71. OPERATIONAL PROCEDURES AEROPLANES

71.01. General

71.01.01. Annex 6, Parts I,II and III

0 id 1339 Selecting an alternate aerodrome the runway of this facility must be sufficiently long to allow a full stop landing from 50 ft above the threshold (jet type aircraft, dry runway) within:

a 80% of the landing distance available.

b 70% of the landing distance available.

c **60% of the landing distance available.**

d 50% of the landing distance available.

1 id 1340 Flight crew members on the flight deck shall keep their safety belt fastened:

a from take off to landing.

b only during take off and landing.

c only during take off and landing and whenever necessary by the commander in the interest of safety.

d **while at their station.**

2 id 1341 Who shall provide the flight operations personal with a operations manual and also issue the amendments to keep it up to date?

a Owner of the aircraft.

b Aircraft producer.

c **Aircraft operator.**

d ATS authority of the state of registry.

3 id 1754 Who checks, before flight, that the aircraft's weight is such that flight can be safely made, and that any transported cargo is properly distributed and secured? (Annex 6, Part I)

a The operator.

b **The captain.**

c The mechanic on board, or in his absence the co-pilot.

d The company's cargo technicians.

4 id 1755 For twin-engined aircraft, the take-off alternate shall be located at a distance that : (Annex 6, Part I)

a Does not exceed the equivalent of two hour of flight time at cruising speed all engines operating.

b Does not exceed the equivalent of two hours of flight time, at cruising speed with only one engine operative.

c Does not exceed the equivalent of one hour of flight time at cruising speed all engines operating.

d **Does not exceed the equivalent of one hour of flight time, at cruising speed with only one engine operative.**

5 id 1756 One shall not initiate any flight made in accordance with instrument flight rules unless the available information indicates that the conditions at the aerodrome of predicted destination or, at an aerodrome of alternative destination, are: (Annex 6, Part I)

a At the predicted time of arrival equal to or better than the minimum conditions required for aerodrome use.

b At the predicted time of take-off equal to or better than the minimum conditions required for aerodrome use.

c At the predicted time of arrival, and for a reasonable period before and after such a predicted time, equal to or better than the minimum conditions required for aerodrome use.

d At the predicted time of arrival better than the minimum conditions required for aerodrome use.

6 id 1757 When refueling is being performed while passengers are boarding or disembarking the aircraft, it is necessary that: (Annex 6, Part I)

a All the flight crew be on board.

b The aircraft's stairs be completely extended.

c Refueling is prohibited while passengers are boarding and/or disembarking.

d Communications be maintained between ground personnel and qualified personnel on board.

7 id 1758 The operator will include in the operations manual a list of minimum required equipment approved by : (Annex 6, Part I)

a The country where the aircraft is operated.

b The country where the aircraft was manufactured.

c The country of the operator.

d It is not mandatory that such a book be approved by aviation authorities.

8 id 1759 Aircraft using a VFR flight plan in controlled airspace shall be equipped: (Annex 6, Part I)

a As is necessary for aircraft that operate in accordance with instrument flight rules.

b Only as is necessary for aircraft that make VFR flights.

c With more anti-icing and/or de-icing devices (if one expects icy conditions).

d As is necessary for aircraft that make VFR flights, and such aircraft must also possess indicators of attitude and course, along with a precise barometric altimeter.

9 id 2234 The M.E.L. (Minimum Equipment List) is drawn up by :

a the manufacturer

b the operator

c the aircraft manufacturer's list

d the aircraft state of registry

10 id 2235 The M.M.E.L. (Master Minimum Equipment List) is drawn up by :

a the operator.

b the manufacturer.

c the aircraft manufacturer's list.

d the aircraft state of registry.

11 id 2671 A category I precision approach (CAT I) is an approach which may be carried out with a runway visual range of at least :

a 800 m

b 350 m

c **550 m**

d 500 m

12 id 2732 The coverage angle of the regulatory white position lights, continuously lit in flight and located at the rear of the aircraft, is :

a **140°**

b 110°

c 70°

d 220°

13 id 2934 The minimum time track is a track defined for :

a a period of 12 hours

b **a given travel**

c a period of 24 hours

d aircraft flying in MNPS airspace

14 id 2935 The term decision height (DH) is used for :

a **a precision approach.**

b a conventional approach.

c an indirect approach.

d a conventional approach followed by a visual maneuver.

15 id 2936 The recent experience conditions of a captain assigned to a flight on an aircraft by an operator must not be less than :

a 6 take-offs and 6 landings as pilot in command on this type of aircraft during the last 90 days

b **3 take-offs and 3 landings as pilot in command on this type of aircraft during the last 90 days**

c 6 take-offs and 6 landings as pilot in command on this type of aircraft during the last 6 months

d 3 take-offs and 3 landings as pilot in command on this type of aircraft during the last 6 months

16 id 2937 The standby power supply powering the standby artificial horizon must be operable on board any aircraft of more than 5700 kg or more than 9 passengers during at least :

a 15 minutes.

b 60 minutes.

c **30 minutes.**

d 2 hours.

17 id 2938 A life jacket is mandatory for any passenger on board an aircraft flying away from the shore by more than :

a 100 NM

b **50 NM**

c 200 NM

d 400 NM

18 id 2939 On overwater flights, an operator shall not operate an aeroplane at a distance away from land, which is suitable for making a emergency landing greater than that corresponding to :

a 400 NM or 120 minutes at cruising speed.

b 300 NM or 90 minutes at cruising speed.

c 200 NM or 45 minutes at cruising speed.

d 100 NM or 30 minutes at cruising speed.

19 id 3031 The regulatory green navigation light is located on the starboard wing tip, with a coverage angle of :

a 70°.

b 140°.

c 110°.

d 220°.

20 id 3032 Flight data recorders must keep the data and parameters recorded during at least the last :

a 25 hours of operation.

b 30 hours of operation.

c flight.

d 48 hours of operation.

21 id 3034 For aircraft certified before the 1 april 1998, cockpit voice recorder must keep the conversations and sound alarms recorded during the last :

a flight.

b 25 hours of operation.

c 30 minutes of operation.

d 48 hours of operation.

22 id 3035 On board a non-pressurized aircraft, the crew and all the passengers must be fed with oxygen throughout the flight period during which the pressure altitude is greater than :

a 10 000 ft

b 12 000 ft

c 11 000 ft

d 13 000 ft

23 id 3036 On board a non-pressurized aircraft, 10% of the passengers must be supplied with oxygen throughout the period of flight, reduced by 30 minutes, during which the pressure altitude is between :

a 10 000 ft and 12 000 ft

b 10 000 ft and 13 000 ft

c 11 000 ft and 13 000 ft

d 11 000 ft and 12 000 ft

24 id 3037 On board a pressurized aircraft, a flight shall be undertaken only if the aircraft is provided with an oxygen reserve enabling all the crew members and part of the passengers to be supplied with oxygen in the event of a cabin depressurization, throughout the flight period, during which the pressure altitude is greater than :

a 12 000 ft.

b 11 000 ft.

c **10 000 ft.**

d 13 000 ft.

25 id 3038 The determination of the aerodrome minimum operating conditions must take the following into account : 1. equipment available for navigation 2. dimensions and characteristics of the runways 3. composition of the flight crew 4. obstacles in the vicinity of approach and missed approach areas 5. facilities for determining and communicating the weather conditions Th

a 1,2,4,5

b **1,2,3,4,5**

c 2,4,5

d 2,3,5

26 id 3039 For the flight crew members, quickly-fitted oxygen masks are compulsory on board any pressurized aircraft flying at a pressure altitude greater than :

a 29 000 ft

b 13 000 ft

c **25 000 ft**

d 10 000 ft

27 id 3040 A recent aircraft must be provided with a flight data recorder when its certified take-off gross weight is greater than :

a **5 700 kg**

b 14 000 kg

c 20 000 kg

d 27 000 kg

28 id 3419 During a night flight, an observer located in the cockpit, seeing an aircraft coming from the front left, will first see the :

a green flashing light

b red steady light

c white steady light

d **green steady light**

29 id 3420 During a night flight, an observer located in the cockpit, seeing an aircraft coming from the front right, will first see the :

a green flashing light

b green steady light

c white steady light

d **red steady light**

30 id 3421 The coverage angle of the regulatory red position light, continuously lit in flight and located at the tip of the left wing is :

a 140°

b **110°**

c 70°

d 220°

31 id 3422 For turbo-jet aircraft, in the flight preparation stage, the landing distance at the scheduled destination aerodrome shall be less than the available landing distance multiplied by a factor of :

a 0.5

b 0.7

c **0.6**

d 0.8

32 id 3423 For turbo-propeller aircraft, in the flight preparation stage, the landing distance on at alternate aerodrome shall be less than the available landing distance multiplied by a factor of :

a **0.7**

b 0.6

c 0.5

d 0.8

33 id 4346 The JAR-OPS is based on :

a **ICAO Appendix 6**

b The air transport rules

c The Federal Aviation Requirements (FAR)

d A JAA guideline

34 id 5619 The validity period of a "certificate of airworthiness" varies with the conditions under which the aircraft is maintained. If the maintenance is carried out according to an approved programme and done in a maintenance shop approved by the Minister of Civil Aviation, the validity period is:

a three years for public transport aircraft and one year for the others.

b **three years.**

c three years for public transport aircraft and five years for the others.

d three years if the aircraft has not undergone major modifications.

71.01.02. JAR-OPS Requirements

35 id 1298 A category III C precision approach (CAT III C) is an approach with :

a a runway visual range of at least 350 m

b a runway visual range of at least 50 m

c a runway visual range of at least 200 m

d **no runway visual range limits**

36 id 1334 The "NO SMOKING" sign must be illuminated :

a when oxygen is being supplied in the cabin.

b during climb and descent.

c in each cabin section if oxygen is being carried.

d during take off and landing.

37 id 2233 A category I precision approach (CAT I) has :

a a decision height equal to at least 50 ft.

b a decision height equal to at least 100 ft.

c a decision height equal to at least 200 ft.

d no decision height.

38 id 2672 A category III A precision approach (CAT III A) is an approach which may be carried out with a runway visual range of at least :

a 50 m

b 100 m

c 250 m

d 200 m

39 id 2673 A category III B precision approach (CAT III B) is an approach which may be carried out with a runway visual range of at least :

a 250 m

b 150 m

c 75 m

d 200 m

40 id 2943 A category II precision approach (CAT II) is an approach with :

a a decision height of at least 100 ft

b a decision height of at least 200 ft

c a decision height of at least 50 ft

d no decision height

41 id 3386 Information concerning evacuation procedures can be found in the :

a journey logbook.

b flight manual.

c operation manual.

d operational flight plan.

42 id 3424 When establishing an instrument approach procedure, 5 aircraft categories according to their speed at the threshold (Vat) are established. This speed is equal to the stalling speed in the landing configuration at the maximum certified landing weight multiplied by a factor of:

a 1.3

b 1.45

c 1.5

d 1.15

43 id 3434 A category D aircraft can carry out an indirect approach followed by a visual maneuver only if the horizontal visibility is higher than or equal to :

a 1500 m

b 2400 m

c 1600 m

d **3600 m**

44 id 3435 A category C aircraft can carry out an indirect approach followed by a visual maneuver only if the horizontal visibility is higher than or equal to :

a 1500 m

b 3600 m

c 1600 m

d **2400 m**

45 id 3436 A category B aircraft can carry out an indirect approach followed by a visual maneuver only if the horizontal visibility is higher than or equal to:

a 2400 m

b 1500 m

c 3600 m

d **1600 m**

46 id 3437 A category A aircraft can carry out an indirect approach followed by a visual manoeuvre only if the horizontal visibility is higher than or equal to :

a 1600 m

b 2400 m

c **1500 m**

d 3600 m

47 id 3438 During a conventional approach, the Minimum Descent Height (MDH) is referred to the runway threshold altitude and not to the aerodrome altitude if the runway threshold is at more than :

a 4 m (14 ft) below the airdrome altitude

b 2 m (7 ft) above the airdrome altitude

c **2 m (7 ft) below the airdrome altitude**

d 4 m (14 ft) above the airdrome altitude

48 id 4241 The minimum flight crew for night transport of passengers or according to the Instrument flight rules is :

a 2 pilots for any aircraft weighing more than 5.7 tons or having more than 9 passenger seats

b **2 pilots for turbo-jet aircraft and turbo-prop aircraft with more than 9 passenger seats**

c 1 pilot for any aircraft weighing less than 5.7 tons, provided that the maximum certified number of passenger seats is less than 9

d 2 pilots for any turbo-prop aircraft weighing more than 5.7 tons or for any turbo-jet aircraft

49 id 4583 Each flight is subject to a preliminary file collecting a certain amount of information. The operator will see that this file is kept on ground. It contains more particularly: 1 - the weather conditions for the day including the weather forecast at destination, 2 - one copy of the operational flight plan and, if required, the weight and balance sheet, 3 - copies of the rele

a **2,3,4,5**

b 1,2,3,4,5,6

c 1,3,5

d 2,4

50 id 4679 In accordance with JAR-OPS 1.430 (Aerodrome Operating Minima), the lowest minima to be used by an operator in a category B aeroplane for circling are :

a MDH=400 ft and visibility=1500 m

b **MDH=500 ft and visibility=1600 m**

c MDH=600 ft and visibility=2400 m

d MDH=700 ft and visibility=2600 m

51 id 4680 JAR OPS 1.465 (VFR Operating minima), establishes that, the operator shall ensure about VFR flights, that :

a for conducted VFR flights in airspace B, horizontal distance from clouds is 1 000 m at least

b **special VFR flights are not commenced when visibility is less than 3 km**

c for conducted VFR flights in airspace F, vertical distance from clouds is 250 m at least

d for conducted VFR flights in airspace E, flight visibility at and above 3 050 m. (10 000 ft) is 5 km at least (clear of cloud)

