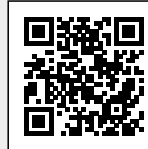


# Simulazione di Esame

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NOME ALLIEVO:

DATA & ORA:

**01. Which one of the following sets of conditions is the least likely to attract flocks of birds?**

---

- a) An area liable to flooding
- b) Edible rubbish
- c) Short gang-mown grass
- d) Long grass

**02. When an aircraft station receives the call 'ALL STATIONS Stephenville RADAR, stop transmitting MAYDAY' it is requested:**

---

- a) Not to interfere with the distress communication.
- b) To leave the frequency in use.
- c) To assist Stephenville RADAR in handling the distress traffic.
- d) To continue normal communication on the frequency in use.

**03. The vertical speed indicator (VSI) is fed by:**

---

- a) Dynamic pressure
- b) Total pressure
- c) Static pressure
- d) Differential pressure

**04. The message addressed to an Area Control Centre 'request radar vectors to circumnavigate adverse weather' is:**

---

- a) A meteorological message.
- b) An urgency message.
- c) A flight safety message.
- d) A message relating to direction finding.

# Simulazione di Esame

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## 05. The human ear is capable of perceiving vibrations between the frequencies

---

- a) 20 - 20000 Hz
- b) 30 - 15000 dB
- c) 20000 - 40000 Hz
- d) 0 - 16 Hz

## 06. In a primary radar using pulse technique, pulse length determines:

---

- a) Target discrimination
- b) Maximum measurable range
- c) Minimum measurable range
- d) 2

## 07. A pilot should not fly immediately after donating blood because:

---

- a) The chance you get the bends is higher after blood-donation
- b) You have an increased susceptibility to fainting
- c) Your heart rate is too low after blood-donation
- d) Your blood-pressure is too low after blood-donation

## 08. What does the phrase 'Squawk 1234' mean:

---

- a) Make a test transmission on 123.4 MHz
- b) Give a short count for DF (direction finder)
- c) Standby on frequency 123.4 MHz
- d) Select code 1234 on the SSR transponder

## 09. What does the word 'disregard' mean?

---

- a) Consider that transmission as not sent
- b) Wait and I will call you
- c) Annul the previously transmitted clearance
- d) An error has been made in this transmission

# Simulazione di Esame

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**10. The Maximum Certificated Taxi (or Ramp) Mass is that mass to which an aeroplane may be loaded prior to engine start. It is:**

---

- a) A value which varies with airfield temperature and altitude. Corrections are listed in the Flight Manual.
- b) A value which varies only with airfield altitude. Standard corrections are listed in the Flight Manual.
- c) A fixed value which is listed in the Flight Manual.
- d) A value which is only affected by the outside air temperature. Corrections are calculated from data given in the Flight Manual.

**11. An aeroplane suffers an explosive decompression at an altitude of 31000 ft . What is the initial action by the operating crew ?**

---

- a) To put on oxygen masks
- b) Place the seat belts sign to ON
- c) Transmit a MAYDAY message
- d) Disconnect the autopilot

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

---

- 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

**13. A Category I precision approach (CAT I) is an approach which may be carried out with a runway visual range of at least:**

---

- a) 500 m
- b) 800 m
- c) 350 m
- d) 550 m

**14. In a steady level, co-ordinated turn, the load factor  $n$  and the stalling speed  $V_S$  will be:**

---

- a)  $N$  greater than 1,  $V_S$  lower than in straight and level flight
- b)  $N$  smaller than 1,  $V_S$  lower than in straight and level flight
- c)  $N$  smaller than 1,  $V_S$  higher than in straight and level flight
- d)  $N$  greater than 1,  $V_S$  higher than in straight and level flight

# Simulazione di Esame

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## 15. The application of carburettor heat reduces

---

- a) It Reduces The Density Of Air Entering The Carburettor, Thus Leaning The Fuel/air Mixture
- b) The volume of air entering the carburettor, thus leaning the fuel/air mixture
- c) The volume of air entering the carburettor, thus enriching the fuel/air mixture.
- d) The density of air entering the carburettor, thus enriching the fuel/air mixture

## 16. Fuel flow information for gas turbine engines is:

---

- a) Not Used On Helicopters.
- b) Measured at the outlet of the high pressure fuel pump.
- c) Measured in the line between the booster pump and the engine.
- d) Measured in the line between the fuel control unit and the engine burners.

## 17. When radar identification of aircraft has been achieved, ATC unit shall:

---

- a) Inform the aircraft only if communication's load permits it.
- b) Inform the aircraft prior to issue any instructions or advice based on the use of radar.
- c) Inform the aircraft only if radar identification has been achieved without availability of SSR.
- d) Not advise the aircraft before issuing instructions.

