

Simulazione di Esame

VFR Communications - ATPL - Airline Transport Pilot license, 70 domande in 70 minuti!



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NOME ALLIEVO:

DATA & ORA:

01. What will be the effect on the reading of an altimeter of an aircraft parked on the ground as an active cold front is passing?

- a) It will remain unchanged
- b) It will first increase then decrease
- c) It will fluctuate up and down by about +/- 50 feet
- d) It will first decrease then increase

02. A rectifier is a unit that:

- a) Transforms One Ac Voltage To A Greater/smaller Ac Voltage.
- b) Prevents rectified current from occurring in the electrical system.
- c) Protects the electrical system from over-voltages induced in the system itself.
- d) Produces a dc output from ac input.

03. If an aeroplane is at a higher mass than anticipated, for a given airspeed the angle of attack will

- a) Be decreased, drag will decrease and endurance will increase.
- b) Remain constant, drag will decrease and endurance will decrease.
- c) Be greater, drag will increase and endurance will decrease.
- d) Remain constant, drag will increase and endurance will increase.

04. 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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05. Which one of the following, concerning great circles on a Direct Mercator chart, is correct?

- a) They approximate to straight lines between the standard parallels
- b) They are all curves concave to the equator
- c) They are all curves convex to the equator
- d) With the exception of meridians and the equator, they are curves concave to the equator

06. How shall a pilot inform the control tower that he is prepared for take-off:

- a) Ready for take-off
- b) Ready for departure or ready
- c) Ready to go
- d) Ready to line-up

07. The approach climb requirement has been established to ensure:

- a) Minimum climb gradient in case of a go-around with one engine inoperative.
- b) Manoeuvrability during approach with full flaps and gear down, all engines operating.
- c) Manoeuvrability in case of landing with one engine inoperative.
- d) Obstacle clearance in the approach area.

08. You are flying from A (30°S 20°E) to B (30°S 30°W). What is the approximate final GC track?

- a) 280° (T)
- b) 270° (T)
- c) 300° (T)
- d) 250° (T)

09. The extreme right limitation for both V-n (gust and manoeuvre) diagrams is created by the speed:

- a) Vflutter
- b) VC
- c) VMO
- d) VD

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10. Knowing that: Dry operating mass: 110000 kg. Basic index: 119.1. Number of passengers: 185 distributed as shown in the annex (75 kg per PAX). Cargo load + luggage: 14000 kg distributed as shown in the annex. Fuel: 42000 kg (Fuel shift -20) Stages (1) to (7) and (1 1) having already been calculated, the centre of gravity in % MAC (Mean Aerodynamic Chord) at take-off is located at:

- a) 26.0 %
- b) 28.0 %
- c) 32.5 %
- d) 33.5 %

11. Which one of the tracks (dashed lines) is represented by the cross-section shown on the left ?

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

12. Which of the following statements about the accuracy that can be obtained with the differential technique (D-GPS) of the satellite navigation system NAVSTAR/GPS is correct?

- a) A D-GPS receiver can detect and correct for SA providing a more accurate position fix
- b) The increase in accuracy of position fixes is independent of the receiver position in relation to a D-GPS ground station
- c) Only D-GPS allows position fixes accurate enough for 'Non Precision Approaches'
- d) The nearer a receiver is situated to a D-GPS ground station, the more accurate the position fix

13. Increase of the delta load factor due to a given vertical upgust at a given EAS occurs when:

- a) The slope of the CL - alpha graph becomes steeper
- b) The wing loading increases
- c) The altitude increases
- d) The weight increases

14. With what type of cloud is 'GR' precipitation most commonly associated?

- a) ST
- b) AS
- c) CC
- d) CB

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15. Refer to the Jeppesen General Student Pilot Route Manual - VFR Chart ED-4 Flying VFR from VILLINGEN (48°03.5'N, 008°27.0'E) to FREUDENSTADT (48°28.0'N, 008°24.0'E) determine the magnetic course.

- a) 176°
- b) 355°
- c) 185°
- d) 004°

16. 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.

17. The speed for maximum endurance

- a) Is the lower speed to achieve 99% of maximum specific range.
- b) Can either be higher or lower than the speed for maximum specific range.
- c) Is always lower than the speed for maximum specific range.
- d) Is always higher than the speed for maximum specific range.

