

Simulazione di Esame

Human Performance and Limitations - ATPL - Airline Transport Pilot Licence, 70 domande in 70 minuti!



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NOME ALLIEVO:

DATA & ORA:

01. The take-off distance available is:

- a) The runway length plus half of the clearway
- b) The runway length minus stopway
- c) The total runway length, without clearway even if this one exists
- d) The length of the take-off run available plus the length of the clearway available

02. Automatic temperature control of the system as shown, would be accomplished by:

- a) The Cabin Sensors Only, Modulating The Mix Valve.
- b) The temperature selector only, modulating the mix valve.
- c) The temperature selector in conjunction with cabin sensors and the temperature regulator modulating the mix valve.
- d) Automatic Control Of The Ram Air.

03. Does the pitch angle of a constant speed propeller alter in medium horizontal turbulence?

- a) Yes strongly
- b) Yes slightly
- c) Yes, but only if the pitch is full-fine
- d) No

04. Whenever ATIS is provided, the preparation and dissemination of the ATIS message shall be the responsibility of

- a) The meteorological office serving the aerodrome (s)
- b) Both air traffic services and the meteorological office
- c) The air traffic services
- d) The unit as prescribed by the state

05. Symptoms caused by gas bubbles in the lungs, following a decompression are called:

- a) Bends
- b) Leans
- c) Creeps
- d) Chokes

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06. The errors of a motor programme are:

- a) Habituation and Error of Commission
- b) Action Slip and Error of Commission
- c) Action Slip and Environmental Capture (Habituation)
- d) Confirmation error and Error of Commission

07. Each member state should designate an appropriate authority with its administration to be responsible for the development implementation and maintenance of a national aviation security programme. This programme should apply:

- a) Only to all international civil transport including aircraft engaged solely in the carriage of cargo
- b) To all international civil air transport including aircraft engaged solely in the carriage of cargo and yet to domestic flights at the discretion of each member state
- c) Only to passengers and aircrew in international civil transport flights and domestic flights
- d) Only to passengers and aircrew in international civil transport flights

08. What is 'VOLMET'?

- a) Meteorological station.
- b) Volume control meter.
- c) Meteorological information for aircraft in flight.
- d) A device used for measuring cloud base.

09. An aeroplane is carrying a traffic load of 10320 kg Complete the necessary sections of the attached appendix and determine which of the answers given below represents the maximum increase in the traffic load

- a) 7000 kg
- b) 8268 kg
- c) 1830 kg
- d) 655 kg[see Annex]

10. The climb limited take-off mass can be increased by:

- a) Selecting a lower V2
- b) Selecting a lower V1
- c) Selecting a lower VR
- d) A lower flap setting for take-off and selecting a higher V2

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11. The operator must ensure that the information contained in the aircraft technical log is stored for a minimum period of:

- a) 24 months
- b) 3 months
- c) 12 months
- d) 36 months

12. Learning to fly naturally induces stress in a student pilot because he is lacking experience. Manifestations of this type of stress are:1. nervousness and channellized attention2. being rough at the controls3. smoke and drink much more alcohol than usual4. airsickness, lack of sleep

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

13. The positive manoeuvring limit load factor for a large jet transport aeroplane with flaps extended is:

- a) 1.5
- b) 2.0
- c) 3.75
- d) 2.5

14. What are the three elements of the fuselage structure of a large transport aeroplane?

- a) Skin, Ribs, Formers.
- b) Skin, girders, webs.
- c) Skin, frames, stringers.
- d) Skin, Spars, Ribs.

15. What does the term 'way point' mean:

- a) A defined position on an aerodrome used for the calibration of the inertial navigation system
- b) A signal indicating the direction of the runway-in-use
- c) A specified geographical position used to define an area navigation route or the flight path of an aircraft employing area navigation
- d) A general term meaning the taxiway- and the runway-system of an international airport

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16. The distance between two waypoints is 200 NM, To calculate compass heading, the pilot used 2°E magnetic variation instead of 2°W. Assuming that the forecast W/V applied, what will the off track distance be at the second waypoint?

- a) 7 NM
- b) 14 NM
- c) 21 NM
- d) 0 NM

17. With increasing altitude and constant IAS the static lateral stability (1) and the dynamic lateral/directional stability (2) of an aeroplane with swept-back wing will:

- a) (1) increase (2) increase
- b) (1) increase (2) decrease
- c) (1) decrease (2) increase
- d) (1) decrease (2) decrease

18. What is the meaning of the phrase 'Radar service terminated'?

- a) ATC wants you to reset transponder
- b) ATC wants you to continue VFR
- c) You are now leaving the Terminal Area
- d) You will no longer be provided with radar control

19. An aeroplane, being manually flown in the speed unstable region, experiences a disturbance that causes a speed reduction. If the altitude is maintained and thrust remains constant, the aeroplane speed will:

- a) Further decrease.
- b) Initially further decrease and thereafter increase.
- c) Initially increase and thereafter decrease.
- d) Increase.