## 18. Which word or phrase shall be used to indicate that a change has been made to your last clearance and this new clearance supersedes your previous clearance or part thereof?

---

- a) Cleared
- b) Approved
- c) Recleared
- d) Break break

## 19. In summer in the northern hemisphere the maximum wind speeds associated with sub- tropical jet streams are usually located

---

- a) Below the tropopause at about 300 hPa
- b) Above the tropopause at about 100 hPa
- c) Above the tropopause at about 250 hPa
- d) Below the tropopause at about 200 hPa

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## 20. You may act as a flight instructor to carry out flight instruction for the issue of a PPL

---

- a) With a PPL plus CPL theory
- b) With a PPL plus flight instructor rating
- c) With a valid licence plus flight instructor rating
- d) With a CPL

## 21. The semicircular canals of the inner ear monitor

---

- a) Movements with constant speeds
- b) Relative speed and linear accelerations
- c) Angular accelerations
- d) Gravity

## 22. High speed buffet is induced by

---

- a) Boundary layer control.
- b) Expansion waves on the wing upper surface.
- c) Boundary layer separation due to shock wave formation.
- d) A shift of the centre of gravity.

## 23. When should an aircraft in the heavy-wake-turbulence category include the word 'Heavy' immediately after its call sign e.g. Fastair 345 heavy?

---

- a) Never
- b) In the initial call to the aerodrome control tower and the approach control unit
- c) In all calls to the aerodrome tower and the approach control unit
- d) In all calls

## 24. The angle of attack of a two dimensional wing section is the angle between:

---

- a) The chord line of the aerofoil and the fuselage centreline
- b) The chord line of the aerofoil and the free stream direction
- c) The chord line and the camber line of the aerofoil
- d) The fuselage centreline and the free stream direction

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---

**25. The BFO selector on an ADF receiver is used to:**

- a) Hear the IDENT of some NDB stations radiating a continuous wave signal
- b) Find the loop 'null' position
- c) Hear the IDENT and must always be switched ON
- d) The GNSS can be used to update the FMS position from a drifting IRS.

---

**26. You are flying from A (30°S 20°E) to B (30°S 20°W). At what longitude will the GC track equal the RL track?**

- a) 10°W
- b) 10°E
- c) 20°W
- d) 0°E/W

---

**27. What does the abbreviation 'ATIS' mean?**

- a) Airport terminal information service
- b) Automatic terminal information service
- c) Air traffic information service
- d) Automatic terminal information system

---

**28. 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.

---

**29. Immediately following the MAYDAY prefix, an aircraft in distress should transmit:**

- a) The aircraft call sign twice.
- b) Its last known position.
- c) The call sign of the station addressed, when it is known and the circumstances permit.
- d) The nature of the emergency.

# Simulazione di Esame

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**30. Refer to CAP698 Section 3 - MEP1 Figure 3.1 Normal Procedure Given: OAT 24 °C Pressure Altitude: 3000' RWY, 12L Wind - 080/12 KT Take-off Mass: 3800 lbs Other conditions as associated in the header of the graph. What is the take-off distance over a 50 ft obstacle?**

---

- a) 1950 ft
- b) 1420 ft
- c) 1600 ft
- d) 1700 ft

**31. 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

**32. The net flight path gradient after take-off compared to the actual climb gradient is:**

---

- a) Smaller
- b) Depends on type of aircraft and may be smaller or larger respectively
- c) Equal
- d) Larger

**33. If installed, the flight crew compartment door of all aeroplanes operated for the purpose of carrying passengers shall be capable of being:**

---

- a) Locked from within the compartment
- b) Remotely locked from either inside or outside the compartment
- c) Remotely locked by cabin crew operation from outside the compartment
- d) Directly locked from outside the compartment

**34. A braking action given by ATS of 0.25 and below is:**

---

- a) Medium / Poor
- b) Good
- c) Poor
- d) Medium

# Simulazione di Esame

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**35. An aircraft has two certified landing flaps positions, 25° and 35°. If a pilot chooses 25° instead of 35°, the aircraft will have:**

---

- a) A reduced landing distance and better go-around performance
- b) An increased landing distance and better go-around performance
- c) A reduced landing distance and degraded go-around performance
- d) An increased landing distance and degraded go-around performance

**36. Low speed pitch up is caused by the:**

---

- a) Spanwise flow on a swept back wing
- b) Mach trim system
- c) Wing tip vortex
- d) Spanwise flow on a swept forward wing

**37. What is EGNOS (European Global Navigation Overlay System)?**

---

- a) Local Area Differential GPS (LADGPS)
- b) GLONASS
- c) Wide Area Differential GPS (WADGPS)
- d) GPS, Aircraft Weather Radar, Navigation radios

**38. What does 'Friction coefficient 20' in a runway report mean:**

---

- a) Braking action poor
- b) Braking action unreliable
- c) Braking action good
- d) Braking action medium