52 id 4681 In accordance with JAR OPS 1.430 (Aerodrome Operating Minima), the Category III A Operation, is a precision instrument approach and landing using ILS or MLS with a decision height lower than 100 feet an RVR (runway visual range) no less than :

a 250 m

b **200 m**

c 230 m

d 300 m

53 id 4685 In accordance with JAR-OPS 1.430 (Aerodrome Operationg Minima), an operator must ensure that system minima for "non-precision approach procedures", which are based upon the use of ILS without glidepath (LLZ only), VOR NDB, SRA, and VDF are no lower than MDH following value with:

a **NDB facility, lowest MDH=300 ft**

b ILS facility without glidepath (localizer) lowest MDH=200 ft

c VOR facility, lowest MDH=250 ft

d VOR/DME facility, lowest MDH=300 ft

54 id 4686 In accordance with JAR-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 **3 months**

b 12 months

c 15 months

d 24 months

55 id 4689 | In accordance with JAR-OPS 1, an operator shall ensure that a pilot does not operate an aeroplane as pilot-in-command unless :

a he has carried out at least three take-off and three landings as pilot flying in any type of aeroplane or an approved simulator, under the supervision of an examiner, in the preceding 60 days

b he has carried out at least three flights as pilot-in-command in an aeroplane or an approved flight simulator of the type to be used, in the preceding 90 days

c **he has carried out at least three take-off and three landings as pilot flying in an aeroplane or an approved flight simulator of the type to be used, in the preceding 90 days**

d he has carried out at least three take-off and three landings as pilot flying in an aeroplane or an approved flight simulator of the type to be used, in the preceding 30 days

56 id 4690 | JAR-OPS 1 establishes that, a co-pilot is not assigned to operate at the flight controls during take-off and landing unless :

a **he has operated as pilot-in-command or as co-pilot at the controls during take-off and landing of the type to be used in the preceding 90 days.**

b he has carried out as pilot-in-command or as co-pilot at least three take-off and three landings in an aeroplane or an approved flight simulator of the type used, in the preceding 90 days.

c he has carried out as-pilot-in-command or as co-pilot at lest three take-off and three landings in an aeroplane or an approved flight simulator of the type used, in the preceding 30 days

d he has carried out at least three flights as pilot-in-command or as a co-pilot at the controls of the type to be used, in the preceding 90 days.

57 id 4691 | In accordance with JAR-OPS 1, the minimum required recent experience for a pilot engaged in a single-pilot operation under IFR or at night shall be :

a 5 IFR flights, including 3 take-off and 3 landings carried out during the preceding 30 days on the type or class of aeroplane in the single-pilot role.

b 3 IFR flights, including 3 instrument approaches, carried out during the preceding 90 days on the type class of aeroplane in the single-pilot role.

c 5 IFR flights, including 3 take-off and 3 landings carried out during the preceding 90 days on the type or class of aeroplane in the single-pilot role.

d **5 IFR flights, including 3 instrument approaches, carried out during the preceding 90 days on the type class of aeroplane in the single-pilot role.**

58 id 4692 | In accordance with JAR-OPS1, a Category III B operations, is a precision instrument approach and landing using ILS or MLS with, a decision height lower than 50 ft, or no decision height and a runway visual range lower than 200 m but no less than :

a **75 m**

b 150 m

c 100 m

d 50 m

59 id 4885 | The first part of the JAR-OPS applies to:

a the operation by a state member of the JAA of any civil aircraft.

b the aircraft proceeding from European states or flying over them.

c the aircraft used by police, customs and defense departments.

d **the operation by a state member of the JAA of any civil commercial transport aircraft.**

60 id 4887 An operator must ensure that, for the duration of each flight, be kept on the ground a copy of the :

a **operation flight plan.**

b ATC (Air Traffic Control) flight plan.

c flight plan processing.

d flight route sheet.

61 id 4888 An operator must ensure that for the duration of each flight, be kept on the ground, if required:

a **a copy of the weight and balance sheet.**

b a copy of the calculated take-off performances.

c the calculation of the airborne fuel quantity.

d the aircraft equipment report (logbook).

62 id 4889 After an accident, the operator of an airplane equipped with a flight recorder must keep the original recordings for a minimum period of:

a **60 days.**

b 30 days.

c 90 days.

d 45 days.

63 id 4890 During a flight, the chief steward informs the crew that a passenger is using a portable device suspected to disburb the aircraft electronic systems. The captain:

a authorizes its use during the whole flight phase.

b authorizes its use except during take-off and landing phases.

c **must not authorize any person to use such a device on board.**

d may authorize the use of this device, as an exception.

64 id 4899 The captain is asked by the authority to present the documents of the airplane. He

a can request a delay of 48 hours.

b **must do so, within a reasonable period of time.**

c can refuse to present them.

d can only do so after having consulted the operator.

65 id 5616 Supplemental oxygen is used to :

a **provide people on board with oxygen during a cabin depressurisation**

b protect a crew who fights a fire

c provide with oxygen passengers who might require it, following a cabin depressurisation

d assist a passenger with breathing disorders

66 id 5617 An aircraft airworthiness certificate states a maximum of eight occupants (including pilot). The pilot has a passenger load of six adults and two children (5 and 6 years old). The boarding of all passengers is:

a authorized, providing both children are sitting on the same seat, using the same seat belt with an adult sitting on the seat next to them, in order to release their seat belt if necessary.

b authorized, providing both children are sitting on the same seat and using the same seat belt. No other particular precautions are necessary.

c **forbidden.**

d authorized, providing both children are of a similar stature, sitting on the same seat and using the same seat belt with an adult sitting on the seat next to them in order to relase thir seat bel

67 id 5618 In VFR public transport on an aircraft for which the flight manual inidicates a minimum crew of one pilot, when do the regulations require the presence of a second pilot ?

a if the flight lasts more than 3 hours.

b if the aircraft is a twin-engine.

c if part or all the flight is done at night.

d **never.**

68 id 5620 The file kept by an employer on its flight crews records: 1 - the training 2 - the test results 3 - a log of flying hours 4 - a summary of the training by reference period Which of the following combinations contains all of the correct answers?

a **1 - 2 - 3 - 4**

b 1 - 2 - 3

c 2 - 3

d 3 - 4

69 id 5621 The aircraft is a single engine, IFR, category A with a cruising speed of 150 knots. The aircraft is flown by a single pilot. The usable runway has edge lights, high intensity runway centre lights and RVR readings for threshold mid and end of runway. The approach minimums for runway 06 are : DH = 300 feet, Horizontal visibility (HV) = 800 metres. The weather condition

a **Yes, if there is an accessible airport within 75 NM.**

b No, the ceiling being below the DH for the runway's approach procedure.

c No, visibility being below 1 200 metres.

d Yes, visibility being higher than the horizontal visibility for the approach procedure.

70 id 5622 The aircraft is of Category A. The runway has edge lights and high intensity centre line lights. There is an accessible alternate aerodrome and the two pilot crew is IFR qualified on type. The minimum horizontal visibility required for take-off is:

a 150 m if a threshold RVR is available.

b 200 m.

c 300 m.

d **150 m.**

71 id 5623 The information to consider for a standard straight-in approach is : 1 - the horizontal visibility 2 - the ceiling 3 - the minimum descending altitude (MDA) 4 - the decision altitude (DA) Which of the following combinations contains all of the correct statements?

a **1 - 3**

b 1 - 4

c 1 - 2 - 3

d 1 - 2 - 4

72 id 5624 For a twin-engine aeroplane, the standard operational take-off minimums may be used provided an alternate aerodrome is accessible at less than:

a **60 minutes at cruising speed with one engine unserviceable.**

b 30 minutes at cruising speed with one engine unserviceable.

c 30 minutes at cruising speed all engines running.

d 60 minutes at cruising speed all engines running.

73 id 5625 During an ILS procedure, if the information transmitted by the appropriate services and received by the crew contains parameters below the crew's operational minimums, the point beyond which the approach must not be continued is:

a the start final descent point (glide slope intersection).

b the FAF.

c the middle marker.

d **the outer marker (OM).**

74 id 5626 The pilot of a category A aircraft is flying a non-precision direct IFR approach with the following operational minimums: MDH 250 feet and visibility 750 metres. RVR for threshold, mid and end of the runway are given by the controller...

a the pilot may start the final approach if the three RVR are higher than 750 metres.

b the pilot may start the final approach if the threshold and mid-runway RVR are higher than 750 metres.

c **the pilot may start the final approach if the threshold RVR is higher than 750 metres.**

d flying a non-precision approach, the pilot may start the final approach only if he has a meteorological visibility higher than 750 metres. RVR are to be taken into account only for precision approaches.

75 id 5627 An aircraft flies a VOR/DME direct approach for which the operational minima are : MDH = 360 feet, horizontal visibility = 1 500 metres : Visibility given by ATC and received by the crew is 2 500 metres : The pilot may start the final approach...

a if the ceiling transmitted by ATC and received by the crew is higher than 360 feet.

b **whatever the ceiling given by ATC.**

c if the ceiling transmitted by ATC and received by the crew is higher than 240 feet.

d if the ceiling transmitted by ATC and received by the crew is higher than 240 feet during the day and 360 feet at night.

76 id 5807 In accordance with OPS 1 430 (Aerodrome Operating Minima - General), it is established, among other considerations, that an Operator must take full account of Aeroplane Categories. The criteria taken into consideration for classification of Aeroplanes by Categories is the indicated airspeed at threshold (Vat), which is equal to the stalling speed at the maximum landing mass (Vso) mult

a E

b B

c C

d **D**

71.01.03. Navigation requirements for long range flights.

77 id 1299 When the weather conditions require an alternate aerodrome to be available on take-off, the latter shall be located, for a twin-engined aircraft, at an equivalent distance not exceeding :

a 2 hours of flight at cruising speed with two engines

b 1 hour of flight at cruising speed with two engines

c 2 hours of flight at cruising speed with single engine

d **1 hour of flight at cruising speed with a single engine**

78
id 1310

If a pilot has connected the automatic pilot to the gyro compass (which is assumed to be operating correctly) and the latter is fitted with a rate correction device which is properly corrected by astronomical precession, the course followed by the aircraft (in still air conditions) is a:

a rhumb line.

b **great circle.**

c curve of some type or other.

d spherical flight segment.

79
id 1311

An aircraft leaves point P (60°N 030°W) on a true heading equal to 090° while the gyro compass, which is assumed to be operating perfectly and without an hourly rate corrector unit, indicates 000°. The aircraft arrives at point Q (62°N 010°W) on a true heading equal to 095°. On the journey from P to Q the gyro compass remains in free gyro mode. If the flight lasted 1 hour 30 minute

a **328°.**

b 345°.

c 003°.

d 334°.

80
id 1312

A pilot is using a polar stereographic chart whose grid is parallel to the zero meridian, with Grid North in the direction of the North geographic pole. In polar regions, the pilot stops navigation in free-gyro mode after leaving the 6 microteslas zone, and the grid heading controlled by information from the inertial navigation system (INS) is 045°. After switching to "magnetic mode",

a -15°.

b +5°.

c **-5°.**

d +15°.

81
id 1314

You plan to fly from point A (60°N 010°E) to point B (60°N 020°E). The gyro North of the gyro compass, assumed to be operating perfectly, with no rate correction device, is aligned with the true North of point A. The constant gyro heading to be followed when starting from A given that the flight time scheduled is 1h30 min with a zero wind, is equal to :

a 066°.

b 080°.

c **076°.**

d 085°.

82
id 1315

When a course is plotted at minimum time route, one passes from the air isochrone to the corresponding ground isochrone by applying to point K (original spot) a vector KK' which is equal to:

a wind at K.

b wind at K'.

c **mean wind from the preceding ground isochrone.**

d mean wind up to the next ground isochrone.

83 id 1317 When leaving the MNPS oceanic control area for a domestic controlled area, the pilot has to:

a maintain the Mach number previously assigned up to the last position shown in the oceanic clearance.

b take the Mach number specified in this initial flight plan.

c take any Mach number.

d take the Mach number provided for this type of flight by his airline.

84 id 1318 A polar stereographic chart has a grid printed over it which is parallel to the meridian 054°W, with Grid North in the direction of the North geographic pole. An aircraft is following a true course of 330°. At position 80°N 140°E, its grid heading (GH) with this system will be :

a 316°.

b 276°.

c 136°.

d 164°.

85 id 1319 On a polar stereographic chart whose grid is parallel with the Greenwich meridian in the direction of the true North pole, the "true" orientation of the great circle linking point 62°N 010°E to point 66°N 050°W is 305°. The grid route at the starting point of this great circle is :

a 301°.

b 298°.

c 295°.

d 292°.