20. An aeroplane performs a continuous descent with 160 KT IAS and 1000 fpm vertical speed. In this condition:

- a) Lift is less than drag
- b) Lift is equal to weight
- c) Drag is less than the combined forces that move the aeroplane forward
- d) Weight is greater than lift

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21. The optimum long-range cruise altitude for a turbojet aeroplane:

- a) Is always equal to the powerplant ceiling
- b) Is independent of the aeroplane mass
- c) Increases when the aeroplane mass decreases
- d) Is only dependent on the outside air temperature

22. An aircraft flying at FL 100 from Marseille (QNH 1012 hPa) to Palma de Mallorca (QNH 1006 hPa) experiences no change to true altitude. The reason for this is that:

- a) The air at Palma de Mallorca is colder than that at Marseille
- b) The altimeters are erroneous, and need to be tested
- c) The air at Palma de Mallorca is warmer than that at Marseille
- d) One of the two QNH values may be incorrect

23. The optimum cruise altitude increases

- a) If the temperature (OAT) is increased.
- b) If the tailwind component is decreased.
- c) If the aeroplane mass is decreased.
- d) If the aeroplane mass is increased.

24. To increase the critical Mach number a conventional aerofoil should

- a) Be used with a high angle of attack.
- b) Have a large camber.
- c) Have a large leading edge radius.
- d) Have a low thickness to chord ratio.

25. Which of the following processes within a layer of air may lead to the building of CU and CB clouds?

- a) Frontal lifting within stable layers.
- b) Convection.
- c) Subsidence.
- d) Radiation.

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26. An aircraft at FL290 is required to commence descent when 50 NM from a VOR and to cross that VOR at FL80. Mean GS during descent is 271kt. What is the minimum rate of descent required?

- a) 2000 FT/MIN
- b) 1900 FT/MIN
- c) 1800 FT/MIN
- d) 1700 FT/MIN

27. During a flight over the sea at FL 100 from Marseille (QNH 1016 hPa) to Palma de Mallorca (QNH 1016 hPa), the true altitude is constantly decreasing. What is the probable reason for this ?

- a) The altimeter is faulty
- b) One of the QNH values must be wrong
- c) The air at Palma de Mallorca is warmer than that at Marseille
- d) The air at Marseille is warmer than that at Palma de Mallorca

28. Given: True Heading = 090° TAS = 200 kt W/V = 220° / 30 kt. Calculate the GS?

- a) Needed by the Sun to move from the apparent height of 0° to the apparent height of 6°
- b) Agreed by the international aeronautical authorities which is 12 minutes
- c) Between sunset and when the centre of the Sun is 12° below the true horizon
- d) Between sunset and when the centre of the Sun is 6° below the true horizon

29. With respect to a piston engine aircraft, ice in the carburettor:

- a) Will Only Form At Oat's Below +10°C.
- b) Will only form at outside air temperatures (OAT's) below the freezing point of water.
- c) Will only form at outside air temperatures (OAT's) below the freezing point of water. may form at OAT's higher than +10°
- d) Will Only Form At Oat's Below The Freezing Point Of Fuel.

30. When asked by ATC "ARE YOU ABLE TO MAINTAIN FL80?" the correct reply contains the word:

- a) AFFIRM or NEGATIVE
- b) WILCO
- c) CLEARED
- d) ROGER

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31. You fly VFR from your home base (runway width 45 m) to a small airfield (runway width 27 m). On reaching your destination there is a risk of performing a:

- a) High approach with undershoot
- b) High approach with overshoot
- c) Low approach with overshoot
- d) Low approach with undershoot

32. The centre of gravity of an aircraft

- a) Is in a fixed position and is unaffected by aircraft loading.
- b) May only be moved if permitted by the regulating authority and endorsed in the aircraft's certificate of airworthiness.
- c) Must be maintained in a fixed position by careful distribution of the load.
- d) Can be allowed to move between defined limits.

33. The fuel-oil heat exchanger:

- a) Cools the oil and heats the fuel.
- b) Heats the fuel only.
- c) Cools both the oil and the fuel.
- d) Cools The Oil Only.

34. Given: Standard Empty Mass 1764 lbs Optional Equipment 35 lbs Pilot + Passenger 300 lbs Cargo 350 lbs Ramp Fuel (Block Fuel) 60 Gal Trip Fuel 35 Gal Taxi Fuel 1.7 Gal Final Reserve Fuel 18 Gal Fuel density 6 lbs/Gal Determine the expected landing mass.