**39. Refer to the General Student Pilot Route Manual - VFR Chart ED-4 Which navigation aid is located in position 48°23'N, 008°39'E?**

---

- a) VOR
- b) VORTAC
- c) VOR/DME
- d) NDB

# Simulazione di Esame

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## 40. The most dangerous symptoms of hypoxia at altitude are

---

- a) Euphoria and impairment of judgement
- b) Breathlessness and reduced night vision
- c) Sensation of heat and blurred vision
- d) Hyperventilation

## 41. Abbreviations What does the abbreviation OIS mean? (Doc 8168)

---

- a) Obstacle in surface.
- b) Obstacle identification surface.
- c) Obstruction in surface.
- d) Obstacle identification slope.

## 42. The type of icing that occurs in dense clouds with large supercooled drops that have a temperature of $-5^{\circ}\text{C}$ is most likely to be

---

- a) Clear ice
- b) Cloudy ice
- c) Rime ice
- d) Hoar frost

## 43. The two main sources of information used to calculate turbojet thrust are the:

---

- a) Fan rotation speed (or N1) or the EPR (Engine Pressure Ratio).
- b) Fan rotation speed (or N1) or the total pressure at the low pressure turbine outlet.
- c) Fan rotation speed (or N1) or the total pressure at the high pressure compressor outlet.
- d) High pressure turbine rotation speed or the EPR (Engine Pressure Ratio).

## 44. The distance measured between two points on a navigation map is 42 mm (millimetres). The scale of the chart is 1:1 600 000. The actual distance between these two points is approximately:

---

- a) 36.30 NM
- b) 3.69 NM
- c) 67.20 NM
- d) 370.00 NM

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**45. Saturation of oxygen in the blood at sea level is approximately 98%. This saturation decreases with:**1. decreasing air pressure2. carbon monoxide poisoning3. increasing altitude4. increasing air pressure

---

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

**46. An RMI slaved to a remote indicating compass has gone unserviceable and is locked on to a reading of 090°. The tail of the VOR pointer shows 135°. The available information from the VOR is:**

---

- a) Radial 135°, relative bearing unknown
- b) Radial 315°, relative bearing unknown
- c) Radial unknown, relative bearing 045°
- d) Local thunderstorm activity

**47. The Maximum Zero Fuel Mass is a structural limiting mass. It is made up of the aeroplane Dry Operational mass plus**

---

- a) Traffic load, non-revenue load and crew standard mass.
- b) Unuseable fuel and crew standard mass.
- c) Traffic load
- d) Traffic load and potable water.

**48. To be able to predict compressibility effects you have to determine the:**

---

- a) Mach Number
- b) IAS
- c) TAS
- d) EAS

**49. The STOPWAY is a defined rectangular area on the ground at the end of take-off run available prepared as a suitable area where:**

---

- a) An aircraft can be stopped in the case of an abandoned take-off.
- b) An aircraft taking-off or landing can be stopped.
- c) A landing aircraft can be stopped only in emergency.
- d) A landing aircraft can be stopped if overcoming the end of runway.

# Simulazione di Esame

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---

**50. The region of the globe where the greatest number of tropical revolving storms occur is**

- a) The north-west Pacific, affecting Japan, Taiwan, Korea and the Chinese coastline.
- b) The northern Indian ocean, affecting India, Sri Lanka and Bangladesh.
- c) The south-western Indian ocean, affecting Madagascar, Mauritius and the island of Réunion.
- d) The Caribbean sea, affecting the West Indies, Mexico and the south-east coastline of the US

---

**51. The Maximum Zero Fuel Mass is the mass of the aeroplane with no usable fuel on board. It is a limitation which is:**

- a) Governed by the requirements of the centre of gravity limits and the structural limits of the aeroplane.
- b) Tabulated in the Flight Manual against arguments of airfield elevation and temperature.
- c) Listed in the Flight Manual as a fixed value. It is a structural limit.
- d) Governed by the traffic load to be carried. It also provides protection from excessive 'wing bending'.

---

**52. 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

---

**53. An aeroplane which has a maximum certificated take-off mass over 5700 kg, shall be equipped with a cockpit voice recorder capable of retaining information recorded during at least the last:**

- a) 30 minutes or 2 hours of its operation, depending upon the date of the first issue of its individual Certificate of Airworthiness.
- b) 25 hours of its operation.
- c) 20 hours of its operation.
- d) 30 minutes or 1 hour of its operation, depending upon the date of the first issue of its individual Certificate of Airworthiness.

---

**54. An impulse coupling does not function at such speeds above those encountered in starting. Its engaging pawls are prevented from operating at higher speeds by**

- a) Engine Oil Pressure
- b) A coil spring
- c) Centrifugal force
- d) Electro-magnetic Action Of Operating Magneto.