86 id 1320 The chart is a South polar stereographic projection of the Antarctic regions. A grid, printed over it, its aligned with meridian 180°, the grid North in the direction of the geographic North (non standard grid). The grid course followed by the aircraft is Rg=280°, the position is 80°S 100°E. The true course followed at this moment is :

a 000°.

b 260°.

c 080°.

d 100°.

87 id 1321 MNPS is the abbreviation for:

a Minimum Navigation Positioning System.

b Maximum North-atlantic Precision System.

c Military Network Performance Structure.

d Minimum Navigation Performance Specification.

88 id 1322 In MNPS airspace, the speed reference is the:

a indicated airspeed.

b ground speed.

c true airspeed.

d Mach number.

89 id 1328 The chart in question is of the polar stereographic type with its grid parallel to the zero meridian, and Grid North in the direction of the North geographic pole. The gyro does not comprise a rate correction device. The gyro-magnetic compass of an aircraft standing at an aerodrome located at 59°57'N 010°30'E is switched to free gyro mode at 14.00 UTC, with gyro North being aligned wi

a +73.5°.

b +13°.

c **+32.5°.**

d -32.5°.

90 id 1329 On a polar stereographic chart where the earth convergence between 2 points located on the parallel 60°N is 20°, the great circle maximum cross-track difference with the straight line joining the 2 points is :

a **9.2 NM.**

b 4.0 NM.

c 30 NM.

d 8.0 NM.

91 id 1330 In a polar Antarctic regions, the pilot uses a South polar stereographic chart whose printed over grid is parallel with the zero meridian and Grid North in the direction of geographic North along this meridian. The aircraft position is 80°S 130°E, its true route is 110°, the grid route at this moment is :

a **240°.**

b 060°.

c 110°.

d 340°.

92 id 1331 At 18h40min UTC, a complete failure of the inertial systems of an aircraft flying on the LONDON- ANCHORAGE line occurs in the geographic North pole region. The wind is nil, the grid heading at this moment is 315°. The crew then uses the Sun to continue the flight. The bearing of the Sun on occurence of the failure is : NOTE: The time equation is nil. The chart used is a polar ster

a 035°.

b **325°.**

c 180°.

d 000°.

93 id 1335 In the MNPS (Minimum Navigation Performance Specification) area, a pilot should first of all take the following action in the event of a failure of the last inertial navigation system:

a **notify Control and wait for a reply within a reasonable time.**

b request authorization from Control to track another aircraft.

c set a different heading approximately 45° from the previous one.

d immediately climb or descent 1 000 ft.

94 id 1336 A pilot whose aircraft does not have MNPS certification has to fly via the SHANNON-GANDER great circle. The flight must be planned to take place :

a **at flight level FL 280 or less.**

b outside scheduled flight times.

c at a Mach number of 0.70 or less.

d at a constant airspeed of 480 kt.

95 id 1342 | For an operation in MNPS airspace along notified special routes unless otherwise specified, an aircraft must be equipped with at least:

a One Inertial Navigation System (INS).

b **One Long Range Navigation System (LNRS).**

c Two Inertial Navigation Systems (INS).

d Two independant Long Range Navigation Systems (LRNS).

96 id 1774 | In the event of an en-route HF communication failure in an MNPS (Minimum Navigation Performance Specification) airspace, the appropriate VHF frequency for air-air communications is :

a 118.800 MHz.

b **131.800 MHz.**

c 121.800 MHz.

d 128.800 MHz.

97 id 1775 | In the event of communication failure in an MNPS (Minimum Navigation Performance Specification) airspace, the pilot must:

a return to his flight plan route if its different from the last oceanic clearance received and acknowledge by him.

b **continue his flight compliance with the last oceanic clearance received and acknowledge by him.**

c join one of the so-called "special" routes.

d change the flight level in accordance with the predetermined instructions.

98 id 2153 | The MNPS (Minimum Navigation Performance Specification) airspace extends from :

a 30° North to 90° North.

b **27° North to 90° North.**

c 27° North to 70° North.

d 30° North to 70° North.

99 id 2154 | The MNPS (Minimum Navigation Performance Specification) airspace extends vertically between flight levels:

a 275 and 400.

b 280 and 400.

c 280 and 390.

d **285 and 420.**

100 id 2670 | When the weather conditions require an alternate aerodrome to be available on take-off, the latter shall be located, for aircraft with three or more engines, at an equivalent distance not exceeding :

a **2 hours of flight at cruising speed with 1 engine inoperative**

b 2 hours of flight at cruising speed with all engines operating

c 1 hour of flight at cruising speed with all engine inoperative

d 1 hour of flight at cruising speed with all enginesoperating

101 id 2674 With the Control Display Unit (CDU) of an Inertial Navigation System (INS), you can read the following information : - Desired track (DTK) = 100° - Track (TK) = 120° You can conclude that the :

a Track Error Angle (TKE) is left (L)

b **Track Error Angle (TKE) is right (R)**

c Aircraft is converging towards its ideal course

d Aircraft is diverging from its ideal course

102 id 2718 The validity period of a flight track system organized in MNPS (Minimum Navigation Performance Specification) airspace during an Eastbound flight normally is :

a 11H30 UTC to 19H00 UTC

b 10H30 UTC to 19H00 UTC

c **01H00 UTC to 08H00 UTC**

d 00H00 UTC to 08H00 UTC

103 id 2733 The ascent or descent through MNPS (Minimum Navigation Performance Specification) airspace of a non MNPS certified aircraft is :

a authorized when the aircraft has two precision navigation systems

b forbidden in all cases

c **authorized under radar control if the aircraft is in VHF contact with the MNPS controller**

d authorized only if the aircraft is in radio contact with the aircraft present in this space

104 id 2926 The validity period of a flight track system organized in MNPS (Minimum Navigation Performance Specification) airspace during a Westbound flight normally is :

a **11H30 UTC to 18H00 UTC**

b 10H30 UTC to 18H00 UTC

c 01H00 UTC to 08H00 UTC

d 00H00 UTC to 08H00 UTC

105 id 2927 During a flight to Europe, planned in MNPS (Minimum Navigation Performance Specification) airspace, you expect to cross the 30°W meridian at 11H00 UTC ; you will then normally be :

a in a random space.

b within the organized daytime flight track system.

c within the organized night-time flight track system.

d **out of the organized flight track system.**

106 id 2928 During a flight to Europe, planned in MNPS (Minimum Navigation Performance Specification) airspace, you expect to cross the 30°W meridian at 00H30 UTC ; you will then normally be ;

a within the organized night-time flight track system

b within the organized daytime flight track system

c **out of the organized flight track system**

d in a random space

107 id 2929 The minimum navigation equipment required for an aircraft flying without restriction in MNPS airspace can be at the very least :

a Two inertial navigation units and a DECCA.

b **Two inertial navigation units.**

c Three inertial navigation units.

d One inertial navigation unit.

108 id 2930 The minimum longitudinal spacing of two aircraft flying in MNPS airspace at the same Mach number is :

a 15 minutes.

b 5 minutes.

c **10 minutes.**

d 20 minutes.

109 id 2931 The minimum lateral spacing to be maintained between aircraft flying in MNPS airspace is :

a **60 NM.**

b 30 NM.

c 90 NM.

d 120 NM.

110 id 2932 During the flight of two aircraft in MNPS airspace with a leading aircraft flying at higher speed, the longitudinal spacing must be at least :

a 20 minutes

b 10 minutes

c 15 minutes

d **5 minutes**

111 id 2933 If both precision navigation systems of an aircraft are unserviceable during a flight in MNPS airspace, and if you cannot establish communication with the air traffic control, you :

a descend below the MNPS space

b **take an intermediate flight level**

c return to departure airport

d land at the nearest airport

112 id 2940 A minimum time track is a :

a spherical capable flight segment

b great circle track

c rhumb line

d **track determined according to weather conditions**

113 id 2941 On an alternate field, the captain of turbojet engined aircraft must mandatorily have a quantity of fuel and lubricant sufficient for flying during :

a 30 minutes at cruising speed

b 45 minutes at holding flight speed and 1500 ft

c **30 minutes at holding flight speed and 1500 ft**

d 45 minutes at cruising speed

114 id 2942 On landing on an isolated field, the captain of a turbojet engined aircraft must mandatorily have a minimum quantity of fuel and lubricant sufficient for flying during :

a 30 minutes at holding flight speed and 1500 ft

b 2 hours at holding flight speed and 1500 ft

c **2 hours with normal cruising consumption**

d 30 minutes with normal cruising consumption

115 id 3029 During a flight to Europe, scheduled in MNPS (Minimum Navigation Performance Specification) airspace, you expect to cross the 30°W meridian at 1000 UTC ; you will normally be :

a out of the organised route system.

b in a day flight route system.

c in a night flight route system.

d **in random airspace.**

116 id 3030 During a flight to Europe, scheduled in MNPS (Minimum Navigation Performance Spécification) airspace, you expect to cross the 30°W meridian at 2330 UTC ; you will normally be :

a in a day flight route system

b **in random airspace**

c in a night flight route system

d out of the organized route system

117 id 3033 The abbreviation MNPS means :

a Main Navigation Performance Specification

b **Minimum Navigation Performance Specification**

c Maximum Navigation Performance Specification

d Magnetic Navigation Performance Specification

118 id 3148 The frequency designated for VHF air to air communications when out of range of VHF ground stations in NAT region is :

a 121.5 MHz.

b **131.8 MHz.**

c 243 MHz.

d 118.5 MHz.

119 id 3149 A check on the operation of the SELCAL equipment during a transatlantic flight using the OTS (Organised Track System) must be done :

a **At or prior entering the NAT region.**

b Prior entering the NAT region.

c As soon as possible after entering the NAT region.

d When crossing the oceanic airspace boundary.

120 id 3150 If a flight is planned to operate along the whole length of one of the organised tracks, the intended organised track should be defined in items of the FPL by :

a **the abbreviation "NAT" followed by the code letter assigned to the track.**

b inserting coordinates as detailed in the NAT track message.

c using the abbreviation "OTS" followed by the code letter assigned to the track.

d inserting coordinates defining significant points with intervals of 10° of longitude.

121 id 3151 In the event of a contingency which required an en-route diversion to an alternate aerodrome across the direction of the prevailing "NAT" traffic flow and if prior ATC clearance cannot be obtained an aircraft able to maintain its assigned flight level should :

a If below FL410, climb or descend 1000 ft, while turning towards the alternate aerodrome.

b If below FL410, climb 500 ft or descend 1000 ft, while turning towards the alternate aerodrome.

c If above FL410, climb 1000 ft or descend 500 ft, while turning towards the alternate aerodrome.

d **If above FL410, climb or descend 1000 ft, while turning towards the alternate aerodrome.**

122 id 3152 In the event of a contingency which required an en-route diversion to an alternate aerodrome across the direction of the prevailing "NAT" traffic flow and if prior ATC clearance cannot be obtained an aircraft able to maintain its assigned flight level should:

a If at FL410, climb or descend 500 ft, while turning towards the alternate aerodrome.

b If at FL410, climb 500 ft, while turning towards the alternate aerodrome.

c **If at FL410, climb 1000 ft or descend 500 ft, while turning towards the alternate aerodrome.**

d If at FL410, descend 1000 ft, while turning towards the alternate aerodrome.

123 id 3153 In the event of a contingency which required an en-route diversion to an alternate aerodrome across the direction of the prevailing "NAT" traffic flow and if prior ATC clearance cannot be obtained an aircraft not able to maintain its assigned flight level should:

a Start its descent while turning to acquire a track separated by 90 NM from its assigned route or track.

b Start its descent while turning to acquire a track separated by 60 NM from its assigned route or track.

c **Start its descent while turning to acquire a track separated by 30 NM from its assigned route or track.**

d Descend below FL275.

124 id 3154 An air traffic unit may request the aircraft to report position when flying east-west south of 70°N between 5°W and 65°W, every:

a 5° of longitude.

b **10° of longitude.**

c 20° of longitude.

d 15° of longitude.

125 id 3155 An air traffic units may request the aircraft to report position when flying east-west north of 70°N between 10°W and 50°W, every:

a 10° of longitude.

b **20° of longitude.**

c 15° of longitude.

d 5° of longitude.

126 id 3156 Which errors in "estimates" minutes shall be reported by aircraft overflying the North Atlantic?

a 5 or more.

b **3 or more.**

c 10 or more.

d 2 or more.

127 id 3157 The minimum lateral separation in the NAT region is:

a **60 NM between aircraft flying above FL285.**

b 60 NM between aircraft operating below MNPS airspace.

c 90 NM between aircraft flying above FL285.

d 90 NM between all aircraft flying in the NAT region.

128 id 3158 Which separation will be provided if Reduced Vertical Separation Minimum (RVSM) is used when operating in MNPS airspace?

a 90 NM lateral and 1000 ft vertical.

b **60 NM lateral and 1000 ft vertical.**

c 60 NM lateral and 500 ft vertical.

d 90 NM lateral and 500 ft vertical.