- a) 2589 lbs
- b) 2557 lbs
- c) 2472 lbs
- d) 2599 lbs

35. The height of the marks under the wings of heavier than air aircraft shall be:

- a) At least 50 centimetres
- b) At least 75 centimetres
- c) At least 60 centimetres
- d) At least between 40 centimetres and 50 centimetres

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36. An aircraft is squawking 7600. This indicates:

- a) It is diverting to the alternate aerodrome
- b) It is requesting immediate level change
- c) It is unable to establish communication due to radio equipment failure
- d) It is about to make a forced landing

37. SSR special codes ATC has assigned you the transponder code 5320. In case of losing two way radio communication, you have to squawk:

- a) Mode A Code 7700
- b) Mode A Code 5320
- c) Mode A Code 7500
- d) Mode A Code 7600

38. A jet aeroplane equipped with old engines has a specific fuel consumption of 0.06 kg per Newton of thrust and per hour and, in a given flying condition, a fuel consumption of 14 kg per NM. In the same flying conditions, the same aeroplane equipped with modern engines with a specific fuel consumption of 0.035 kg per Newton of thrust and per hour, has a fuel consumption per NM of:

- a) 11.7 kg / NM
- b) 14 kg / NM
- c) 10.7 kg / NM
- d) 8.17 kg / NM

39. An aeroplane has a stall speed of 100 kt at a mass of 1000 kg. If the mass is increased to 2000 kg, the new value of the stall speed will be:

- a) 141 KT
- b) 123 KT
- c) 150 KT
- d) 200 KT

40. Within the European Region, an aircraft experiencing radio communication failure on an IFR departure has to squawk 7600 and:

- a) Climb immediately to the cruising level indicated in the flight plan
- b) Land at the departure aerodrome in any case
- c) Maintain the level last assigned by the ATC for a period of 3 minutes and then climb in accordance with the flight plan
- d) Maintain the altitude last assigned by ATC for a period of 5 minutes and then continue in accordance with the flight plan

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41. Refer to the General Student Pilot Route Manual - VFR Chart ED-4 Give the name and frequency of the Flight Information Service for an aeroplane in position (47°59'N, 010°14'E) at 5000'.

- a) MUNCHEN INFORMATION 126.95 MHz
- b) MEMMINGEN INFORMATION 122.1 MHz
- c) FRANKFURT INFORMATION 128.95 MHz
- d) MUNCHEN INFORMATION 120.65 MHz

42. Which of the following factors have the greatest effect on the formation of the various types of ice on an aircraft ?

- a) Aircraft speed and size of cloud droplets
- b) Cloud temperature and droplet size
- c) Relative humidity inside the cloud
- d) Aircraft speed and curvature of the airfoil

43. The following factors increase stall speed:

- a) Increasing bank angle, increasing thrust, slat extension
- b) A higher weight, selecting a higher flap setting, a forward CG shift
- c) A lower weight, decreasing bank angle, a smaller flap setting
- d) An increase in load factor, a forward CG shift, decrease in thrust

44. Considering VR, which statement is correct?

- a) VR is the lowest climb speed after engine failure
- b) In case of engine failure below VR the take-off should be aborted
- c) VR is the speed at which rotation should be initiated
- d) VR is the lowest speed for directional control in case of engine failure

45. A horizontal tailwind gust may cause an aeroplane to:

- a) Climb.
- b) Descend.
- c) Have no effect on the flight path.
- d) Climb or descend depending on gust strength.

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46. An information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low level flights in the flight information region concerned or sub-area thereof is

- a) A NOTAM
- b) A SIGMET information
- c) An En-Route Meteo Report
- d) An AIRMET information

47. Considering TAS for maximum range and maximum endurance, other factors remaining constant:

- a) Both will stay constant regardless of altitude
- b) Both will decrease with increasing altitude
- c) TAS for maximum range will increase with increased altitude while TAS for maximum endurance will decrease with increased altitude
- d) Both will increase with increasing altitude

48. If OAT increases when at a constant TAS:

- a) Mach number decreases.
- b) The difference between surrounding conditions and ISA must be known to deduce the Mach number variation.
- c) Mach number remains constant.
- d) Mach number increases.

49. What is the radiotelephony call sign for the aeronautical station indicating approach control radar departures?

- a) ...CONTROL
- b) ...RADAR
- c) ...DEPARTURE
- d) ...APPROACH

50. You would use a powder fire-extinguisher for:1. a paper fire2. a plastic fire3. a hydrocarbon fire4. an electrical fireThe combination regrouping all the correct statements is:

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

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51. An aircraft may be weighed

- a) In an area of the airfield set aside for maintenance.
- b) In a quiet parking area clear of the normal manoeuvring area.
- c) At a specified 'weighing location' on the airfield.
- d) In an enclosed, non-air conditioned, hangar.

