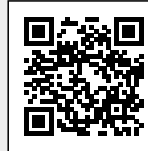


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NOME ALLIEVO:

DATA & ORA:

01. What is meant by presbycusis?

- a) Total loss of hearing in one ear due to use of a headset in the cockpit.
- b) Gradual loss of hearing with age.
- c) Gradual onset of long-sightedness with age.
- d) Total loss of hearing in both ears due to disease.

02. What does the word 'approved' mean?

- a) That is correct
- b) Permission for proposed action granted
- c) I repeat for clarity or emphasis
- d) Authorized to proceed under the conditions specified

03. When drugs against sleep disorders and/or nervousity have been taken and the pilot intends to fly, attention has to be paid to

- a) The effect they have on hearing
- b) The effect they have on reaction time and perceptual awareness
- c) Schedule only those pilots, who show no reactions to these medications
- d) The fact that there is no difference in the quality of sleep produced under the influence of those drugs compared to normal drug-free sleep

04. The gust load increases, when the altitude increases.

- a) 1 and 2 are incorrect
- b) 1 and 2 are correct
- c) 1 is incorrect and 2 is correct
- d) 1 is correct and 2 is incorrect

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05. 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

06. Assuming a five dot display on either side of the ILS localiser cockpit display, what is the angular displacement of the aircraft from the localiser centreline when the CDI is deflected 2 dots to the right?

- a) 2.0° to the right.
- b) 2.0° to the left.
- c) 1.0° to the right.
- d) 1.0° to the left.

07. When quick donning masks are in use, the pilot is:

- a) Able to radiotelephone.
- b) Only able to transmit.
- c) Only able to receive.
- d) Not Able To Do Any Radio Communication.

08. A pilot, accelerating or decelerating in level flight may get:

- a) The illusion of climbing or descending
- b) The impression of stationary objects moving to the right or left
- c) The illusion to turning
- d) The feeling of rotation

09. Which abbreviation is used for 'Co-ordinated universal time'?

- a) GMT.
- b) CUT.
- c) COUT.
- d) UT

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10. The time between inadequate oxygen supply and incapacitation is called TUC (Time of Useful Consciousness). It

- a) Varies individually and depends on cabin pressure altitude
- b) Varies individually and does not depend on altitude
- c) Is not dependent on physical or psychological pressure
- d) Is the same amount of time for every person

11. The clearance: 'cleared for immediate take-off runway 03' is:

- a) An urgency message.
- b) An unauthorized message.
- c) A flight safety message.
- d) A flight regularity message.

12. 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.

13. 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

14. An Omni-bearing selector (OBS) shows full deflection to the left when within range of a serviceable VOR. What angular deviation are you from the selected radial?

- a) Less than 10°
- b) 10° or more
- c) 2.5 or more
- d) 1.5° or more

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15. High intensity obstacle lights should be:

- a) Fixed orange.
- b) Flashing white.
- c) Fixed red.
- d) Flashing red.

16. When an aircraft on a westerly heading on the northern hemisphere accelerates, the effect of the acceleration error causes the magnetic compass to:

- a) Lag behind the turning rate of the aircraft
- b) Indicate a turn towards the south
- c) Indicate a turn towards the north
- d) To turn faster than the actual turning rate of the aircraft

17. The (1) stick force stability and the (2) manoeuvre stability are positively affected by:

- a) (1) forward G. movement (2) trimming the aeroplane nose up.
- b) (1) aft
- c) G. movement (2) trimming the aeroplane nose up. (1) aft G. movement (2) aft CG. movement.
- d) (1) forward G. movement (2) forward CG. movement.
- e) (1) trimming the aeroplane nose up (2) trimming the aeroplane nose up.

18. When independent parallel approaches are being conducted to parallel runways and vectoring to intercept the ILS localizer course or MLS final approach track, the vector shall be such as to enable the aircraft to be established on the ILS localizer course or MLS final approach track in level flight for:

- a) At least 1.5 NM prior to intercepting the ILS glide path or specified MLS elevation angle
- b) At least 3.0 NM prior to intercepting the ILS glide path or specified MLS elevation angle
- c) At least 2.5 NM prior to intercepting the ILS glide path or specified MLS elevation angle
- d) At least 2.0 NM prior to intercepting the ILS glide path or specified MLS elevation angle

19. Approach Procedures - Circling
The term used to describe the visual phase of flight after completing an instrument approach, to bring an aircraft into position for landing on a runway which is not suitably located for straight-in approach, is:

- a) Visual manoeuvring (circling).
- b) Aerodrome traffic pattern.
- c) Contact approach.
- d) Visual approach.

