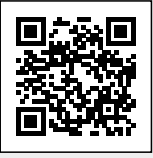


Simulazione di Esame

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NOME ALLIEVO:

DATA & ORA:

01. What does the abbreviation 'INS' mean:

- a) Instrument navigation system
- b) International NOTAM system
- c) Inertial navigation system
- d) International navigation service

02. An airspeed indicator displays:

- a) EAS.
- b) IAS.
- c) TAS.
- d) CAS.

03. The maximum intensity floor loading for an aeroplane is given in the Flight Manual as 650 kg per square metre. What is the maximum mass of a package which can be safely supported on a pallet with dimensions of 80 cm by 80 cm?

- a) 416.0 kg
- b) 101.6 kg
- c) 41.6 kg
- d) 1015.6 kg

04. When the air is passing through an expansion wave the Mach number will

- a) Increase.
- b) Decrease and beyond a certain Mach number start increasing again.
- c) Stay constant.
- d) Decrease.

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05. At a low bank angle, the measurement of rate-of-turn actually consists in measuring the:

- a) Yaw rate of the aircraft.
- b) Angular velocity of the aircraft.
- c) Roll rate of the aircraft.
- d) Pitch rate of the aircraft.

06. The QFF at an airfield located 400 metres above sea level is 1016 hPa. The air temperature is 10°C lower than a standard atmosphere. What is the QNH?

- a) More than 1016 hPa
- b) 1016 hPa
- c) Less than 1016 hPa
- d) It is not possible to give a definitive answer

07. When transmitting time, which time system shall be used?

- a) Local time (LT) M. and P.M.
- b) Local time (LT), 24-hour clock
- c) No specific system, as only the minutes are normally required
- d) Co-ordinated universal time (UTC)

08. What will be the effect on the reading of an altimeter of an aircraft parked on the ground shortly before an active cold front passes?

- a) It will remain unchanged.
- b) It will be decreasing.
- c) It will be increasing.
- d) It will fluctuate up and down by about +/- 50 feet.

09. What is the correct action to counteract vertigo?

- a) Reduce rate of breathing until all symptoms disappear, then breathe again normally
- b) Believe the instruments
- c) Rely on the information from the semicircular canals, since these will be transmitting correct information
- d) Concentrate on the vertical speed indicator

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10. At which altitude (within the "indifferent zone") may a degradation of night vision occur?

- a) From approximately 1 600m
- b) Up to 5 000m
- c) 5 000m - 7 000m
- d) 3 000m - 5 000m

11. Flight planning chart for an aircraft states, that the time to reach the cruising level at a given gross mass is 36 min and the distance travelled is 157 NM (zero-wind). What will be the distance travelled with an average tailwind component of 60 KT?

- a) 128 NM
- b) 193 NM
- c) 228 NM
- d) 157 NM

12. An engine failure can result in a windmilling (1) propeller and a feathered (2) propeller. Which statement about propeller drag is correct?

- a) (2) is larger than (1).
- b) (1) is equal to (2).
- c) Impossible to say which one is largest.
- d) (1) is larger than (2).

13. A commercial jet aeroplane is performing a straight descent at a constant Mach number with constant mass. The operational speed limit that may be exceeded is:

- a) V
- b) VNE.
- c) MMO.
- d) VNE. MMO. VMO.

14. What is the correct way for the pilot to acknowledge that ATIS Information Golf has been received:

- a) Information Golf
- b) We have the ATIS Golf
- c) We have the Information
- d) Weather Golf received

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15. What are the main factors which bring about reduced or low vigilance (hypovigilance) ? 1. The monotony of the task 2. Tiredness and the need for sleep 3. A lack of stimulation 4. Excessive stress

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

16. According to the ILS coverage area as defined by ICAO Annex 10, in which of the following situations will the pilot be guaranteed a reliable signal from the localiser?

- a) 19NM from touchdown inbound and 13° displaced from the localiser centreline.
- b) 27NM from touchdown inbound and 8° displaced from the localiser centreline.
- c) 10NM from touchdown inbound and 38° displaced from the localiser centreline.
- d) 20NM from touchdown inbound and 8° displaced from the localiser centreline.

17. You receive an IFR enroute clearance stating: Clearance expires at 0920. What does it mean?

- a) The take off clearance is expected at 0920
- b) Do not take off before 0920
- c) After 0920 return to the ramp and file a new flight plan
- d) If not airborne until 0920, a new clearance has to be issued

18. In which of the following areas do surface high pressure systems usually predominate over the North Atlantic region between 30°N and 65°N and the adjoining land areas during the northern summer?

- a) Iceland, SW USA, Azores
- b) Greenland, Azores, NE Canada
- c) Greenland, SW Europe, NE Canada
- d) Azores, SE USA, SW Europe

19. During a climb at a constant IAS, the Mach Number:

- a) Decrease initially and increase subsequently.
- b) Remain constant.
- c) Increase.
- d) Increase initially and remain constant subsequently.