18. A list of dangerous goods, which may not be transported by air, can be found in:

- a) Annex 18 to the Chicago Convention.
- b) The shippers declaration for dangerous goods.
- c) Annex 6 to the Chicago Convention.
- d) The technical instructions for the safe transport of dangerous goods by air.

19. What is the frequency separation between consecutive frequencies in the VHF band:

- a) 25 KHz
- b) 75 KHz
- c) 8.33 KHz
- d) 50 KHz

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20. To avoid wake turbulence, when departing behind a larger aircraft, the pilot should manoeuvre:

- a) Below and downwind from the larger aircraft
- b) Above and downwind from the larger aircraft
- c) Below and upwind from the larger aircraft
- d) Above and upwind from the larger aircraft

21. The value of the saturated adiabatic lapse rate is closest to that of the dry adiabatic lapse rate in:

- a) Freezing fog
- b) Stratus
- c) Cirrus
- d) Cumulus

22. How does relative humidity and the dewpoint in an unsaturated air mass change with varying temperature?

- a) When temperature increases, the relative humidity increases, and the dewpoint decreases.
- b) When temperature increases, the relative humidity decreases, and the dewpoint remains constant.
- c) When temperature decreases, the relative humidity and the dewpoint remain constant.
- d) When temperature decreases, the relative humidity decreases, and the dewpoint increases.

23. What wind velocity is indicated?

- a) 105°(M)/20KT
- b) 285°(M)/20KT
- c) 255°(M)/20KT
- d) 7500

24. Mental schemes correspond to:

- a) Memorised representations of the various procedures and situations which can be reactivated by the pilot at will
- b) Daily planning of probable dangerous situations
- c) Memorised procedures which develop and change rapidly during change-over to a new machine
- d) The memorisation of regulatory procedures associated with a particular situation

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25. The purpose of a distributor in an ignition system is to distribute:

- a) Primary Current To The Condenser.
- b) Secondary current to the condenser.
- c) Secondary current to the sparking plugs.
- d) Primary Current To The Sparking Plugs.

26. Independent parallel approaches may be conducted to parallel runways provided that a no transgression zone (NTZ) of at least:

- a) 500 m is established between extended runway centre lines and as is depicted on the radar display
- b) 710 m is established between extended runway centre lines and as is depicted on the radar display
- c) 610 m is established between extended runway centre lines and as is depicted on the radar display
- d) 600 m is established between extended runway centre lines and as is depicted on the radar display

27. Which phrase shall be used if you want to say: "Communication is difficult. Please send every word or group of words twice"?

- a) Say again, say again
- b) Repeat twice
- c) Words twice
- d) Message second time

28. 'Tuck under' may happen at:

- a) Low Mach numbers.
- b) High Mach numbers.
- c) Only at low altitudes.
- d) All Mach numbers.

29. An aircraft transmitting a distress message is required to give its position as:

- a) The most accurate possible using GPS if fitted.
- b) Present or last known position, altitude or level and heading.
- c) Position relative to a VRP.
- d) Latitude and longitude.

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30. Stress is a frequent aspect of the pilot's job. Under which of the following circumstances does it occur?1. Stress occurs whenever the pilot must revise his plan of action and does not immediately have a solution2. Stress occurs with inexperienced pilots when the situational demands exceed their individual capabilities3. Stress occurs if a pilot is convinced that he will not be able to find a solution for the problem he/she faces.

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

31. How can aviation routine weather reports (METAR) of specific airports be obtained by aircraft in flight:

- a) VOLMET
- b) SIGMET
- c) AFIS
- d) ATIS

32. How many feet are there in a km?

- a) 3.280 ft
- b) 1.000 ft
- c) 6.080 ft
- d) 5.280 ft

33. What does the phrase 'Go ahead' mean:

- a) Proceed with your message
- b) Yes
- c) Pass me the following information...
- d) Taxi on

34. What is the effect of tail wind on the time to climb to a given altitude?

- a) The time to climb increases
- b) The time to climb decreases
- c) The time to climb does not change
- d) The effect on the time to climb will depend on the helicopter type

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35. What is the limit load factor of a large transport aeroplane?