129 id 3159 At which levels may Reduced Vertical Separation Minimum (RVSM) be used within NAT region?

a Below FL290.

b Between FL275 and FL400.

c Between FL245 and FL410.

d **Between FL290 and FL410.**

130 id 3160 Flights within NAT region shall be conducted in accordance with IFR when:

a Operating more than 100 NM seaward from the shoreline within uncontrolled airspace.

b Flying above 3000 ft.

c Operating more than 100 NM seaward from the shoreline within controlled airspace.

d **Operating at or above FL 60 or 2000 ft whichever is higher.**

131 id 3385 According to the JAR-OPS rules, the route of a twin-engined aircraft with a maximum certificated take-off mass exceeding 8618 kg or a maximum approved seating configuration of more than 19 passagers must be planned in such a way that on one engine an appropriate aerodrome can be reached within :

a 90 minutes at the cruise speed, one engine inoperative.

b 30 minutes at the cruise speed, one engine inoperative.

c **60 minutes at the cruise speed, one engine inoperative.**

d 120 minutes at the cruise speed, one engine inoperative.

132 id 3414 A jet-powered aircraft, flying above the optimum altitude will have :

a increased manoeuvring limits

b **reduced range**

c increased flight envelope

d increased Mach number stability

133 id 3416 For a long-range four-jet aircraft in cruising flight, the optimum altitude and the lock-on altitude increase. The most cost-effective flight plan will consist of chosing cruising levels which increase during the flight in order to fly :

a between the lock-on altitude and the optimum altitude

b about the lock-on altitude

c **about the optimum altitude**

d just below the optimum altitude

134 id 3425 In the absence of wind and without the astronomic precession effect, an aircraft would, at a constant gyro heading, follow a :

a **great circle line**

b rhumb line

c spherical flight segment

d straight map line

135 id 3426 Posit : g, the longitude difference Lm, the average latitude Lo, the latitude of the tangent The transport precession is equal to :

a g/2.sin Lm

b 15°/h.sin Lm

c g.(sin Lm-sin Lo)

d **g.sin Lm**

136 id 3427 Posit : g, the longitude difference Lm, the average latitude Lo, the latitude of the tangent The correct formula of the conversion angle applied, during a transoceanic and polar navigation, is equal to :

a 15°/h.sin Lm

b **g/2.sin Lm**

c g.sin Lm

d g.(sin Lm-sin Lo)

137 id 3428 During a transoceanic and polar flight, the transport precession is the rotation in degrees of the gyro North with respect to the:

a compass North

b grid North

c magnetic North

d **true North**

138 id 3429 During a transoceanic and polar flight, the chart precession is a rotation in degrees, for a moving aircraft, of the gyro North with respect to the :

a grid North for any chart

b **grid North for a given chart**

c true North for a given chart

d true North for any chart

139 id 3430 Astronomic precession is :

a depending on the chart used

b independent of the latitude

c **existing whether the aircraft is on the ground or flying**

d zero when the aircraft is on the ground

140 id 3431 Posit : g, the longitude difference Lm, the average latitude Lo, the latitude of the tangent The correct formula expressing the travel precession applied during a transoceanic and polar navigation, is equal to :

a g.sin Lm

b **15°/h.sin Lm**

c g.(sin Lm-sin Lo)

d g/2.sin Lm

141 id 3432 Astronomic precession :

a **causes the gyro axis to spin to the left in the southern hemisphere**

b causes the gyro axis to spin to the right in the Southern hemisphere

c is zero at the North pole

d is zero at the South pole

142 id 3433 Astronomic precession :

a is zero at the South pole

b causes the gyro axis to spin to the left in the Northern hemisphere

c is zero at the North pole

d causes the gyro axis to spin to the right in the Northern hemisphere

143 id 3440 According to the JAR-OPS regulations, an IFR flight with no alternate airfield can be undertaken only if the minimum weather conditions stipulated in the regulations are effective for at least :

a 3 hours before to at least 3 hours after the expected time of arrival

b 2 hours before to at least 2 hours after the expected time of arrival

c 3 hours before to at least 1 hour after the expected time of arrival

d 1 hour before to at least 1 hour after the expected time of arrival

144 id 4186 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 17 micro-tesla

b 6 micro-tesla

c 38 micro tesla

d 10 micro-tesla

145 id 4251 Arriving at the point of entry into MNPS (Minimum Navigation Performance Specification) airspace over the North Atlantic and not having yet received the oceanic clearance, the crew :

a keeps flying in accordance with the air-filed flight plan

b returns to base immediately

c carries out a holding pattern

d keeps flying deviating its course by 30 nautical miles from that of the air-filed flight plan

146 id 4252 Minimum Navigation Performance Specification (MNPS) airspace of the North Atlantic is comprised within :

a flight levels 270 and 400 from the equator to the pole

b flight levels 285 and 420 from the North parallel 27 to the pole

c sea level and FL660 from North parallel 27 to the pole

d flight levels 280 and 475 from North parallel 27 to the pole

147 id 4253 Penetration into the North Atlantic ocean airspace is :

a not subject to a clearance, since the flight is already controlled

b subject to an optional clearance depending on the type of flight (scheduled or not)

c subject to a mandatory clearance

d subject to a clearance only if the flight route is changed

148 id 4355 The North Atlantic airspace is regulated according to :

a the ICAO document 7030 (additional regional procedures)

b rules issued by the bordering States (document 6530)

c rules common to the bordering States, grouped in document 7050 (North Atlantic Ocean Airspace)

d Canadian rules, because this country has the greatest surface area of territorial waters in this airspace

149 id 4777 An airline operator shall make sure that if the aircraft planned for the flight is a performance class B aeroplane, it will be able, throughout its flight route or its alternate route scheduled from this initial route, to reach a climb rate of at least :

a 300ft/min with all engines operating at maximum continuous power.

b 300 ft/min with one engine inoperative and all the others operating at maximum continuous power.

c 500 ft/min with all engines operating at maximum cruise power.

d 500 ft/min with one engine inoperative and all the others operating at maximum continuous power.

150 id 5808 In the Area where the MNPS is applicable, the vertical separation that can be applied between FL 290 and FL410 inclusive is :

a 2000ft

b 500 ft

c 1 000 ft

d 1 500 ft

151 id 5809 An aircraft flying at flight level 370 (FL 370) on MNPS Airspace is unable to continue flight in accordance with its air traffic control clearance (degradation of navigational performance requirements, mechanics troubles .... etc), but is able to maintain its assigned level (FL 370), and due to a total loss of communications capability, could not obtain a revised clearance from ATC. The

a climb or descent 1 000 ft or descend 500 ft

b climb or descent 1 000 ft

c climb or descend 500 ft

d climb 500 ft or descend 1 000 ft

152 id 5810 An aircraft flying above flight level 410 on MNPS Airspace is unable to continue flight in accordance with its air traffic control clearance (degradation of navigational performance requirements, mechanics troubles... etc), bus is able to maintain its assigned level, and due to a total loss of communications capability, could not obtain a revised clearance from ATC. The aircraft should

a climb 500 ft or descend 1 000 ft

b climb or descent 500 ft

c climb 1 000 ft or descent 500 ft

d climb or descend 1 000 ft

153 id 5811 An aircraft operating within MNPS Airspace is unable to continue flight in accordance with its air traffic control clearance (due to degradation of navigational performance requirements), but is able to maintain its assigned level,and due to a total loss of communications capability, could not obtain a revised clearance from ATC. The aircraft should leave its assigned route or track by t

a at FL410

b above FL 410

c below FL 410

d at FL 430

154
id 5812

An aircraft operating within MNPS Airspace is unable to continue flight in accordance with its air traffic control clearance (due to degradation of navigational performance requirements), but is able to maintain its assigned level, and due to a total loss of communications capability, could not obtain a revised clearance from ATC. The aircraft should leave its assigned route or track by

a **below FL 410**

b at FL 410

c above FL 410

d at FL 430

71.02. Special Operational Procedures And Hazards

71.02.01. Minimum equipment list

155 id 3590 The Master Minimum Equipment List (MMEL) defines the equipment on which certain in-flight failures can be allowed and the conditions under which this allowance can be accepted. This MMEL is drawn up by :

a the operator from a main list drawn up by the manufacturer

b the operator and is specified in the operation manual

c the operator and approved by the certification authority

d **the manufacturer and approved by the certification authority**

156 id 3591 The Minimum Equipment List (MEL) defines the equipment on which certain in-flight failures can be allowed and the conditions under which this allowance can be accepted . The Mel is drawn up by :

a the manufacturer and may be less restrictive than the Master Minimum equipment List (MMEL)

b **the operator and may be more restrictive than the Master Minimum Equipment List (MMEL)**

c the operator and may be less restrictive than the Master Minimum equipment List (MMEL)

d the manufacturer and may be more restrictive than the Master Minimum Equipment List (MMEL)

157 id 4785 The Minimum Equipment List (MEL) is established by:

a the aeronautical authority the airline operator depends on.

b the manufacturer.

c **the airline operator.**

d the Civil Aviation Authority of the european states.

158 id 5021 A piece of equipment on your public transport airplane fails while taxiing to the holding point. The reference document you use in the first place to decide on the procedure to follow is:

a the JAR OPS.

b the minimum equipment list.

c **the operation manual's chapter "Abnormal and Emergency Procedures".**

d the flight record.

159 id 5022 A piece of equipment on your public transport airplane fails while you are still parked. The reference document you use to decide on the procedure to follow is:

a **the minimum equipment list.**

b the operation manual's chapter "Abnormal and Emergency procedures".

c the JAR OPS.

d the flight manual.

160 id 5024 The minimum equipment list of a public transport airplane is to be found in the :

a flight record.

b JAR OPS.

c flight manual.

d **operation manual.**

161 id 5611 The master minimum equipment list (MMEL) is established by:

a the operator of the aircraft, and accepted by the authority

b **the manufacturer of the aircraft, and accepted by the authority**

c the manufacturer of the aircraft, but need not to be accepted by the authority

d the operator of the aircraft, and accepted by the manufacturer

162 id 5612 The minimum equipment list (MEL) gives the equipment which can be inoperative when undertaking a flight and the additonnal procedures to be observed accordingly. This list is prepared by:

a **the operator, and it is inserted in the operations manual**

b the manufacturer, and it is inserted in the operations manual

c the operator, and it is appended to the flight manual

d the manufacturer, and it is appended to the flight manual

71.02.02. Ground de-icing

163 id 1135 The greatest possibility of ice buildup, while flying under icing conditions, occurs on :

a **The aircraft front areas.**

b The upper and lower wingsurfaces.

c The upper and lower rudder surfaces.

d Only the pitot and static probes.

164 id 1323 The terminal VOR transmittes the following weather data. When do you expect carburettor icing?

a Outside Air Temperature (OAT) : +15°C Dew Point (DEWP) : -5°C

b **Outside Air Temperature (OAT) : +10°C Dew Point (DEWP) : +7°C**

c Outside Air Temperature (OAT) : +25°C Dew Point (DEWP) : +5°C

d Outside Air Temperature (OAT) : -10°C Dew point (DEWP) : -15°C

165 id 1760 If the EPR probe becomes covered with ice, EPR indications will be:

a Dependent on the temperature.

b Less than the actual.

c Equal to the actual.

d **Greater than the actual.**

166 id 3868 An aircraft having undergone an anti-icing procedure must be anti-icing fluid free at the latest when :

a leaving the icing zone.

b releasing the brakes in order to take-off.

c it is implementing its own anti-icing devices.

d **it is rotating (before taking-off).**

167 id 3869 An aircraft having undergone an anti-icing procedure and having exceeded the protection time of the anti-icing fluid:

a must only undergo a new anti-icing procedure for take-off.

b **must undergo a de-icing procedure before a new application of anti-icing fluid for take-off.**

c need not to undergo a new anti-icing procedure for take-off.

d must only undergo a de-icing procedure for take-off.

168 id 3879 During a de-icing/anti-icing procedure carried out in two stages, the waiting time starts:

a at the beginning of the second stage (anti-icing stage).

b at the beginning of the first stage (de-icing stage).

c at the end of the second stage (anti-icing stage).

d a the end of the first stage (de-icing stage).

169 id 3880 During an aircraft de-icing/anti-icing procedure:

a the anti-icing and de-icing fluids are applied cold.

b the anti-icing and de-icing fluids are applied hot.

c the anti-icing fluid is applied without heating and the de-icing fluid is applied hot.

d the de-icing fluid is applied without heating and the anti-icing fluid is applied hot.

170 id 4008 Which of the following requirements should be met when planning a flight with icing conditions:

a The aircraft shall be equipped with approved ice-protection systems

b The flight should be planned so that a change of cruising level can be initiated rapidly

c The aircraft shall before flight be sprayed with anti-icing fluid

d A meterologist shall decide whether the flight may be performed without ice-protection systems

171 id 4248 The accumulation of snow or ice on an aircraft in flight induces an increase in the:

a tuck under

b value of the stall angle of attack

c stalling speed

d roll rate

172 id 4249 The reference document dealing with air transport of hazardous materials is :

a the Washington Convention

b ICAO Appendix 8

c ICAO Appendix 18

d Instruction No. 300 of June 3, 1957

173 id 4591 When taking-off, in winter conditions, the wing contamination by ice or frost will cause the following effects: 1 - an increase in the take-off distance 2 - a diminution of the take-off run 3 - an increase in the stalling speed 4 - a diminution of the stalling speed 5 - a diminution of the climb gradient The combination regrouping all the correct statements is

a 1, 3, 5

b 2, 4, 5

c 1, 2, 3

d 2, 3, 5

174 id 4592 The application of a type II de-icing fluid on an aircraft on ground will provide a :

a certain time of protection depending on its concentration.

b 24 hours protection time.

c certain time of protection independent of the outside temperature.

d 3 hours protection time.