# Simulazione di Esame

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---

**55. 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

---

**56. Aircraft told to contact Stephenville Radar on 132.010. Response if unable to comply:**

---

- a) Negative channel 132.010
- b) Negative frequency 132.008
- c) Negative 8 point 3 3
- d) Negative on 132.010

**57. A flight has to be made with a multi engine piston aeroplane (MEP 1 Fig. 3. 3). For the fuel calculations take 5 US gallons for the taxi, and an additional 13 minutes at cruise condition to account for climb and descent. Calculated time overhead to overhead is 2h37min. Power setting is 65%, 2500 RPM. Calculated reserve fuel is 30% of the trip fuel. FL 120. Temperature 1°C. Find the minimum block fuel.**

---

- a) 91 US gallons
- b) 118 US gallons
- c) Find the minimum block fuel. 91 US gallons 118 US gallons 76 US gallons
- d) 86 US gallons

---

**58. The magnetic heading can be derived from the true heading by means of a:**

---

- a) Map showing the isoclinic lines
- b) Deviation correction curve
- c) Map showing the isogon lines
- d) Compass swinging curve

---

**59. What is the radiotelephony call sign for the aeronautical station providing approach control (no radar service)?**

---

- a) ARRIVAL
- b) RADAR
- c) APPROACH
- d) CONTROL

# Simulazione di Esame

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## 60. Fatigue and stress

---

- a) Increase the tolerance to hypoxia
- b) Lower the tolerance to hypoxia
- c) Will increase the tolerance to hypoxia when flying below 15 000 feet
- d) Do not affect hypoxia at all

## 61. A pilot accidentally turning OFF the INS in flight, and then turns it back ON a few moments later. Following this incident:

---

- a) 4L - 400 kt
- b) 3L - 415 kt
- c) 6L - 400 kt
- d) 8L - 415 kt

## 62. If the control stick of an aircraft is moved forward and to the right, the left aileron will move:

---

- a) Up, And The Elevator Will Move Down.
- b) Up, And The Elevator Will Move Up.
- c) Down, and the elevator will move down.
- d) Down, And The Elevator Will Move Up.

## 63. An aircraft is flying in the southern hemisphere at low altitude (less than 2000') and going directly away from a centre of low pressure. What direction, relative to the aircraft, does the wind come from?

---

- a) From the right and slightly on the tail
- b) From the right and slightly on the nose
- c) From the left and slightly on the tail
- d) From the left and slightly on the nose

## 64. Illusions that pilots experience in conditions of fog or mist are that:

---

- a) Objects appear closer than they really are and lead to shallow approaches.
- b) Objects appear closer than they really are and lead to steep approaches.
- c) Objects appear further away than they really are and lead to shallow approaches.
- d) Objects appear further away than they really are and can lead to steep approaches.

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**65. In relation to radar systems that use pulse technology, the term 'Pulse Recurrence Rate (PRR)' signifies the:**

---

- a) The number of cycles per second
- b) Delay after which the process re-starts
- c) Ratio of pulse period to pulse width
- d) UHF

**66. A sample of moist but unsaturated air may become saturated by**

---

- a) Expanding it adiabatically
- b) Compressing it adiabatically
- c) Lowering the pressure, keeping temperature constant
- d) Raising the temperature

**67. How are the air masses distributed in a cold occlusion ?**

---

- a) The coldest air in front of and the warm air behind the occlusion
- b) The less cold air is above ground level.
- c) The coldest air in front of and the less cold air is behind the occlusion
- d) The warm air mass is above ground level.

**68. What does the instruction 'Fastair 345 recycle 1240' mean?**

---

- a) Fastair 345 is requested to set new code 1240
- b) Fastair 345 is requested to reselect assigned mode and code 1240
- c) RADAR instructs Fastair 345 to stop squawk 1240 immediately
- d) RADAR informs Fastair 345 that radar service is terminated at time 1240

**69. In calculations with respect to the position of the centre of gravity a reference is made to a datum. The datum is**

---

- a) A reference plane which is chosen by the aircraft manufacturer. Its position is given in the aircraft Flight or Loading Manual.
- b) Calculated from the data derived from the weighing procedure carried out on the aircraft after any major modification.
- c) An arbitrary reference chosen by the pilot which can be located anywhere on the aircraft.
- d) Calculated from the loading manifest.

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**70. Positive static stability of an aeroplane means that following a disturbance from the equilibrium condition:**

---

- a) The initial tendency is to return towards its equilibrium condition.
- b) The tendency is to move with an oscillatory motion of increasing amplitude.
- c) The tendency is to move with an oscillatory motion of decreasing amplitude.
- d) The initial tendency is to diverge further from its equilibrium condition.

# Simulazione di Esame

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## Schema Risposte

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

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