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20. When a pilot is facing a problem during flight he should

- a) Always make up his mind quickly to give himself as much spare time as possible
- b) Avoid making up his mind until the very last minute
- c) Take as much time as he needs and is available to make up his mind
- d) Make up his mind before consulting other crew members

21. . Traffic load is the difference between:

- a) The operating mass and the basic empty mass.
- b) The take-off mass and the basic empty mass.
- c) The take-off mass and the basic empty mass plus trip fuel.
- d) The take-off mass and the operating mass.

22. Which of the following frequencies is an international emergency frequency:

- a) 6500 KHz
- b) 122.500 MHz
- c) 121.050 MHz
- d) 121.500 MHz

23. Which of the following lists all the parameters that can be determined by a GPS receiver tracking signals from 4 different satellites?

- a) Latitude and longitude
- b) Latitude, longitude, altitude and time
- c) Latitude, longitude and altitude
- d) Radio communication failure

24. An isohypse (contour)

- a) Indicates the true altitude of a pressure level
- b) Indicates the altitude of the zero degree isotherm
- c) Is the limit between two air masses of different temperature
- d) Is the longest slope line of a frontal surface

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25. Distress is defined as:

- a) A condition concerning the safety of an aircraft or of a person on board, but which does not require immediate assistance
- b) A condition concerning the attitude of an aircraft when intercepting the localizer during an ILS approach
- c) A condition of being threatened by serious and/or imminent danger and requiring immediate assistance
- d) A condition concerning the safety of a person on board or within sight and requiring immediate assistance

26. The maximum theoretical range at which an aircraft at FL230 may receive signals from a VOR facility sited at mean sea level is:

- a) 170 NM
- b) 230 NM
- c) 151 NM
- d) 190 NM

27. Planning an IFR-flight from Paris (Charles de Gaulle) to London (Heathrow) for the twin jet aeroplane. Given: Estimated Take-off Mass (TOM) 52000 kg, Airport elevation 387 ft, FL 280, W/V 280°/40 kt, ISA Deviation -10°C, Average True Course 340° Find: Time to the top of climb (TOC)

- a) 3 min
- b) 11 min
- c) 15 min
- d) 12 min[see Annex]

28. A polar track is a track part of which is included in an area where the horizontal component of the earth magnetic field is less than:

- a) 6 micro-tesla
- b) 10 micro-tesla
- c) 38 micro tesla
- d) 17 micro-tesla

29. To minimize the risk of hydroplaning during landing the pilot should:

- a) Use maximum reverse thrust, and should start braking below the hydroplaning speed.
- b) Use normal landing-, braking- and reverse technique.
- c) Make a 'positive' landing and apply maximum reverse thrust and brakes as quickly as possible.
- d) Postpone the landing until the risk of hydroplaning no longer exists.

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30. An operator shall not operate an aeroplane first issued with an individual certificate of airworthiness before 1 April 1998 with a maximum certificated take-off mass over 5700 kg unless it is equipped with a cockpit voice recorder which shall be capable of retaining information recorded during at least the last:

- a) 2 hours of its operation.
- b) 30 minutes of its operation.
- c) 25 hours of its operation.
- d) 20 hours of its operation.

31. The actual 'Zero Fuel Mass' is equal to the:

- a) Operating Mass plus all the traffic load.
- b) Basic Empty Mass plus the fuel loaded.
- c) Dry Operating Mass plus the traffic load.
- d) Actual Landing Mass plus trip fuel.

32. When an aircraft station receives the call 'ALL STATIONS Stephenville RADAR, distress traffic ended' it is requested:

- a) To resume normal communication with Stephenville RADAR
- b) Discontinue communication with Stephenville RADAR
- c) Acknowledge receipt of this message
- d) To impose silence to other stations in its vicinity

33. In order to plot a bearing from a VOR station, a pilot needs to know the magnetic variation:

- a) At the half-way point between the aircraft and the station
- b) At the aircraft location
- c) At both the VOR and aircraft
- d) 300

34. Below the optimum cruise altitude:

- a) The IAS for long range cruise increases continuously with decreasing altitude
- b) The TAS for long range cruise increases continuously with decreasing altitude
- c) The Mach number for long range cruise decreases continuously with decreasing altitude
- d) The Mach number for long range cruise increases continuously with decreasing altitude

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35. A locator: 1 - is a low powered beacon 2 - is a high powered beacon 3 - has a range of 10 - 25NM 4 - has a range of 10 - 200NM

- a) 1 and 4
- b) 2 and 3
- c) 1 and 3
- d) With ON selected a reply in the modes A, C and S can be transmitted.