175 id 4805 The protection time of an anti-icing fluid depends on: 1. the type and intensity of the showers 2. the ambient temperature 3. the relative humidity 4. the direction and speed of the wind 5. the temperature of the airplane skin 6. the type of fluid, its concentration and temperature The combination regrouping all the correct statements is:

a 1, 3, 5, 6

b **1, 2, 3, 4, 5, 6**

c 2, 3, 4, 5

d 1, 2, 4, 6

176 id 4806 The anti-icing fluid protecting film can wear off and reduce considerably the protection time:

a when the outside temperature is close to 0 °C.

b **during strong winds or as a result of the other aircraft engines jet wash.**

c when the temperature of the airplane skin is close to 0 °C.

d when the airplane is into the wind.

177 id 4819 In icing conditions and after the application of an anti-icing fluid on your airplane, you are waiting to take-off by: 1. avoiding positioning yourself in the engine jet wash of the preceding aircraft 2. avoiding positioning yourself in the turbo-props wash of the preceding aircraft 3. positioning yourself in the engine jet wash of the preceding aircraft 4. positioning

a **1, 2**

b 3, 4

c 2, 3

d 1, 4

178 id 4827 When an aircraft, having already undergone an anti-icing procedure, must be protected again:

a you must wait until the protection time of the anti-icing fluid is over before applying the new layer of anti-icing fluid.

b You can apply directly the new layer of anti-icing fluid without previous de-icing.

c You must operate the aircraft de-icing/anti-icing devices before applying the new layer of anti-icing fluid.

d **First, you must de-ice again the surface of the airplane, then apply the new layer of anti-icing fluid.**

179 id 4934 The holdover time following an anti-icing procedure being carried out will vary considerbly depending on the ambient temperature and the weather conditions. For a given ambient temperature, the longest protection will be in weather conditions of :

a **frost**

b freezing fog

c rain on a cold soaked wing

d steady snow

180 id 4935 If after anti-icing has been completed a pre-departure inspection reveals evidence of freezing, the correct action is to :

a carry out a further de-icing process

b complete departure as soon as possible to reduce the possibility of further freezing

c switch on all the aeroplane anti-icing and de-icing systems and leave on until clear of icing conditions when airborne

d complete departure provided that the recommended anti-icing holdover (protection) time for the prevailing conditons and type of fluid used has not been exceeded

181 id 4936 At a high ambient temperature (+ 30° C) and with a relative humidity as low as 40 %, in air free of cloud, fog and precipitation, serious carburettor icing :

a is possible at any setting

b cannot occur

c can occur, but only at full power or cruise settings

d can occur, but only at a low power setting

182 id 4937 For a given ambient temperature and type of de-icing fluid used, in which one of the following types of weather condition will the holdover (protection) time be shortest ?

a Frost

b Steady snow

c Freezing fog

d Freezing rain

183 id 5014 In public transport, prior to take-off in icing conditions, the captain must check that:

a external surfaces are free from any ice accretion greater than 5 mm.

b external surfaces are free from any ice accretion which may impede the airplane performance and manoeuvrability, except within the limits specified by the flight manual.

c external surfaces are still covered with anti-icing fluid.

d possible ice accretions do not cause to exceed weight and balance limits.

184 id 5613 For stable clouds: 1- the most favourable temperatures for icing are between 0°C and -10°C 2- the most favourable temperatures for icing are between 0°C and -15°C 3- icing becomes rare at t < -18°C 4- icing becomes rare at t < -30°C 5- the diameter of water droplets is between 0.002 and 0.03mm 6- the diameter of water droplets is between 0.004 and 0.2mm Whic

a 1 - 3 - 5

b 2 - 4 - 6

c 2 - 3 - 5

d 1 - 4 - 6

71.02.03. Bird strike risk and avoidance

185 id 4347 The observations and studies conducted on the behavior of birds on the ground, ahead of an aircraft taking off and having reached an average speed of 135 kt, show that birds fly away :

a about ten seconds beforehand

b about two seconds beforehand

c as soon as they hear the engines noise

d from the beginning of the takeoff roll

186 id 4582 As regards the detection of bird strike hazard, the pilot's means of information and prevention are: 1 - ATIS. 2 - NOTAMs. 3 - BIRDTAMs. 4 - Weather radar. 5 - The report by another crew. The combination regrouping all the correct statements is :

a 1,2,5

b 1,2,3,4,5

c 1,3,4

d 2,5

187 id 4586 A analysis of the bird strikes shows that the highest risk is encountered in a layer from :

a from 0 to 150 m.

b from 500 to 1200 m.

c from 100 to 800 m.

d from 200 to 500 m.

188 id 4587 90 % of bird strikes occur :

a under 500 m

b above 1 000 m

c between 500 and 1 000 m

d between 500 and 1 500 m

189 id 4938 Which one of the following sets of conditions is the least likely to attract flocks of birds ?

a edible rubbish

b long grass

c an area liable to flooding

d short gang-mown grass

190 id 4939 Which one of the following sets of conditions is most likely to attract birds to an aerodrome ?

a the extraction of minerals such as sand and gravel

b mowing and maintaining the grass long

c a modern sewage tip in close proximity

d a refuse tip in close proximity

191 id 4940 The most efficient bird scaring technique generally available is :

a broadcasting of recorded distress calls

b firing shellcrackers

c various visual methods

d the use of model predators, scarecrows, etc

192 id 5018 You are the captain of a commercial airplane and you notice, after take-off, a flock of birds which may present a bird strike hazard, you must:

a inform the other aircraft by radio.

b immediately inform the appropriate ground station.

c inform the appropriate ground station within a reasonable period of time.

d draft a bird strike hazard report upon arrival and within at most 48 hours.

193 id 5628 During take-off an aircraft hits a bird. Due to control vibrations a landing must be made immediately. Following this incident the pilot :

a must file an AIR PROX report: the Control Tower having given no warning

b **must file a Bird Strike report**

c must file a airworthiness report

d is not obliged to report this incident

71.02.04. Noise abatement

194 id 1761 About procedures for noise attenuation during landing:

a They are applied in the case of an instrument approach only.

b They prohibit the use of reverse thrust .

c Such procedures do not exist.

d **Such procedures will not involve the prohibition of using reverse thrust .**

195 id 1762 Noise attenuation shall not be the determining factor in the designation of a runway, under the following circumstances : 1. when cross wind component, including gust, exceeds 15 knots. 2. when the tail wind component, including gust, exceeds 5 knots. 3. when the runway is not clear or dry. The combination regrouping all the correct statements is :

a 1,3.

b 1,2.

c **1,2,3.**

d 2,3.

196 id 3439 When setting up a minimum noise climb, the minimum height at which a power reduction shall be allowed is :

a 600 m (2000 ft)

b 450 m (1500 ft)

c 150 m (500 ft)

d **300 m (1000 ft)**

197 id 4682 According with the "noise abatement take-off and climb procedure B", as established in DOC 8168 - Ops Volume 1, part V, aircraft must climb at V2 + 10 to 20 kt, until reaching :

a 3 000 ft

b 500 ft

c 1 500 ft

d **1 000 ft**

198 id 4687 According to the recommended noise abatement procedures contained in the ICAO, DOC 8268 Volume I part V, data available indicates that the procedure which results in noise relief during the part of the procedure close to the airport :

a is procedure A

b **is procedure B**

c is either procedure A or B, because there is not difference in noise distribution

d depends on the wind component

199 id 4688 According to the recommended "noise abatement take-off and climb procedure A" established in ICAO, DOC 8168 Volume I part V, Chapter 3, thrust reduction to climb power, has to be done as soon as the aircraft reaches :

a 2 000 ft

b 3 000 ft

c **1 500 ft**

d 1 000 ft

200 id 4941 Who has the responsibility for establishing operating procedures for noise abatement purposes during instrument flight in compliance with ICAO PANS OPS the :

a **operator**

b state of the operator

c state in which the aeroplane is operating

d commander

201 id 4942 Which one of the following factors should prevent a runway being chosen as the preferential landing runway for noise abatement purposes in visual meteorological condition (VMC) ?

a **It has no ILS or visual approach slope guidance**

b Cross-wind component, including gusts, is 10 kt

c It has a tail wind component of any value

d It has a tail wind component of 3 kts and a cross wind, including gusts, of 12 kt

202 id 5010 Following take-off, the noise abatement climb procedures specified by the operator is :

a different according to airports and airplane types.

b for all airplane types, the same for a specific airport.

c different for a same airplane type, according to airports.

d **for the same airplane type, the same for all airports.**

203 id 5800 In accordance with (ICAO) DOC 8168 - OPS, noise preferential routes are established to ensure that departing and arriving aeroplanes avoid overflying noise-sensitive areas in the vicinity of the aerodrome as far as practicable. In establishing noise preferential routes :

a turns during take-off and climb should not be required unless the bank angle for turns is limited to 20° (climbing at V2 + 10 to 20 Kt)

b turns during take-off and climb should not be required unless the aeroplane has reached and can maintain throughout the turn a height of no less than 100 m above terrain and the highest obstacle.

c **no turns should be required coincident with a reduction of power associated with a noise abatement procedure.**

d turns during take-off and climb should not be required unless the bank angle for turns is limited to 28° (climbing at V2 + 10 to 20 Kt)

71.02.05. Fire/smoke

204 id 1332 To use passengers oxygen in case of severe cabin smoke is:

a useless because the oxygen units do not operate under smoke conditions.

b **useless because the toxical cabin smoke is mixed with the breathing oxygen.**

c useless because breathing oxygen would explode under smoke conditions.

d possible and recommended.

205 id 1333 Fire fighting in the toilets must be performed with:

a all available liquids.

b **all available extinguishers simultaneously.**

c all available extinguishers in sequence.

d only the extinguisher corresponding to the toilets.

206 id 1337 After a landing, with overweight and overspeed conditions, the tyres and brakes are extremely hot. The fireguards should approach the landing gear tyres:

a under no circumstances.

b only from left or right side.

c from any side.

d **only from front or rear side.**

207 id 1338 Beneath fire extinguishers the following equipment for fire fighting is on board:

a **crash axes or crowbars.**

b water and all type of beverage.

c a hydraulic winch and a big box of tools.

d a big bunch of fire extinguishing blankets.

208 id 1763 If smoke appears in the air conditioning, the first action to take is to :

a Determine which system is causing the smoke.

b Begin an emergency descent.

c **Put on the mask and goggles.**

d Cut off all air conditioning units.

209 id 3735 The correct statement about extinguishing agents on board aeroplanes is :

a **Halon is an effective extinguishing agent for use in aeroplanes.**

b Water may only be used for minor fires.

c A powder extinguisher is suitable for extinguishing a cockpit fire.

d Burning cargo in a cargo-aeroplane is usually extinguished by using carbon dioxide.

210 id 3742 The system which must be switched off in case of a belly compartment fire is generally the :

a **ventilation of the cargo compartment**

b pressurization

c total airconditioning

d trim air

211 id 4778 You will use a water fire-extinguisher (straight jet) on a fire of : 1 - solids (fabric, carpet, ...) 2 - liquids (ether, gasoline, ...) 3 - gas 4 - metals (sodium, ...) The combination regrouping all the correct statements is:

a 3 and 4

b 2

c 3

d **1**

212 id 4780 You will use a halon extinguisher for a fire of: 1 - solids (fabric, plastic, ...) 2 - liquids (alcohol, gasoline, ...) 3 - gas 4 - metals (aluminium, magnesium, ...) The combination regrouping all the correct statements is:

a 1,2,3

b 1,2,3,4

c 2,3,4

d 1,2,4

213 id 4781 An engine fire warning will switch on the relevant fire shut off-handle. The fire shut-off handle will be switched off when:

a fire is no longer detected.

b the fire shut-off handle has been pulled.

c the fire-extinguisher has been triggered.

d all the fire-extinguishers connected to this engine have been triggered.

214 id 4796 A 1211 halon fire-extinguisher can be used for: 1. a paper fire 2. a fabric fire 3. an electric fire 4. a wood fire 5. a hydrocarbon fire The combination regrouping all the correct statements is:

a 1, 2, 3, 4, 5

b 1, 3, 5

c 2, 3, 4

d 2, 4, 5

215 id 4797 A CO2 fire extinguisher can be used for: 1. a paper fire 2. a hydrocarbon fire 3. a fabric fire 4. an electrical fire 5. a wood fire The combination regrouping all the correct statements is:

a 2, 3, 4

b 1, 3, 5

c 1, 2, 3, 4, 5

d 2, 4, 5

216 id 4801 A water fire extinguisher can be used without restriction for: 1. a paper fire 2. a hydrocarbon fire 3. a fabric fire 4. an electrical fire 5. a wood fire The combination regrouping all the correct statements is:

a 2, 3, 4

b 1, 2, 3, 4, 5

c 1, 3, 5

d 2, 4, 5

217 id 4810 After landing, in case of high temperature of the brakes you:

a apply the parking brake and you approach the wheels either from fore or aft.

b release the parking brake and you approach the wheels sidewards.

c release the parking brake and you approach the wheels either from aft or fore.

d apply the parking brake and approach the wheels sidewards.