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20. The Mach number:

- a) Is the ratio between the TAS of the aeroplane and the speed of sound at sea level.
- b) Is the ratio between the IAS of the aeroplane and the local speed of sound.
- c) Is the ratio between the TAS of the aeroplane and the local speed of sound.
- d) Increases at a given TAS, when the temperature rises.

21. Which aeronautical chart symbol indicates an unlighted obstacle?

- a) 0.60
- b) 0.39
- c) 0.42
- d) 0.92

22. In the ATC flight plan item 15, when entering a route for which standard departure (SID) and standard arrival (STAR) procedures exist:

- a) SIDs should be entered but not STARs
- b) Both should be entered in the ATC plan where appropriate
- c) Neither SID nor STAR should be entered
- d) STARS should be entered but not SIDs

23. Constant-speed propellers provide a better performance than fixed-pitch propellers because they:

- a) Produce a greater maximum thrust than a fixed-pitch propeller.
- b) Have a higher maximum efficiency than a fixed-pitch propeller.
- c) Have more blade surface area than a fixed-pitch propeller.
- d) Produce an almost maximum efficiency over a wider speed range.

24. Considering an airspeed indicator, a second striped needle, if installed, indicates:

- a) Never-exceed speed (VNE)
- b) Maximum operating speed (VMO)
- c) Never-exceed speed (VNE) or maximum operating speed (VMO), depending on which is the higher
- d) Never-exceed speed (VNE) or maximum operating speed (VMO), depending on which is the lowest

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25. The following statements deal with precipitation, turbulence and icing. Select the list containing the most likely alternatives for NS cloud:

- a) Precipitation may be snow, sleet or rain. Icing and turbulence are frequently severe.
- b) Precipitation may be snow, sleet or rain. Icing is probable and may range between light and severe. Turbulence is rarely more than moderate.
- c) Precipitation and icing are usually nil. Turbulence is rarely more than moderate.
- d) Precipitation is frequently in the form of hail. Icing and turbulence are frequently severe.

26. A public transport aeroplane with reciprocating engines, the final reserve should be:

- a) Fuel to fly for 2 hours
- b) Fuel to fly for 1 hour at holding speed
- c) Fuel to fly for 45 minutes
- d) Fuel to fly for 30 minutes at holding speed

27. For an aircraft flying a true track of 360° between the 5°S and 5°N parallels, the precession error of the directional gyro due to apparent drift is equal to:

- a) -5°/hour
- b) +5°/hour
- c) 15°/hour
- d) Approximately 0°/hour

28. In the northern hemisphere the gradient wind of a cyclonic pressure distribution is 350/24, over the sea the surface wind would approximate

- a) 030/20
- b) 340/28
- c) 340/20
- d) 030/28

29. The angle between the airflow (relative wind) and the chord line of an aerofoil is:

- a) Angle of attack
- b) Same as the angle between chord line and fuselage axis
- c) Climb path angle
- d) Glide path angle

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30. What does the abbreviation 'SSR' mean:

- a) Search and surveillance radar
- b) Surface strength of runway
- c) Secondary surveillance radar
- d) Standard snow report

31. Without any external action, the axis of a free gyroscope is fixed with reference to:

- a) The earth.
- b) The apparent vertical.
- c) The aircraft.
- d) Space.

32. Maintaining CAS and flight level constant, a fall in ambient temperature results in:

- a) Lower TAS because air density decreases
- b) Lower TAS because air density increases
- c) Higher TAS because air density decreases
- d) Higher TAS because air density increases

33. Which word shall be used to indicate that an error has been made in a transmission or message?

- a) Negative
- b) Correct
- c) Disregard
- d) Correction

34. The trailing edge flaps when extended:

- a) Degrade the best angle of glide
- b) Significantly lower the drag
- c) Significantly increase the angle of attack for maximum lift
- d) Increase the zero lift angle of attack

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35. The weight of an aircraft, which is in level non accelerated flight, is said to act

- a) Vertically through the centre of pressure.
- b) Vertically through the centre of gravity.
- c) Always along the vertical axis of the aircraft.
- d) Vertically through the datum point.

