in the blood

**58. Having a serious cold it is better not to fly, due to the extra risk of:1. flatulence2. pain in the ear during descent3. vertigo4. pain in the nasal sinuses**

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- a) 1,3 and 4 are correct
- b) 1 and 2 are correct
- c) 1,2 and 4 are correct
- d) 2,3 and 4 are correct

**59. In a compensated capacitance type quantity indicating system, the contents gauge of a half- full fuel tank indicates a fuel mass of 8000 lIf a temperature rise increased the volume of fuel by 5%, the indicated fuel weight would:**

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- a) Increase By 5%
- b) Decrease by 5%
- c) Remain the same
- d) Increase By 10%

**60. Vents in oil tanks are primarily to**

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- a) Prevent Overthrow
- b) Allow for expansion of hot oil
- c) Prevent excessive pressure from building up in tank
- d) Eliminate Foaming.

**61. An ATS airspace where IFR and VFR are permitted, IFR flights are subject to Air Traffic Control Service and are separated from other IFR flights. All flights receive traffic information as far as is practical, is classified as**

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- a) Airspace D
- b) Airspace B
- c) Airspace E
- d) Airspace A

# Simulazione di Esame

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**62. QNH is the Q-code to indicate:**

- a) The atmospheric pressure at aerodrome elevation (or at runway threshold)
- b) The atmospheric pressure measured at the aerodrome reference point (ARP)
- c) The altimeter sub-scale setting to obtain elevation when on the ground
- d) The atmospheric pressure referred to the highest obstacle located on the surface of an aerodrome

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**63. An 'Automatic Terminal Information Service' provides:**

- a) Information concerning en-route weather phenomena which may effect the safety of aircraft operation
- b) Routine information to arriving and departing aircraft by means of continuous and repetitive broadcast
- c) Weather reports relating a specific number of aerodromes located within a flight information region (FIR)
- d) Current meteorological and operational information essential for the safety of the air navigation within a FIR

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**64. . Basic Empty Mass is:**

- a) Dry Operating Mass minus fuel load.
- b) Dry Operating Mass minus traffic load.
- c) A component of Dry Operating Mass.
- d) The actual take-off mass minus traffic load.

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**65. 'Code letter D' shall be chosen to identify a taxiway used by aircraft having an outer main gear wheel span of less than 9 m. The taxiway width shall be:**

- a) 15 m
- b) 23 m
- c) 18 m
- d) 25 m

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**66. In general the operation of airborne weather radar equipment on the ground is:**

- a) Permitted anywhere
- b) Unrestrictedly permitted in aerodrome maintenance areas
- c) Totally prohibited
- d) Only found above the correct glideslope

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**67. In order to maintain straight and level flight at a constant airspeed, whilst the flaps are being retracted, the angle of attack must be:**

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- a) Held constant
- b) Decreased
- c) Increased or decreased depending upon the type of flap
- d) Increased

**68. The maximum permissible take-off mass of an aircraft for the L wake turbulence category on an ATC flight plan is:**

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- a) 2 700 kg
- b) 7 000 kg
- c) 10 000 kg
- d) 5 700 kg

**69. When transmitting runway visual range (RVR) for runway 16 ATC should use the following phrase:**

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- a) RVR runway 16 touchdown ... metres, mid-point ... metres, stop end ... metres
- b) RVR runway 16 ... metres diagonal ... metres diagonal ... metres
- c) RVR at the beginning of runway 16 is ... metres
- d) The values of the transmissometer are: ... metres and ... metres

**70. The greater the pressure gradient the**

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- a) Further the isobars will be apart and the weaker the wind
- b) Closer the isobars and the lower the temperatures
- c) Closer the isobars and the stronger the wind
- d) Further the isobars will be apart and the higher the temperature

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## Schema Risposte

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

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