36. Which of the following is NOT an international distress frequency?

- a) 121.5 MHz
- b) 243 MHz
- c) 243 kHz
- d) 2182 kHz

37. Refer to the Jeppesen General Student Pilot Route Manual - VFR Chart ED-4An aeroplane is flying VFR and approaching position TANGO VORTAC (48°37'N, 009°16'E) at FL 055 and magnetic course 090°, distance from VORTAC TANGO 20 NM. What is the frequency of the TANGO VORTAC.

- a) 112.50 MHz
- b) 109.20 MHz
- c) 112.50 MHz 109.20 MHz 422 kHz
- d) 118.80 MHz

38. The function of the stick pusher is:

- a) To activate and push the stick forward prior to stick shaker
- b) To activate and push the stick forward at or beyond a certain value of angle of attack
- c) To pull the stick, to avoid a high speed stall
- d) To vibrate the controls

39. The fuel cross-feed system:

- a) Is Only Used On The Ground For Fuel Transfer From One Tank To Another.
- b) Is only used to feed an engine from the tank of the opposite wing.
- c) Is only used in flight for fuel transfer from one tank to another.
- d) Allows feeding of any engine from any fuel tank.

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40. Which aeronautical chart symbol indicates a group of unlighted obstacles?

- a) 294° - 80 NM
- b) 075° - 81 NM
- c) 286° - 81 NM
- d) 277° - 83 NM

41. According to Rasmussen's model, errors in rule-based control mode are of the following type(s):

- a) Routine errors
- b) Handling errors
- c) Errors of technical knowledge
- d) Creative errors

42. With regard to the graph for the light twin aeroplane, will the accelerate and stop distance be achieved in a take-off where the brakes are released before take-off power is set?

- a) No, the performance will be worse than in the chart
- b) It does not matter which take-off technique is being used
- c) Yes, the chart has been made for this situation
- d) Performance will be better than in the chart

43. The flight preparation of a turbojet aeroplane provides the following data: Take-off runway limitation: 185 000 kg Landing runway limitation: 180 000 kg Planned fuel consumption: 11 500 kg Fuel already loaded on board the aircraft: 20 000 kg Knowing that: Maximum take-off mass (MTOM): 212 000 kg Maximum landing mass (MLM): 174 000 kg Maximum zero fuel mass (MZFM): 164 000 kg Dry operating mass (DOM): 110 000 kg The maximum cargo load that the captain may decide to load on board is:

- a) 54 000 kg
- b) 61 500 kg
- c) 55 500 kg
- d) 55 000 kg

44. When completing an ATC flight plan for a European destination, clock times are to be expressed in:

- a) Local mean time
- b) Local standard time
- c) UTC
- d) Central European Time

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45. Regarding take-off, the take-off decision speed V1:

- a) Is the airspeed on the ground at which the pilot is assumed to have made a decision to continue or discontinue the take-off.
- b) Is the airspeed of the aeroplane upon reaching 35 feet above the take-off surface.
- c) Is an airspeed at which the aeroplane is airborne but below 35 ft and the pilot is assumed to have made a decision to continue or discontinue the take-off .
- d) Is always equal to VEF (Engine Failure speed).

46. The altimeter of your aircraft indicates 15000 ft with a subscale-setting of 1013,25 mb. OAT is -21°C. The pressure altitude of the aircraft is:

- a) 15360 ft.
- b) 14640 ft.
- c) The pressure altitude of the aircraft is: 15360 ft. 14640 ft. 572 hPa.
- d) 15000 ft.

47. If it exists, the M.M.E.L. (Master Minimum Equipment List) is drawn up by:

- a) The aircraft manufacturer's list.
- b) The operator.
- c) The aircraft state of registry.
- d) The manufacturer / the type certificate holder.

48. When accelerating on a westerly heading in the northern hemisphere, the compass card of a direct reading magnetic compass will turn:

- a) Anti-clockwise giving an apparent turn towards the north
- b) Clockwise giving an apparent turn towards the south
- c) Clockwise giving an apparent turn towards the north
- d) Anti-clockwise giving an apparent turn towards the south

49. In accordance with OPS 1, an operator shall ensure that all relevant operational and technical information for a individual flight is preserved on ground for a predetermined period of time. Consequently, if practicable, a copy of the operational flight plan shall be retained, during at least:

- a) 15 months
- b) 12 months
- c) 24 months
- d) 3 months

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50. During deceleration following a landing in a westerly direction, a magnetic compass made for the northern hemisphere indicates:

- a) A heading fluctuating about 270° .
- b) An apparent turn to the north.
- c) An apparent turn to the south.
- d) No apparent turn.