36. An aircraft experiencing radio communication failure on an IFR flight in IMC is assumed to:

- a) Proceed to an area from where the flight can be continued according to the visual flight rules
- b) Proceed in accordance with the current flight plan to the designated navigation aid serving the destination aerodrome
- c) Execute a VMC approach at the nearest suitable aerodrome
- d) Divert to the most suitable aerodrome according to the route of flight

37. The relationship between induced drag and the aspect ratio is:

- a) There is no relationship
- b) A decrease in the aspect ratio increases the induced drag
- c) An increase in the aspect ratio increases the induced drag
- d) Induced drag = 1.3 aspect ratio value

38. What determines the longitudinal stability of an aeroplane ?

- a) The effectiveness of the horizontal stabilizer, rudder and rudder trim tab.
- b) The location of the centre of gravity with respect to the neutral point.
- c) The dihedral, angle of sweepback and the keel effect.
- d) The relationship of thrust and lift to weight and drag.

39. The Central Processing Unit (CPU) of a computer essentially consists of:1. an Arithmetic and Logic Unit (ALU)2. a control and timing unit3. registersThe combination which regroups all the correct statements is:

- a) 1,3
- b) 1,2
- c) 2,3
- d) 1,2,2003

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40. Which of the following abilities will not improve efficient decision making on the cockpit?

- a) Ability to persuade others to follow your own point of view.
- b) Ability to think ahead and specify alternative courses of action.
- c) Ability to search for and examine all available information regarding a situation.
- d) Communicational skills and social competence.

41. Which design features improve static lateral stability? 1. Anhedral. 2. Dihedral. 3. Forward sweep. 4. Sweepback. The combination that regroups all of the correct statements is:

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

42. A Lambert conformal conic chart has a constant of the cone of 0.80. A straight line course drawn on this chart from A (53°N 004°W) to B is 080° at A

- a) Course at B is 092°(T). What is the longitude of B?
- b) 009°36'E
- c) 011°E
- d) 019°E

43. When the time is 2000 UTC, it is:

- a) 1200 LMT at 60° East.
- b) 2400 LMT at 120° West.
- c) 0800 LMT at the Prime meridian.
- d) 1400 LMT at 90° West.

44. During a low level flight 2 parallel roads that are crossed at right angles by an aircraft. The time between these roads can be used to check the aircraft:

- a) Position
- b) Track
- c) Groundspeed
- d) Drift

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45. The landing reference speed VREF has, in accordance with CS 25, the following margins above reference stall speed in landing configuration:

- a) 23%
- b) 10%
- c) 20%
- d) 15%

46. What is the mean temperature deviation (°C) from the ISA over 50°N 010°W ?

- a) +9
- b) +2
- c) +13
- d) -2[see Annex]

47. You are making a long straight in approach to land, at what range would you make the call "LONG FINAL"?

- a) 3 NM
- b) 2 NM
- c) 4 NM
- d) Between 8 and 4 NM

48. The most dangerous icing conditions are encountered in

- a) Icy clouds at high levels.
- b) Unstable clouds at medium levels.
- c) Supercooled precipitation.
- d) Zones where the air temperature is below -15°

49. An aircraft tracking to intercept the Instrument Landing System (ILS) localiser inbound on the approach side, outside the published ILS coverage angle:

- a) Will receive signals without identification coding
- b) Only glide path information is available
- c) Can expect signals to give correct indications
- d) May receive false course indications

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50. 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

51. Given: TAS = 235 kt, HDG (T) = 076°W/V = 040/40kt. Calculate the drift angle and GS?

- a) 7L - 269 kt
- b) 5L - 255 kt
- c) 7R - 204 kt
- d) 5R - 207 kt

52. Given: TAS = 155 kt, HDG (T) = 216°, W/V = 090/60kt. Calculate the Track (°T) and GS.

- a) 224 - 175 kt
- b) 231 - 196 kt
- c) 226 - 186 kt
- d) 222 - 181 kt

53. 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 up
2 Gear down
3 Wing flaps retracted
4 Wing flaps in take-off position
5 N engines at the take-off thrust
6 (N- 1) engines at the take-off thrust
7 Speed over the path equal to $V_2 + 10$ kt
8 Speed over the path equal to $1.3 V_S$
9 Speed over the path equal to V_2
10 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

54. Which of the following operations are performed more effectively by people than by automatic systems ?
1. Qualitative decision-making
2. Waiting for an infrequent phenomenon
3. Monitoring to ensure that certain values are not exceeded
4. Detections of unusual conditions (smell, noise, etc.)