52. The retina allows for colour perception as a result of the:

- a) Crystalline lens
- b) Rods located in its central part
- c) Rods located in its peripheral zone
- d) Cones located in its central part

53. The pitching moment versus angle of attack line in the diagram, which corresponds to a CG located at the neutral point of of a given aeroplane at low and moderate angles of attack is:

- a) Line 2.
- b) Line 1.
- c) Line 4.
- d) Line 3.

54. Assuming contaminated runway conditions, if an aeroplane's main wheel tyre pressure is 206 psi., the approximate speed above which dynamic hydroplaning may occur is:

- a) 100 kt
- b) 114 kt
- c) 80 kt
- d) 129 kt

55. A copilot has passed an upgrading course to become a captain. Which psychological consequence is most likely?

- a) His/her self -concept is going to be stabilized because of the higher status as a captain.
- b) The increased command authority leads to a higher professionalism.
- c) His/her self-concept is going to change because of new roles and tasks which have to be incorporated.
- d) An upgrading does not have any of the mentioned psychological consequences.

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56. Assuming the initiating cause is removed, which of these statements about resetting are correct or incorrect? 1) A fuse is not resettable 2) A circuit breaker is not resettable.

- a) 1) Is Correct, 2) Is Correct.
- b) 1) is correct, 2) is incorrect.
- c) 1) is incorrect, 2) is incorrect.
- d) 1) Is Incorrect, 2) Is Correct.

57. Considering a rate of climb diagram (ROC versus TAS) for an aeroplane. Which of the diagrams shows the correct curves for 'flaps down' compared to 'clean' configuration?

- a) B
- b) C
- c) A
- d) D

58. Mcrit is the free stream Mach Number at which:

- a) Somewhere about the airframe Mach 1 is reached locally.
- b) The critical angle of attack is reached.
- c) Shockstall occurs.
- d) Mach buffet occurs.

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

- 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)

60. To which frequency bands do the frequencies 118.000 - 136.975 MHz of the Aeronautical Mobile Service belong?

- a) Very high frequency
- b) Medium frequency
- c) Low frequency
- d) Very low frequency

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61. At the commencement of final approach, if the controller possesses wind information in the form of components, significant changes in the mean surface wind direction and speed shall be transmitted to aircraft. The mean head-wind component significant change is:

- a) 5 KT
- b) 8 KT
- c) 10 KT
- d) 4 KT

62. The priority of the instruction 'taxi to runway 05' is:

- a) The same as 'line-up runway 07 and wait'.
- b) Less than 'cleared to land'.
- c) Greater than 'caution, construction work left of taxiway'.
- d) Greater than 'transmit for QDM'.

63. An aeroplane exhibits static longitudinal stability, if, when the angle of attack changes:

- a) The change in total aeroplane lift acts through the centre of gravity
- b) The resulting moment is positive
- c) The change in total aeroplane lift acts aft of the centre of gravity
- d) The change in wing lift is equal to the change in tail lift

64. In the month of August you prepare a flight (cruising level FL 370) from Bombay (19°N - 73°E) to Bangkok (13°N - 100°E). What wind conditions can you expect?

- a) Headwinds
- b) Strong northerly winds
- c) Tailwinds
- d) Light winds diagonal to the route

65. To resynchronize a circadian rhythm, it takes more time after:

- a) Westbound flights
- b) Eastbound flights
- c) South-north flights
- d) North-south flights

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66. A condenser in parallel with breaker points will:

- a) Intensify current in a secondary winding
- b) Assist in collapse of secondary winding.
- c) Assist in negative feedback to secondary coil
- d) Permit Arcing Across Points

67. The lift formula is:

- a) $L = W$
- b) $L = CL \frac{1}{2} \rho V^2 S$
- c) $L = n W$
- d) $L = CL 2 \rho V^2 S$

68. What according to ICAO Annex 10 is the range of a locator?

- a) 25 - 50 NM
- b) 50 - 100 NM
- c) 10 - 25 NM
- d) 100 - 300 NM

69. In accordance with JAR OPS 1, the operator shall ensure that:

- a) For VFR flights conducted in class B airspace, horizontal distance from clouds is at least 1000m.
- b) For VFR flights conducted in class F airspace, vertical distance from clouds is at least 250m.
- c) Special VFR flights are not commenced when visibility is less than 3 km.
- d) For VFR flights conducted in class E airspace, flight visibility at and above 3050m (10000ft) is at least 5 km (clear of cloud).

70. Which of the following statements concerning the variable, or directional, signal of a conventional VOR is correct?

- a) The transmitter changes the frequency of the variable signal by 30 Hz either side of the allocated frequency each time it rotates
- b) The transmitter varies the amplitude of the variable signal by 30 Hz each time it rotates
- c) The receiver adds 30 Hz to the variable signal before combining it with the reference signal
- d) The rotation of the variable signal at a rate of 30 times per second gives it the characteristics of a 30 Hz amplitude modulation

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Schema Risposte

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

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