218 id 4811 In case of a fire due to the heating of the brakes, you fight the fire using: 1. a dry powder fire extinguisher 2. a water spray atomizer 3. a water fire-extinguisher 4. a CO2 fire-extinguisher to the maximum The combination regrouping all the correct statements is:

a 1, 2

b 2, 3, 4

c 3, 4

d 1, 4

219 id 4812 In case of an engine nozzle fire while on ground you :

a pull the fire shut off handle and trigger the engines fire-extinguishers.

b carry out a damp cranking.

c carry out a dry cranking.

d fight the nozzle fire with a water fire-extinguisher.

220 id 4816 To extinguish a fire in the cockpit, you use: 1. a water fire-extinguisher 2. a powder or chemical fire-extinguisher 3. a halon fire-extinguisher 4. a CO2 fire-extinguisher The combination regrouping all the correct statements is:

a 1, 2, 3, 4

b 3, 4

c 1, 2

d 2, 3, 4

221 id 4833 You will use a CO2 fire-extinguisher for : 1. a paper fire 2. a plastic fire 3. a hydrocarbon fire 4. an electrical fire The combination regrouping all the correct statements is:

a 1,2,3

b 3,4

c 1,2,3,4

d 2,3

222 id 4834 You will use a powder fire-extinguisher for: 1. a paper fire 2. a plastic fire 3. a hydrocarbon fire 4. an electrical fire The combination regrouping all the correct statements is:

a 1, 2, 3

b 1, 2, 3, 4

c 2, 3

d 1, 4

223 id 4943 A fire occurs in a wheel and immediate action is required to extinguish it. The safest extinguishant to use is :

a water

b dry powder

c CO2 (carbon dioxide)

d foam

224 id 5287 To fight a fire in an air-conditioned cargo hold:

a Fire-fighting is not necessary, since the transport of combustible goods in an air-conditioned cargo hold is forbidden.

b Extinguish fire and reduce air conditioning.

c Extinguish fire only.

d **you turn off the cargo hold ventilation and extinguish fire.**

225 id 5603 A dry-chemical type fire extinguisher is fit to fight: 1- class A fires 2- class B fires 3- electrical source fires 4- special fires: metals, gas, chemicals Which of the following combinations contains all of the correct statements?

a 3 - 4

b 2 - 4

c **1 - 2 - 3 - 4**

d 1 - 2 - 3

226 id 5604 The fire extinguisher types which may be used on class A fires are: 1 - H2O 2 - CO2 3 - dry-chemical 4 - halogen Which of the following combinations contains all of the correct statements?

a 2 - 3 - 4

b **1 - 2 - 3 - 4**

c 1

d 3 - 4

227 id 5605 The fire extinguisher types which may be used on class B fires are: 1 - H2O 2 - CO2 3 - dry-chemical 4 - halogen Which of the following combinations contains all of the correct statements?

a 3 - 4

b 1 - 2 - 3 - 4

c 2

d **2 - 3 - 4**

228 id 5606 H2O extinguishers are fit to fight:

a electrical source fires

b Class B fires

c **Class A fires**

d special fires: metals, gas, chemical products

229 id 5607 CO2 type extinguishers are fit to fight: 1 - class A fires 2 - class B fires 3 - electrical source fires 4 - special fires: metals, gas, chemical product Which of the following combinations contains all the correct statements:

a 1 - 3 - 4

b 1 - 2 - 4

c 2 - 3 - 4

d **1 - 2 - 3**

230 id 5608 A class A fire is a fire of:

a liquid or liquefiable solid

b **solid material, generally of organic nature**

c electrical origin

d metal or gas or chemical (special fires)

231 id 5609 A class B fire is a fire of:

a solid material usually of organic nature

b **liquid or liquefiable solid**

c electrical source fire

d special fire: metal, gas, chemical product

71.02.06. Decompression of pressurised cabin

232 id 987 We would know that the automatic pressurization system has malfunctioned if : 1. threre is a change in environnemental sounds. 2. the cabin barometer indicates a sharp rise. 3. the differential pressure between the exterior and the interior becomes equal. The combination regrouping all the correct statements is :

a 1,2.

b **1,2,3.**

c 1,3.

d 2,3.

233 id 3870 The time of useful consciousness in case of an explosive decompression at an altitude of 40 000 ft is:

a 1 minute.

b 30 seconds.

c **12 seconds.**

d 5 minutes.

234 id 4354 During an explosive decompression at flight level 370 (FL 370), your first action will be :

a **to put on the oxygen mask**

b to set the transponder to 7700

c to warn the ATC

d to comfort your passengers

235 id 4841 A fast decompression is recognizable by the following elements: 1. mist in the cabin 2. blast towards the exterior of the aircraft 3. expansion of body gases 4. blast of air released violently from the lungs The combination regrouping all the correct statements is:

a 2, 3, 4

b **1, 2, 3, 4**

c 1, 2, 3

d 1, 4

236 id 4842 A slow decompression may be caused by: 1. a slight airtightness defect 2. a bad functioning of the pressurization 3. the loss of a window 4. the loss of a door The combination regrouping all the correct statements is:

a 1, 2, 3, 4

b **1, 2**

c 3, 4

d 1, 2, 3

237 id 4944 An aeroplane suffers an explosive decompression at an altitude of 31000 ft . What is the initial action by the operating crew ?

a disconnect the autopilot

b **to put on oxygen masks**

c transmit a MAYDAY message

d place the seat belts sign to ON

238 id 4945 When flying in straight and level flight at FL 290 for some considerable time a small leak develops in the cabin which causes a slow depressurisation, this can be seen on the cabin rate of climb indicator which will indicate :

a a rate of descent of approximately 300 fpm

b **a rate of climb**

c zero

d a rate of descent dependent upon the cabin differential pressure

239 id 4946 If cabin altitude increases during level flight, the differential pressure :

a attains its maximum permitted operating limit

b increases

c remains constant

d **decreases**

240 id 4947 Due to a cabin pressurisation defect the maximum differential pressure is limited to 3 psi. Assuming the oxygen masks will be deployed at 14000 feet, the maximum achievable flight altitude is approximately :

a 22500 ft

b **24500 ft**

c 27000 ft

d 29000 ft

241 id 4948 Due to a cabin pressurisation defect the maximum differential pressure is limited to 2 psi. Assuming the oxygen masks will be deployed at 14000 feet, the maximum achievable flight altitude is approximately :

a **20750 ft**

b 12000 ft

c 8600 ft

d 2900 ft

242 id 4949 Following an explosive decompression, the maximum altitude without oxygen at which flying efficiency is not impaired is :

a **8000 ft**

b 25000 ft

c 14000 ft

d 2500 ft

243 id 4950 Following an explosive decompression, if you are using an oxygen diluter demand system, the regulator controls the amount of air that is mixed with pure oxygen when the supply selector is at the "normal" position. At what approximate altitude will the regulator supply to the mask become pure oxygen only ?

a 25000 ft

b **32000 ft**

c 14000 ft

d 8000 ft

244 id 4951 The minimum requirements for Supplemental Oxygen to be supplied in pressurised aeroplanes during and following an emergency descent are that for pilots it shall be available for the entire flight time that the cabin pressure altitude exceeds a minimum of X feet. That minimum of X feet is :

a 15000 ft

b 14000 ft

c **13000 ft**

d 25000 ft

71.02.07. Windshear, microburst

245 id 2237 During a landing approach, the aircraft is subjected to windshear with a decreasing head wind. In the absence of a pilot action, the aircraft : 1. flies above the glide path 2. flies below the glide path 3. has an increasing true airspeed 4. has a decreasing true airspeed The combination of correct statements is :

a **2,4**

b 2,3

c 1,3

d 1,4

246 id 2238 During a landing approach, the aircraft is subjected to windshear with an increasing tail wind. In the absence of a pilot action, the aircraft : 1- flies above the glide path 2- flies below the gilde path 3- has an increasing true airspeed 4- has a decreasing true airspeed The combination of correct statements is :

a **2,4.**

b 2,3.

c 1,3.

d 1,4.

247 id 2239 During a landing approach, the aircraft is subjected to windshear with an increasing head wind.In the absence of a pilot action, the aircraft : 1- flies above the glide path 2- flies below theglide path 3- has an increasing true airspeed 4- has a decreasing true airspeed The combination of correct statements is :

a 2,3.

b 1,4.

c **1,3.**

d 2,4.

248 id 2240 During a landing approach, the aircraft is subjected to windshear with a decreasing tail wind. In the absence of a pilot action, the aircraft : 1- flies above the glide path 2- flies below the glide path 3- has an increasing true airspeed 4- has a decreasing true airspeed the combination of correct statements is :

a 2,4.

b 1,4.

c 2,3.

d **1,3.**

249 id 2241 After take-off, an aircraft is subjected to windshear with a decreasing head wind. In the absence of a pilot action, the aircraft : 1- flies above the climb-out path 2- flies below the climb-out path 3- has an increasing true airspeed 4- has a decreasing true airspeed The combination of correct statements is :

a 1,3.

b 2,3.

c **2,4.**

d 1,4.

250 id 4177 When an aircraft flies into a horizontal tail wind gust the aircraft tends :

a to climb

b **to descend**

c not to change its trajectory

d to climb or descend, depending on the gust strength

251 id 4185 One of the main characteristics of windshear is that it :

a occurs only at a low altitude (2000 ft) and never in the vertical plane

b **can occur at any altitude in both the vertical and horizontal planes**

c occurs only at a low altitude (2000 ft) and never in the horizontal plane

d can occur at any altitude and only in the horizontal plane

252 id 4196 Which one of the following magnitudes will be the first to change its value when penetrating a windshear ?

a Pitch angle.

b **Indicated airspeed.**

c Vertical speed.

d Groundspeed.

253 id 4254 In final approach, you encounter a strong rear wind gust or strong down wind which forces you to go around. You 1- maintain the same aircraft configuration (gear and flaps) 2- reduce the drags (gear and flaps) 3- gradually increase the attitude up to triggering of stick shaker 4- avoid excessive attitude change The combination of correct statements is :

a 2,3

b 1,4

c **1,3**

d 2,4

254 id 4406 An aircraft which experiencies a headwind of 40 kt while making its way towards the centre of a microburst may expect, when crossing the microburst, to face a windshear of :

a 60 kt.

b 40 kt.

c **80 kt.**

d 20 kt.

255 id 4585 While approaching a mountainous airfield, the captain of a transport aircraft notices a fast and high increase in the indicated airspeed without any change in the preselected engine and attitude parameters. The preceding crews had reported the occurrence of windshears in final phase. you must :

a take a level flight attitude to reduce speed, then come back to glide path from above.

b reduce rapidly the selected thrust, maintain on the glide path.

c **maintain the aircraft on the glide path, accept a positive speed deviation, monitor the speed evolution.**

d reduce rapidly the selected thrust in order to reach 1.2 Vs and try a precision landing.

256 id 4588 While approaching the outer-marker, the tower informs you about the presence of a "microburst". You will expect to encounter:

a **windshears (vertical and horizontal).**

b wake turbulence .

c supercooled water.

d convection motion of air mass.

257 id 4590 If you encounter a "microburst" just after taking-off, at the beginning you will have: 1 - a head wind 2 - a strong rear wind 3 - better climb performances 4 - a diminution of climb gradient 5 - an important thrust drop The combination regrouping all the correct statements is :

a 1,4

b 2,4

c **1,3**

d 4,5

258 id 4838 In case of an unexpected encounter with windshear, you will: 1. set the maximum take-off thrust 2. increase the pitch-up attitude up to the limit actuating the stick shaker 3. pull in the drag devices (gear and flaps) 4. keep the airplane's current configuration 5. try to reach the maximum lift-to-drag ratio The combination regrouping all the correct statements

a 3, 5

b 1, 3, 5

c 2, 3

d **1, 2, 4**

259 id 4952 Windshear may be described as a change in wind direction and/or speed in space, including updraughts and downdraughts. To counter the effects of windshear the amount of control action that is required is :

a medium

b small

c **substantial**

d null

260 id 4953 In the "worst case" scenario of recovery from the effects of a microburst, having increased to full go-around power, in co-ordinating power and pitch it may be necessary to :

a climb away at Vat + 20 kt

b **increase the pitch angle until the stick shaker is felt and hold at slightly below this angle**

c reduce speed to V2 and hold

d slowly increase speed whilst maintaining a positive rate of climb

261 id 5614 Wind shear is:

a a vertical wind velocity variation over a short distance

b a horizontal wind velocity variation over a short distance

c **a vertical or horizontal wind velocity and / or wind direction variation over a short distance**

d a vertical or horizontal wind velocity and / or wind direction over a large distance

71.02.08. Wake turbulence

262 id 1343 In a 5 kt right crosswind component behind a taking off aircraft:

a The runway will be clear of any hazard turbulence.

b The left wake turbulence stays approximately on the runway.

c The right and left wake turbulence stays approximately on the runway.

d **The right wake turbulence stays approximately on the runway.**

263 id 2152 The wake turbulence is the most severe when the aircraft is : 1. slow 2. heavy 3. in a clean configuration 4. flying with a high thrust The combination of correct statement is:

a 1, 4

b **1, 2, 3**

c 1, 2, 3, 4

d 2, 3, 4

264 id 2675 The greatest wake turbulence occurs when the generating aircraft is :

a Small, light, at maximum speed in full flaps configuration

b Large, heavy, at maximum speed in full flaps configuration

c Small, light, at low speed in clean configuration

d **Large, heavy, at low speed in clean configuration**

265 id 2676 To avoid wake turbulence, when departing behind a larger aircraft, the pilot should manoeuver :

a Below and downwind from the larger aircraft

b Above and downwind from the larger aircraft

c **Above and upwind from the larger aircraft**

d Below and upwind from the larger aircraft

266 id 4178 Tip vortices which are responsible for wake turbulence appear as soon as the following is established :

a drag

b **lift**

c spin up

d lift destruction

267 Wake turbulence risk is highest :
id 4198

a if, just before landing a much lighter aircraft has landed at the same runway with heavy crosswind.

b **when a heavy aircraft has just performed a take-off at a closely situated parallel runway with a light crosswind.**

c following a preceding aircraft at high speed.

d when a preceeding aircraft has briefly applied take-off thrust just prior to take off.