- a) 3.75
- b) 4.4
- c) 6
- d) 2.5

36. Any prolonged exposure to noise in excess of 90 dB can result in:

- a) Presbycusis (effects of aging)
- b) Conductive hearing loss
- c) A ruptured ear drum
- d) Noise induced hearing loss

37. The frequency 121.500 MHz is designated as:

- a) A frequency for air-to-air communication
- b) An international emergency frequency
- c) An airline operation frequency
- d) A regional UHF frequency

38. Spoiler deflection causes:

- a) An increase in drag and decrease in lift
- b) Decrease in lift and drag
- c) An increase in lift only
- d) An increase in lift and drag

39. Given: Distance from departure to destination 150 NM True track 142W/V 200/15TAS 132 kt What is the distance of the PET from the departure point?

- a) 79 NM
- b) 134 NM
- c) 75 NM
- d) 71 NM

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40. The Doppler Navigation System is based on:

- a) Doppler VOR (DVOR) Navigation System
- b) Radio waves refraction in the ionosphere
- c) Phase comparison from ground station transmissions
- d) Radar principles using frequency shift

41. Large transport aeroplane hydraulic systems usually operate with a system pressure of approximately:

- a) 3000 psi
- b) 1000 psi
- c) 2000 psi
- d) 4000 Psi

42. 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

43. During the initial alignment of an inertial navigation system (INS) the equipment:

- a) VOR: DME: NDB: compulsory reporting point
- b) Civil airport: NDB: DME: compulsory reporting point
- c) VOR: DME: NDB: non-compulsory reporting point
- d) Civil airport: VOR: DME: non-compulsory reporting point

44. An aeroplane is in a level turn, at a constant TAS of 300 kt, and a bank angle of 45°. Its turning radius is:(given: $g = 10 \text{ m/s}^2$)

- a) 4743 metres.
- b) 9000 metres.
- c) 2381 metres.
- d) 3354 metres.

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45. The responsibility for determination of the mass of 'operating items' and 'crew members' included within the Dry Operating Mass lies with

- a) The authority of the state of registration.
- b) The commander.
- c) The person compiling the weighing schedule.
- d) The operator.

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

- a) -55
- b) -10
- c) +10
- d) +2

47. The physiological effects of accelerations to the human body depend on:1. the duration of the G-forces2. the onset rate of the G-forces3. the magnitude of the G-forces4. the direction of the G-forces.

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

48. The true airspeed (TAS) is:

- a) Higher than the speed of the undisturbed airstream about the aeroplane
- b) Lower than the indicated airspeed (IAS) at ISA conditions and altitudes below sea level
- c) Lower than the speed of the undisturbed airstream about the aeroplane
- d) Equal to the IAS, multiplied by the air density at sea level

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49. The following temperatures have been observed over a station at 1200 UTC. Assume the station is at MSL. Height in feet. Temperature in degrees C. 20000.-12 18000.-11 16000.-10 14000.-10 12000.-6 10000.-2 8000. +2 6000. +6 4000. +122000. +15 surface+15. Which of the following statements is correct ?

- a) The height of the freezing level over the station is approximately 12000 FT.
- b) Assuming that the MSL pressure is 1013.25 hPa the true altitude of an aircraft would actually be higher than the indicated altitude.
- c) Assume the station is at MSL. Height in feet. Temperature in degrees 20000.-12 18000.-11 16000.-10 14000.-10 12000.-6 10000.-2 8000. +2 6000. +6 4000. +122000. +15 surface+15. Which of the following statements is correct ? The height of the freezing level over the station is approximately 12000 FT. Assuming that the MSL pressure is 1013.25 hPa the true altitude of an aircraft would actually be higher than the indicated altitude. The layer between 16000 and 18000 FT is absolutely unstable
- d) The temperature at 10000 FT is in agreement with the temperature in the ICAO Standard Atmosphere.

50. On a reciprocating engine aeroplane, to maintain a given angle of attack, configuration and altitude at higher gross mass:

- a) The airspeed will be decreased and the drag increased
- b) The airspeed and the drag will be increased
- c) The airspeed will be increased but the drag does not change
- d) The lift / drag ratio must be increased

51. Given: True HDG = 145°, TAS = 240 kt, Track (T) = 150°, GS = 210 kt. Calculate the W/V?

- a) 360/35kt
- b) 115/35kt
- c) 295/35kt
- d) 180/35kt

52. 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

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53. Given: Distance from departure to destination 1950 NM GS Out 400 kt GS Home 300 kt What is the time of the PET from the departure point?