51. The maximum difference between geocentric and geodetic latitude occurs at about:

- a) 60° North and South
- b) 45° North and South
- c) 0° North and South (equator)
- d) 90° North and South

52. During the winter months in mid-latitudes in the northern hemisphere, the polar front jet stream moves toward the

- a) North and speed decreases
- b) South and speed increases
- c) North and speed increases
- d) South and speed decreases

53. The Earth may be referred to as:

- a) Round.
- b) A globe.
- c) An oblate spheroid.
- d) Elliptical.

54. What does dewpoint mean?

- a) The temperature at which ice melts.
- b) The freezing level (danger of icing).
- c) The temperature to which a mass of air must be cooled in order to reach saturation.
- d) The temperature at which the relative humidity and saturation vapour pressure are the same.

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55. A ground feature appears 30° to the left of the centre line of the CRT of an airborne weather radar. If the heading of the aircraft is 355° (M) and the magnetic variation is 15° East, the true bearing of the aircraft from the feature is:

- a) 220°
- b) 310°
- c) 160°
- d) 130°

56. The lowest point of the thrust required curve of a jet aeroplane is the point for:

- a) Maximum specific range
- b) Minimum drag
- c) Minimum specific range
- d) Minimum endurance

57. The modern anti-skid processes are based on the use of a computer whose input data is 1. idle wheel speed (measured) 2. braked wheel speed (measured) 3. brake temperature (measured) 4. desired idle wheel train slipping rate 5. tire pressure The combination regrouping all the correct statements is:

- a) 1, 2, 4.
- b) 1, 3.
- c) 2, 4.
- d) 1, 2, 3, 4, 5.

58. What additional information is required to be input to an Inertial Navigation System (INS) in order to obtain an W/V readout?

- a) TUSKAR ROCK LT.H. NDB
- b) Clonbullogue aerodrome
- c) KERRY/Farranfore aerodrome
- d) WTD NDB

59. Urgency is defined as:

- a) A condition concerning the safety of an aircraft other vehicles or of a person on board, but which does not require immediate assistance
- b) A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance
- c) A condition concerning the attitude of an aircraft when intercepting the localizer during an ILS approach
- d) A condition concerning the safety of a person on board or within sight and requiring immediate assistance

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60. When an aircraft is experiencing difficulties, triggering of the alert phase is the responsibility of

- a) Air traffic control and flight information centres.
- b) Air traffic coordination centres.
- c) Control centres only.
- d) Search and rescue coordination centres.

61. Which of these statements about a gust lock system are correct or incorrect? 1) A gust lock can be used in flight to reduce the effects of turbulence. 2) Reversible flight controls should have a gust lock.

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

62. Which of the following errors is associated with the use of VOR?

- a) Coastal refraction.
- b) Scalloping.
- c) Night effect.
- d) Quadrantal error.

63. Shimmy occurs on the nose wheel landing gear during taxiing when: 1. the wheels tend to describe a sinusoidal motion on the ground 2. the wheels no longer respond to the pilot's action This effect is overcome by means of: 3. the torque link 4. a damper associated with the steering cylinder The combination of correct statements is:

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

64. The angle of climb with flaps extended, compared to that with flaps retracted, will normally be:

- a) Larger
- b) Smaller
- c) Increase at moderate flap setting, decrease at large flap setting
- d) Not change

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65. Altimeter setting procedures - Transition Layer When flying through the transition layer the vertical position of the aircraft should be expressed as:

- a) Altitude during climb
- b) Altitude during descent
- c) Either altitude or flight level during climb
- d) Flight level during descent

66. Isolated thunderstorms of a local nature are generally caused by:

- a) Thermal triggering.
- b) Frontal lifting (cold front).
- c) Frontal lifting (warm front).
- d) Frontal occlusion.

67. The operation of the radio altimeter of a modern aircraft is based on:

- a) A combination of frequency modulation and pulse modulation.
- b) Frequency modulation of the carrier wave.
- c) Pulse modulation of the carrier wave.
- d) Amplitude modulation of the carrier wave.

68. The landing field length required for jet aeroplanes at the alternate (wet condition) is the demonstrated landing distance plus

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

69. An aeroplane is weighed and the following recordings are made: nose wheel assembly scale 5330 kg left main wheel assembly scale 12370 kg right main wheel assembly scale 12480 kg If the 'operational items' amount to a mass of 1780 kg with a crew mass of 545 kg, the empty mass, as entered in the weight schedule, is

- a) 28400 kg
- b) 31960 kg
- c) 30180 kg
- d) 32505 kg

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70. An efficient flight deck (synergetic cockpit) will be observed when:

- a) The Captain delegates the decision making process to other crew members
- b) The plan of action is defined by the Captain because of his experience level
- c) Decisions do not need to be discussed because of a common synergy between the crew members
- d) Decisions are taken by the Captain with the help and participation of the other crew members

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Schema Risposte

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

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