268 The wake turbulence is greater when the aircraft has a :
id 4255

a high weight and high speed

b **high weight and low speed**

c low weight and low speed

d low weight and high speed

269 The wake turbulence is greater when the aircraft has a :
id 4256

a low weight, high speed, gear and flaps up

b high weight, high speed, gear and flaps up

c low weight low speed, gear and flaps down

d **high weight, low speed, gear and flaps up**

270 An airplane creates a wake turbulence when :
id 4403

a **generating lift.**

b flying at high speed.

c using a high engine R.P.M.

d flying with its gear and flaps extended.

271 The tip vortices circulate about each wing tip :
id 4404

a counterclockwise.

b clockwise.

c **from the underwing toward the upper side of the wing.**

d from the upper side of the wing toward the underwing.

272 When taking-off after a widebody aircraft which has just landed, you should take-off :
id 4405

a in front of the point where the aircraft's wheels have touched down.

b **beyond the point where the aircraft's wheels have touched down.**

c at the point where the aircraft's wheels have touched down and on the wind side of the runway .

d at the point where the aircraft's wheels have touched the ground and on the underwind side of the runway .

273 The wake turbulence caused by an aircraft is mainly the result of: 1. An aerodynamical effect (wing tip vortices). 2. The engines action (propellers rotation or engine gas exhausts). 3. The importance of the drag devices (size of the landing gear, of the flaps, etc.). The combination regrouping all the correct statements is:
id 4789

a 1, 2 and 3.

b 3.

c 2 and 3.

d **1.**

274 id 4813 When taking-off behind a wide-body aircraft, with wind coming from the right side, you adopt a path, whenever possible :

a identical to the one of the preceding airplane.

b distinct from the preceding airplane, by remaining on the left of and under its path.

c **distinct from the preceding airplane, by remaining on the right of and above its path.**

d different from the preceding airplane, by remaining behind it and under its path.

275 id 4814 When taking-off behind a wide-body aircraft, with wind coming from the left side, you adopt a path, whenever possible :

a distinct from the preceding airplane, by remaining at the right of and under its path.

b **distinct from the preceding airplane, by remaining at the left of and above its path.**

c identical to the one of the preceding airplane.

d distinct form the preceding airplane, by remaining behind it and under its path.

276 id 4815 The time needed for the dissipation of a turbulent wake created by a wide-body aircraft during take-off is about:

a **3 minutes.**

b 30 seconds.

c 1 minute.

d 10 minutes.

277 id 4821 Without wind, the tip vortices created by an airplane at take-off:

a **separate on each side of the runway.**

b stagnate on the runway.

c separate to the right side.

d separate to the left side.

278 id 4828 The wake turbulence:

a starts when pulling out the drag devices and stops when rectracting the drag devices.

b starts as soon as the aeroplane is running for take-off and stops as soon as it has come to a stop at landing.

c starts when the airplane reaches a height of 300 ft above the ground and stops when it crosses this height before landing.

d **starts during the rotation and stops as soon as the airplane's wheels touch the ground.**

279 id 4829 In a microburst combined with a violent storm the winds at :

a high altitude converge on the center of the phenomenon and the atmospheric pressure increases by a few hectopascals.

b low altitude diverge from the center of the phenomenon and the atmospheric pressure decreases by a few hectopascals.

c **low altitude diverge from the center of the phenomenon and the atmospheric pressure increases by a few hectopascals.**

d low altitude converge on the center of the phenomenon and the atmospheric pressure decreases by a few hectopascals.

280 id 4954 For the purpose of wake turbulence separation, what is the ICAO minimum radar separation distance if a heavy aeroplane is following directly behind another heavy aeroplance on the approach to the same runway ?

a 9.3 km (5 NM)

b **7.4 km (4 NM)**

c 11.1 km (6 NM)

d 3.7 km (2 NM)

281 id 4955 For purpose of wake turbulence separation, what is the ICAO minimum radar separation distance and minimum time if a medium aeroplane (less than 136000 kg and more than 7000 kg) is following directly behind a heavy aeroplane on the approach to the same runway ?

a 7.4 km (4 NM) and 2 minutes

b 11.1 km (6 NM) and 3 minutes

c **9.3 km (5 NM) and 2 minutes**

d 9.3 km (5 NM) and 3 minutes

282 id 4956 For purpose of wake turbulence separation, what is the ICAO minimum radar separation time if a light aeroplance (7000 kg or less) is following a medium aeroplane (less than 136000 kg but more than 7000 kg) on the approach to landing ?

a 2 minutes

b 4 minutes

c 5 minutess

d **3 minutes**

283 id 4957 In accordance with ICAO and PANS RAC procedures, which letter should be entered into a flight plan to denote an aeroplane which has a weight of less than 136000 kg but greater than 7000 kg :

a H

b **M**

c L

d S

284 id 4958 For the purpose of wake turbulence separation, what is the minimum separation time that is permitted when a light aircraft is taking off behind a heavy aircraft from an intermediate part of the same runway ?

a 5 minutes

b 4 minutes

c **3 minutes**

d 2 minutes

285 id 5285 Wake turbulence should be taken into account when :

a a preceding aeroplane has performed low altitude high roll rate rolling manoeuvres over the runway.

b when just before the landing a much lighter aeroplane has landed with a strong crosswind on a long runway.

c during cruise the vertical separation is reduced to 1000 ft.

d **a much heavier aeroplane has landed just previously on the same runway, a light crosswind condition exist and all high-lift devices are being used.**

286 id 5801 When a LIGHT aircraft is landing behind a MEDIUM aircraft, the wake turbulence non-radar minimum time approach separation, according with DOC 4444 (ICAO), shall be :

a 2 MIN

b 1 MIN

c **3 MIN**

d 4 MIN

287 id 5802 According with DOC 4444 (ICAO), a wake turbulence non-radar separation minima of 3 minutes shall be applied :

a Between a LIGHT aircraft and a MEDIUM aircraft making a missed approach and the LIGHT aircraft utilizing an opposite-direction runway for take-off

b to a departing MEDIUM aircraft following a HEAVY aircraft arrival when operating on a runway with a desplaced landing threshold

c to an arriving LIGHT aircraft following a MEDIUM aircraft departure when operating on a runway with a desplaced landing threshold, if the projected flight paths are expected to cross

d **to LIGHT aircraft taking-off behind a MEDIUM aircraft from an intermediate part of parallel runway separated by less 760 m**

288 id 5803 According DOC 4444 (ICAO), a wake turbulence non-radar separation minima of 2 minutes shall be applied to :

a MEDIUM aircraft taking-off behind a HEAVY aircraft from an intermediate part of a parallel separated by less than 760 m

b **MEDIUM aircraft landing behind a HEAVY aircraft**

c LIGHT aircraft taking-off behind a MEDIUM aircraft from an intermediate part of the same runway

d LIGHT aircraft landing behind a MEDIUM aircraft

289 id 5804 In accordance with DOC 4444 (ICAO) when a MEDIUM and a LIGHT aircraft are using the same runway, or parallel runways separated by less than 760 m, (in approach or departure phases of flight), shall be applied a wake turbulence radar separation minima of :

a 2 NM

b 4 NM

c 3 NM

d **5 NM**

290 id 5805 According with DOC 4444 (ICAO), a wake turbulence non-radar separation minima of 3 minutes shall be applied to :

a LIGHT aircraft taking-off behind a MEDIUM aircraft from a parallel runway separated by less than 760 m. (using whole runway)

b **LIGHT aircraft landing behind a MEDIUM aircraft**

c LIGHT aircraft taking -off behind a MEDIUM aircraft when aircraft are using the same runway

d MEDIUM aircraft landing behind a HEAVY aircraft

291 id 5806 According with DOC 4444 (ICAO), a wake turbulence radar separation minima of 9,3 Km (5,0 NM) shall be applied when a :

a LIGHT aircraft is crossing behind a HEAVY aircraft, at the same altitude or less than 300 m (1 000 ft)

b **LIGHT aircraft is crossing behind a MEDIUM aircraft, at the same altitude or less than 300 m (1 000.ft)**

c HEAVY aircraft is crossing behind a HEAVY aircraft, at the same altitude or less than 300 m (1 000 ft)

d MEDIUM aircraft is crossing behind a MEDIUM aircraft, at the same altitude or less than 300 n (1 000 ft)

292 id 5813 DOC 4444 (ICAO) establishes, that wake turbulence separation minima shall be based on a grouping of aircraft types into three categories according to the maximum certificated take-off mass. Heavy (H) Category, are all aircraft types of :

a 146 000 Kg or more

b 135 000 Kg or more

c less than 136 000 Kg but more than 126 000 Kg

d **136 000 Kg or more**

71.02.09. Security

293 id 3872 In case of a serious threat based on the presence of a bomb on board a pressurized aircraft and disregarding any fuel considerations:

a you go down to the level corresponding to the indicated cabin altitude and keep the airplane in a clean configuration until the final approach.

b you carry out an emergency descent to reach the safety altitude.

c you climb to the maximum flight level which does not need the use of pressurization.

d **you descend to the flight level corresponding to the indicated cabin altitude or the safety altitude if higher and take preventive steps by putting yourself in a landing approach configuration.**

294 id 4220 What is the transponder code to be used by an aircraft that is subject to unlawful interference (hijacked) is :

a **7500**

b 7600

c 7700

d 7800

295 id 4933 In addition to informing each State, whose citizens are known to be on board an aircraft, the State of the country in which an aircraft has landed after an act of unlawful interference must immediately notify the :

a State of the operator, the J.A.A. and ICAO

b State of Registry of the aircraft and the J.A.A.

c **State of Registry of the aircraft, the State of the operator and ICAO**

d State of Registry of the aircraft and the State of the operator only

296 id 4959 Following an act of unlawful interference on board an aeroplane, to whom the commander should submit a report of the act to :

a the Autority of the State of the operator only

b the local authority only

c **both the local authority and the Authority of the State of the operator**

d the Authority of the State within which the aeroplane is operating at the time of the unlawful interference

297 id 4960 Who has the responsibility to take adequate measures for the safety of passengers and crew of an aircraft which is subjected to an act of unlawful interference until their journey can be continued ? The :

a J.A.A.

b **contracting State in which the unlawful interference occurs**

c Commander of the aircraft

d aeroplane's operator

298 id 4961 What transponder code should be used to provide recognition of an aircraft which is being subjected to unlawful interference :

a code 7700

b code 7600

c **code 7500**

d code 2000

299 id 4962 The flight deck door should be capable of being :

a **locked from within the compartment**

b directly locked from outside the compartment

c remotely locked by cabin crew operation from outside the compartment

d remotely locked from either inside or outside the compartment

300 id 5017 According to the JAR OPS, when a commercial transport passenger airplane is equipped with a door in the flight crew compartment area, this door must include:

a **a locking system to prevent any unauthorized access.**

b a device preventing the flight crew from being locked in the cockpit.

c distinctive red or yellow colored markings indicating the access area (in case of a blocked door).

d a sealing system allowing the maintenance for as long as possible of the pressure in the cockpit in case of a depressurization in the compartment area.

301 id 5602 In case of a hi-jack, the squawk code is :

a 2000

b 7600

c 7700

d **7500**

71.02.10. Emergency and precautionary landings

302 id 1344 The safety position for adults looks like: seat belts fastened,

a **head placed on a knee cushion, arms around the thigh.**

b head down as far as possible, grasp the passenger in front of you.

c head down as far as possible, grasp the legs with your arms.

d cross the arm in front of the face.

303 id 3873 The attitudes to be adopted by the passengers, sitting in the travelling direction, in case of an emergency landing are: 1. legs together and feet flat on the floor, 2. head resting against the back of the front seat, 3. forearms on the armrests, 4. seat belt very tightly fastened, 5. head resting on the forearms. The combination regrouping all the correct sta

a **1, 4, 5**

b 1, 2, 3, 4

c 2, 3, 4

d 2, 4, 5

304 id 3874 Mist in the cabin, pressure and temperature drop characterize:

a a slow depressurization.

b **a fast depressurization.**

c an electrical fire.

d a plastic fire.