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

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55. The minimum lateral separation in the NAT region is:

- a) 60 NM between aircraft meeting minimum navigation performance specifications.
- b) 90 NM between all aircraft flying in the NAT region.
- c) 60 NM between all aircraft operating below MNPS airspace.
- d) 90 NM between aircraft flying above FL285.

56. Which degree of turbulence is described by the following ICAO definition?"There may be moderate changes in aircraft attitude and/or altitude but the aircraft remains in positive control at all times. Usually, small variations in air speed. Changes in accelerometer readings of 0,5 to 1,0 g at the aircraft's center of gravity. Occupants feel strain against seat belts. Loose objects move about. Food service and walking are difficult."

- a) Light
- b) Severe
- c) Violent
- d) Moderate

57. The order of priority of the following messages in the aeronautical mobile service is:

- a) Flight safety message, meteorological message, flight regularity message.
- b) Flight safety message, direction finding message, urgency message.
- c) Flight regularity message, distress message, meteorological message.
- d) Meteorological message, direction finding message, flight safety message.

58. The use of reduced take-off thrust is permitted, only if:

- a) The actual take-off mass (TOM) including a margin is greater than the performance limited TOM
- b) The take-off distance available is lower than the take-off distance required one engine out at V1
- c) The actual take-off mass (TOM) is greater than the climb limited TOM
- d) The actual take-off mass (TOM) is lower than the field length limited TOM

59. Where, in central Europe, are the highest wind speeds to be found ?

- a) At about 5500 metres altitude
- b) Just below the tropopause
- c) In the stratosphere
- d) Close to the ground

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60. Refer to the General Student Pilot Route Manual - VFR Chart ED-4 Flying VFR from PEITING (47°48.0'N, 010°55.5'E) to IMMENSTADT (47°33.5'N, 010°13.0'E) determine the distance.

- a) 46 NM
- b) 58 NM
- c) 32 NM
- d) 36 NM

61. When an 'open circuit' occurs in an electrical supply system, the:

- a) Fuse Or Cb Should Isolate The Circuit Due To Excess Current Drawn.
- b) Loss of continuity will prevent its working components from functioning.
- c) Load as indicated by the ammeter will increase.
- d) Component Will Operate Normally, But Will Not Switch Off.

62. Given: true course (TC) 017 W/V 340/30TAS 420 kt Find: wind correction angle (WCA) and ground speed (GS)

- a) WCA +2° GS 396 kt
- b) WCA -2° GS 426 kt
- c) WCA -2° GS 396 kt
- d) WCA +2° GS 416 kt

63. What is the most important aspect of the 'backside of the power curve'?

- a) The altitude cannot be maintained.
- b) The aeroplane will not stall.
- c) The elevator must be pulled to lower the nose.
- d) The speed is unstable.

64. You are crossing the Alps in a non-pressurised aircraft at an altitude of 15.000 feet. You do not use the oxygen mask because you feel fine. This is unsafe, because:

- a) Your judgement could be impaired
- b) You will get the bends
- c) The blood-pressure can get too low
- d) The blood-pressure can get too high

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65. Which of the following radar equipment operate by means of the pulse technique?1. Aerodrome Surface Movement Radar2. Airborne Weather Radar3. Secondary Surveillance Radar (SSR)4. Aerodrome Surveillance (approach) Radar

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

66. The tangent from the origin to the power required against true airspeed curve, for a jet aeroplane, determines the speed for:

- a) Maximum endurance
- b) Critical angle of attack
- c) Maximum specific range
- d) Minimum power

67. Max. Exhaust Gas Temperature is theoretically associated with:

- a) Full Rich Setting.
- b) Cruising mixture setting.
- c) Mixture ratio very close to idle cut-out.
- d) Mass ratio of 1/15.

68. Compressor surge during gas turbine engine acceleration is prevented by:

- a) Anti-ice Bleed Valves.
- b) Outlet guide vanes.
- c) Variable setting type nozzle guide vanes.
- d) Controlling the fuel flow (by the fcu - fuel control unit).

69. Which of the following statements about boundary layers is correct?

- a) The turbulent boundary layer has more kinetic energy than the laminar boundary layer
- b) The turbulent boundary layer will separate more easily than the laminar boundary layer
- c) The turbulent boundary layer gives a lower skin friction than the laminar boundary layer
- d) The turbulent boundary layer is thinner than the laminar boundary layer

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70. 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

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Schema Risposte

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

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