- a) 223 min
- b) 167 min
- c) 125 min
- d) 29 min

54. The scale quoted on a Lambert's chart is:

- a) The scale at the standard parallels.
- b) The mean scale at the parallel of the secant of the cone.
- c) The mean scale between the pole and the equator.
- d) The scale at the equator.

55. What does 'SELCAL' mean:

- a) A system which permits the selective calling of individual aircraft over radiotelephone channels linking a ground station with the aircraft
- b) A system provided for direct exchange of information between air traffic services (ATS) units
- c) A system in which radiotelephony communication between two stations can take place in both directions simultaneously
- d) A system in which radiotelephony communication can be established between aircraft only

56. Cabin pressure is controlled by:

- a) The Cabin Air Mass Flow Control Inlet Valve(s).
- b) Delivering a substantially constant flow of air into the cabin and controlling the outflow.
- c) The cabin air re-circulation system.
- d) Controlling The Flow Of Air Into The Cabin With Constant Outflow.

57. Quadrantal errors associated with aircraft Automatic Direction Finding (ADF) equipment are caused by:

- a) Misalignment of the loop aerial
- b) Signal bending caused by electrical interference from aircraft wiring
- c) Skywave/groundwave contamination
- d) A geoid

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58. If, in the event of a failure, the approach, flare and landing can be completed by the remaining part of the automatic system, such an automatic landing system is considered as:

- a) Fail-operational.
- b) Fail-hard.
- c) Fail-soft.
- d) Fail-passive.

59. The 'estimated total time' in block 16 of a VFR flight plan is the estimated time:

- a) Required by the aircraft from take-off to arrive overhead the destination airport.
- b) Of endurance at cruising power taking into account pressure and temperature on that day.
- c) Required by the aircraft from brake release at take-off until landing.
- d) Required by the aircraft from the moment it moves by its own power until it stops at the end of the flight (block time).

60. The minimum visibility required by JAR OPS 1 and 3 to commence a special VFR flight is:

- a) 5 km
- b) 1.5 km
- c) 2.5 km
- d) 3 km

61. In the transonic range the aeroplane characteristics are strongly determined by:

- a) The TAS.
- b) The Mach Number.
- c) The CAS.
- d) The IAS.

62. A controlled airspace extending upwards from the surface of the Earth to a specified upper limit is:

- a) Control zone.
- b) Advisory airspace.
- c) Control area.
- d) Air traffic zone.

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63. An aircraft at FL390 is required to descend to cross a DME facility at FL70. Maximum rate of descent is 2500 FT/MIN, mean GS during descent is 248 kt. What is the minimum range from the DME at which descent should commence?

- a) 7
- b) 6
- c) 1
- d) 3

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

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

65. Seasons are due to the:

- a) Earth's elliptical orbit around the Sun
- b) Inclination of the polar axis with the ecliptic plane
- c) Variable distance between Earth and Sun
- d) Earth's rotation on its polar axis

66. When the pilot moves the mixture lever of a piston engine towards a lean position the:

- a) Amount of fuel entering the combustion chamber is reduced.
- b) Volume of air entering the carburettor is increased.
- c) Amount of fuel entering the combustion chamber is increased.
- d) Volume Of Air Entering The Carburettor Is Reduced.

67. Among the different types of aircraft structures, the shell structures efficiently transmit the 1. normal bending stresses 2. tangent bending stresses 3. torsional moment 4. shear stresses The combination regrouping all the correct statements is:

- a) 1, 2, 3
- b) 1, 3, 2004
- c) 1, 2, 2004
- d) 2, 3, 2004

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68. If a symmetrical aerofoil is accelerated from subsonic to supersonic speed the aerodynamic centre will move

- a) Aft to the mid of the chord.
- b) Forward to the mid of the chord.
- c) Forward to the leading edge.
- d) Aft to the trailing edge.

69. All pilots encountering Clear Air Turbulence are requested to report it. You experience CAT which causes passengers and crew to feel definite strain against their seat belt or shoulders straps. Unsecured objects are dislodged. Food service and walking are difficult. This intensity of CAT should be reported as

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

70. Comparing a forward CG position with an aft one, the forward cg position will cause a

- a) Decrease in the landing speed.
- b) Decrease in range.
- c) Tendency to yaw to the right on take-off.
- d) Decrease of the stalling speed.

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Schema Risposte

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

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