305 id 3877 In case of a ditching, the cabin attendants will : 1. evacuate women and children first. 2. have the passengers embark directly in the liferafts. 3. prevent passenger movements which may impede the airplane's flotation ability. 4. ensure the complete evacuation of the airplane. The combination regrouping all the correct statements is:

a 2, 3

b **2, 3, 4**

c 1, 2, 3, 4

d 1, 4

306 id 4242 An aircraft is flying in heavy rain. To carry out a safe approach, it is necessary to :

a carry out an approach with flaps up, in order to avoid exposing too much lifting surface to the rain

b reduce the approach speed, because the runway may be very slippery on landing

c maintain the normal approach speed up to landing

d **increase its approach speed, because the rain affects the lift by deteriorating the boundary layer**

307 id 4584 Following an emergency landing which will need an escape from the aircraft, you will: 1 - remain on the runway, 2 - clear the runway using the first available taxiway, 3 - keep one engine or the APU running in order to maintain the electrical power supply on, 4 - turn off all systems. The combination regrouping all the correct statements is:

a 2,3.

b 1,3.

c **1,4.**

d 2,4.

308 id 4963 For aeroplanes having a seating capacity of more than 44 passengers, it must be shown by actual demonstration that the maximum seating capacity, including the required number of crew members, can be evacuated from the aeroplane to the ground in :

a **90 seconds**

b 132 seconds

c 120 seconds

d 60 seconds

309 id 5011 Following a heavy mass landing on a short runway, you should check the :

a temperature of the hydraulic fluid.

b **temperature of the brakes.**

c pressure of the hydraulic fluid.

d pressure of the pneumatic tyres.

310 id 5610 The correct definition of a safe forced landing is:

a an inevitable landing on land or sea from which one may reasonably expect no injuries on board

b a landing on land or sea from which it is guaranteed no injuries will result to the occupants

c a voluntary landing on land or sea carried out by the crew in order to protect the aircraft and its occupants

d **an inevitable landing on land or sea from which one may reasonably expect no injuries on board or on the surface**

71.02.11. Fuel jettisoning

311 id 3415 A four-jet aircraft must be equipped with an in-flight fuel jettisoning system in order to reduce the aircraft weight in an emergency :

a until the central tank is empty in order to cope with the wing and landing gear constraints at landing touchdown

b **unless it is capable of meeting the climb requirements : 2.7% in approach configuration with 1 engine inoperative and 3.2% in landing configuration with all engines operative**

c in order to reach the maximum structural landing weight in less than 15 minutes after activation of the jettisoning system

d in order to reduce the landing distance to 60% of the effective runway length

312 id 4589 If obliged to jettison part of the fuel in flight, it would be better to do so:

a under flight level 50 (FL50).

b in a holding stack, after control clearance.

c **in a straight line and at a relatively high flight level.**

d during final phase of approach.

313 id 4964 In what period of time must a fuel jettisoning system be capable of jettisoning sufficient fuel to meet the precise climb and discontinued approach requirements :

a **15 minutes**

b 30 minutes

c 60 minutes

d 90 minutes

314 id 4965 From the following list : 1. Fuel jettisoning system and its operation are free from fire hazard 2. The fuel discharges clear of any part of the aeroplane 3. Fuel fumes do not enter any part of the aeroplane 4. The jettisoning operation does not adversely affect the controllability of the aeroplane. Which of the above are requirements that must be shown to exist during fue

a **1,2,3 and 4**

b 1,3 and 4

c 1 and 4

d 2 and 3

71.02.12. Transport of dangerous goods

315 id 988 Who makes sure that the air transportation of an item of dangerous goods is not prohibited?

a **The shipper when completing the shipper's declaration for dangerous goods.**

b The captain, always using the list of prohibited aircraft items.

c The operator.

d It is not specified.

316 id 1136 Products or materials are considered to be dangerous goods if the products or materials in question are defined as such by:

a The directives of the Community Union.

b The UNO document entitled "Dangerous Goods Regulations".

c **The ICAO document entitled "Technical Instructions for the safe transport of dangerous goods by air".**

d The IATA document entitled "Regulations governing the transportation of dangerous goods by air".

317 id 2236 The dangerous goods transport document, if required, shall be drawn up by :

a **the shipper.**

b the operator.

c the captain.

d the handling agent.

318 id 3387 A list of dangerous goods, which may not be transported by air, can be found in :

a the shipper's declaration for dangerous goods.

b Annex 18 to the Chicago convention.

c Annex 6 to the Chicago Convention.

d **the technical instructions for the safe transport of dangerous goods by air.**

319 id 4250 ICAO (International Civil Aviation Organization) Appendix 18 is a document dealing with :

a the technical operational use of aircraft

b the air transport of live animals

c the noise pollution of aircraft

d **the safety of the air transport of hazardous materials**

320 id 4804 The information concerning dangerous products that passengers may carry, are listed in the :

a JAR-OPS documentation.

b aircraft's flight manual.

c IATA document "Dangerous products transportation".

d **ICAO document named "Technical safety instructions for the air transportation of dangerous products"**

321 id 4817 A passenger is allowed to carry match-boxes: 1. on himself/herself 2. in his/her hand luggage 3. in his/her checked luggage The combination regrouping all the correct statements is:

a 1, 2, 3

b **1**

c 1, 2

d 2, 3

322 id 4886 In the hazardous materials transportation act, the freight compliance with the regulatory arrangements is the responsibility of the :

a **sender.**

b captain.

c station manager.

d aerodrome manager.

323 id 4966 In addition to the languages required by the State of Origin, what language should be set for the markings related to dangerous goods :

a English, French or Spanish

b French

c Spanish

d **English**

324 id 4967 From the following list : 1. Fire extinguishers 2. Portable oxygen supplies 3. First-aid kits 4. Passenger meals 5. Alcoholic beverages Which are classed as Dangerous Goods that are required to be on the aeroplane in accordance with relevant JAR's for operating reasons :

a 1,2 and 5 only

b **1,2 and 3 only**

c 3,4 and 5 only

d 2,3 and 4 only

325 id 5012 In compliance with the JAR OPS, in order to carry hazardous materials on board a public transport airplane, they must be accompanied with a :

a **transport document for hazardous materials.**

b representative of the company owning the materials.

c specialized handling employee.

d system to warn the crew in case of a leak or of an abnormal increase in temperature.

326 id 5013 The general information, instructions and recommendations on the transport of hazardous materials are specified in the :

a **operation manual.**

b flight manual.

c AIP (Aeronautical Information Publication).

d air carrier certificate.

327 id 5023 The authorization for the transport of hazardous materials is specified on the:

a airworthiness certificate.

b registration certificate.

c **air carrier certificate.**

d insurance certificate.

328 id 5601 Carriage of dangerous goods is allowed, provided that:

a no passenger is carried on the same flight

b national aviation administration permission has been granted

c government permission has been granted

d **the airline complies with the Technical Instructions**

71.02.13. Contaminated runways

329 id 1134 The presence of dynamic hydroplaning depends primarily on the :

a aircraft's weight.

b **depth of the standing water on the runway.**

c strength of the headwind.

d amount of the lift off speed.

330 id 1137 If airworthiness documents do not shown any additionnal correction factor for landing performance determination on a wet runway, the landing distance shall be increased by:

a 20%.

b **15%.**

c 10%.

d 5%.

331 id 1316 For a given aircraft and runway contamination, increased pressure altitude will:

a maintains or increases the hydroplaning speed.

b decreases the hydroplaning speed.

c maintains the hydroplaning speed.

d **increases the hydroplaning speed.**

332 id 1326 Viscous hydroplaning occurs primary if the runway is covered with a thin film of water and:

a is rough textured.

b is very smooth and clean.

c **is very smooth and dirty.**

d the tyre treads are not in a good state.

333 id 1327 The touch down areas located at both ends of the runways are typical for the appearance of:

a rubber reversion hydroplaning.

b dynamic hydroplaning.

c **viscous hydroplaning.**

d rubber steaming hydroplaning.

334 id 3871 In case of landing on a flooded runway and in heavy rain : 1. you increase your approach speed, 2. you land firmly in order to obtain a firm contact of the wheels with the runway and immediately land your nose gear, 3. you decrease your approach speed, 4. you use systematically all the lift dumper devices, 5. you land as smoothly as possible, 6. you brake energical

a **1, 2, 4**

b 3, 5

c 2, 3, 4

d 1, 4, 5, 6

335 id 4399 For an airplane with a tyre pressure of 12 bars, there is a risk of dynamic hydroplaning as soon as the : 1- water height is equal to the depth of the tyre grooves. 2- speed is greater than 114 kt. 3- water height is equal to the half of the depth of the tyre grooves. 4- speed is greater than 83 kt. The combination regrouping all the correct statements is :

a 1 and 4.

b **1 and 2.**

c 2 and 3.

d 3 and 4.

336 id 4400 For an airplane with a tyre pressure of 10 bars, there is a risk of dynamic hydroplaning as soon as the : 1- water height is equal to the depth of the tyre grooves. 2- speed is greater than 104 kt. 3- water height is equal to the half of the depth of the tyre grooves. 4- speed is greater than 96 kt. The combination regrouping all the correct statements i :

a 1 and 2.

b 1 and 4.

c 2 and 3.

d 3 and 4.

337 id 4401 For an airplane with a tyre pressure of 8 bars, there is a risk of dynamic hydroplaning as soon as the : 1- water height is equal to the depth of the tyre grooves. 2- speed is greater than 96 kt. 3- water height is equal to the half of the depth of the tyre grooves. 4- speed is greater than 127 kt. The combination regrouping all the correct statements is:

a 3 and 4.

b 1 and 4.

c 2 and 3.

d 1 and 2.

338 id 4402 For an airplane with a tyre pressure of 16 bars, there is a risk of dynamic hydroplaning as soon as : 1- water height is equal to the depth of the tyre grooves. 2- speed is greater than 132 kt. 3- water height is equal to the half of the depth of the tyre grooves. 4- speed is greater than 117 kt. The combination regrouping all the correct statements is:

a 1 and 2.

b 1 and 4.

c 2 and 3.

d 3 and 4.

339 id 4779 The braking efficiency is a piece of information presenting itself in the form of a :

a letter falling between A and E.

b percentage varying from 10 % to 100 %.

c zero followed by two decimals.

d combination of the terms: poor, medium, good.

340 id 4786 A runway covered with 4 mm thick water, is said to be:

a flooded.

b wet.

c contaminated.

d damp.

341 id 4930 For an airplane with a tyre pressure of 14 bars, there is a risk of dynamic hydroplaning as soon as the : 1- water height is equal to the depth of the tyre grooves. 2- speed is greater than 123 kt. 3- water height is equal to the half of the depth of the tyre grooves. 4- speed is greater than 95 kt. The combination regrouping all the correct statements is:

a 2 and 3.

b 1 and 4.

c 3 and 4.

d **1 and 2.**

342 id 4968 The maximum validity of a SNOWTAM is :

a **24 hours**

b 12 hours

c 6 hours

d 3 hours

343 id 4969 Assuming contaminated runway conditions, if an aeroplane's mainwheel tyre pressure is 206 psi., the approximate speed above which dynamic hydroplaning may occur in the event of applying brakes is :

a 80 kt

b 114 kt

c 100 kt

d **129 kt**

344 id 4970 Item D of a SNOWTAM gives the cleared length of a runway in metres. If this is less than the published length, how is this reported :

a by a four figure group added to item D, which gives the lenght in metres

b it is not reported

c **in plain language at item T (the final paragraph) of a SNOWTAM**

d as a percentage of the total lenght of the runway available as the final item of a SNOWTAM

345 id 4971 A braking action of 0.25 and below reported on a SNOWTAM is :

a **poor**

b unreliable

c medium

d good

346 id 5015 In the JAR OPS, a runway is considered wet when: 1. it is covered with a quantity of water or loose or slushy snow less than or equal to the equivalent of 3 mm of water. 2. the amount of surface moisture is sufficient to modify its colour but does not give it a shiny appearance. 3. the amount of surface moisture is sufficient to make it reflective, but does not create large st

a **1, 3**

b 1, 2, 3

c 1, 2

d 4

347 id 5016 In the JAR OPS, a runway is considered damp when:

a its surface is not dry, and when surface moisture does not give it a shiny appearance.

b surface moisture gives it a shiny appearance.

c it is covered with a film of water of less than 3 mm.

d it is covered with a film of water of less than 1 mm.

348 id 5019 Your flight manual does not include specific supplementary information on landing distances on wet runways and the service bulletins or weather reports indicate that the runway may be wet at the estimated time of arrival. The required landing distance on a dry runway must be increased by:

a 20 %

b 18 %

c 15 %

d 17,6 %

349 id 5020 In the JAR OPS, a runway is refered to as contaminated when more than 25 % of the required runway surface is covered with the one of the following elements: 1. a water film sufficiently thick to give a shiny appearance to the runway. 2. a water film or loose or slushy snow equivalent to more than 3 mm of water. 3. compacted snow (a solid mass which may not be compacted furt

a 1, 3, 4

b 1, 2, 3, 4

c 2, 3, 4

d 1, 3, 4, 5

350 id 5629 The tire pressure of an aircraft main landing gear is 10,8 bars. The speed at which the hydroplaning phenomenon will appear is approximately:

a 112 kt

b 56 kt

c 87 kt

d 145 kt