JAR Databank Preparation

10.1.1.1 (1)
An airline is planning a flight that will require a Technical landing in a neighboring state. Which freedom of the Air will be exercised ?
a) 2nd freedom
b) 1st freedom
c) 3rd freedom
d) 4th freedom

10.1.1.1 (2)
The International Civil Aviation Organisation (ICAO) establishes,
a) standards and recommended international practices for contracting member states.
b) aeronautical standards adopted by all states.
c) proposals for aeronautical regulations in the form of 18 annexes.
d) standards and recommended practices applied without exception by all states, signatory to the Chicago convention.

10.1.1.2 (3)
The objectives of ICAO was ratified by the :
a) Chicago convention 1944
b) Warzaw convention 1929
c) Geneva convention 1948
d) Geneva convention 1936

10.1.1.2 (4)
The International Civil Aviation Organisation (I.C.A.O.) was established by the international convention of :
a) Chicago
b) The Hague
c) Warsaw
d) Montreal

10.1.1.3 (5)
One of the main objectives of ICAO is to :
a) develop principles and techniqe for international aviation
b) approve the ticket prices set by international airline companies
c) approve new internationel airlines with jet aircraft
d) approve new international airlines

10.1.1.4 (6)
Which body of ICAO finalises the Standard and Recommended Practices (SARPS) for submission for adoption ?
a) the Air Navigation Commission
b) the Assembly
c) the Council
d) the Regional Air Navigation meeting

10.1.1.4 (7)
The 'Standards' contained in the Annexes to the Chicago convention are to be considered:
a) binding for the member states that have not notified ICAO about a national difference
b) advice and guidance for the aviation legislation within the member states
c) binding for all member states
d) binding for all air line companies with international traffic

10.1.2.0 (8)
Which of the following is obligating for members of ICAO ?
a) ICAO must be informed about differences from the standards in any of the Annexes to the convention
b) ICAO shall approve the pricing of tickets on international airline connections
c) ICAO must be informed about changes in the national regulations
d) ICAO must be informed about new flight crew licenses and any suspended validity of such licenses

10.1.2.0 (9)
The Warsaw convention and later amendments deals with:
a) limitation of the operator¹s responsibility vis-á-vis passenger and goods transported
b) the regulation of transportation of dangerous goods
c) operator¹s licence for international scheduled aviation
d) the security system at airports

10.1.2.0 (10)
Any contracting state may denounce the Convention of Montreal by written notification to the depositary governments. The denounciation shall take effect :
a) 6 months following the date on which notification is received by the Depositary Governments
b) 3 months following the date on which notification is received by the Depositary Governments
c) 2 months following the date ICAO is informed
d) 4 months following the date on which notification is received by the Depositary Governements

10.1.2.0 (11)
The aircraft commander, when he has reasonable grounds to believe that a person has commited or is about to commit, on board the aircraft, an offense against penal law
a) may deliver such person to the competent authorities
b) may request such person to disembark
c) may require the assistance of passengers to restrain such person
d) may not require or authorise the assistance of other crew members

10.1.2.0 (12)
Any contracting state may denounce the Convention of Tokyo by notification addressed
a) International Civile Aviation Organisation
b) the other Contracting States

c) United Nations
d) to all States Members of United Nations

10.1.2.0 (13)
The convention on offences and certain acts committed on board aircraft, is :
a) the convention of Tokyo
b) the convention of Paris
c) the convention of Rome
d) the convention of Chicago

10.1.2.1 (14)
""Cabotage"" refers to:
a) domestic air services ,
b) a national air carrier,
c) a flight above territorial waters,
d) crop spraying

10.1.2.1 (15)
The second freedom of the air is the :
a) right to land for a technical stop
b) right to overfly without landing
c) right to ""cabotage"" traffic, (trans-border traffic).
d) right to operate a commercial passenger flight with passengers on board between two states.

10.1.2.1 (16)
The first freedom of the air is:
a) The right to overfly without landing.
b) The right to land for a technical stop.
c) The opportunity to operate a commercial flight with passengers on board between two states.
d) The right to board passengers from the state where the aircraft is registered and to fly to an other state.

10.1.2.2 (17)
The convention which deals with offences againts penal law, is
a) the convention of Tokyo
b) the convention of Warsaw
c) the convention of Rome
d) the convention of Madrid

10.1.2.2 (18)
The convention of Tokyo applies to damage :
a) caused in the territory of a contracting state or in a ship or aircraft registered there in , by an aircraft registered in the territory of another contraction state
b) only caused in the territory of a contracting state by an aircraft registered in the territory of another contracting state
c) caused in the territory of a contrating state by any aircraft regardless the registration
d) the above convention does not deal with this item

10.1.2.4 (19)
The international convention defining rules relative to the responsibilities of international air carriers for the carriage of passengers, baggage and freight is the :
a) Warsaw Convention.
b) Tokyo Convention.
c) Hague Convention.
d) Montreal Convention.

10.1.4.0 (20)
The Rome Convention and later amendments deals with :
a) Damage caused by foreign aircraft to third parties on the surface
b) Regulation of transportation of dangerous goods
c) Damage caused by any aircraft to third parties on the surface
d) offences and certain other acts committed on board aircraft

10.1.4.0 (21)
The convention signed by the states and moved by a desire to endure adequate compensation for persons who suffer damage caused on the surface by foreign aircraft is :
a) the Rome Convention
b) the Warsaw Convention
c) the Paris Convention
d) the Tokyo Convention

10.1.4.0 (22)
Any person who suffers damage on the surface shall, upon proof only that damage was caused by an aircraft in flight or by any person or thing falling therefore will be entitled to compensation as provided by :
a) the Rome Convention
b) the Chicago Convention
c) the Warsaw Convention
d) the Montreal Convention

10.2.0.0 (23)
When letters are used for the registration mark combinations shall not be used which might be confused with the
a) five letter combinations used in the international code of signals
b) four letter combinations beginning with Q
c) three letters combinations used in the international code of signals
d) letters used for ICAO identification documents

10.2.0.0 (24)
The state of design shall ensure that, there exists a continuing structural integrity program to ensure the airworthiness of the aeroplane, which includes specific information concerning corrosion prevention and control, in respect of aeroplanes :
a) over 5.700 kg maximum certificate take-off mass
b) over 5.700 kg maximum certificate take-off and landing mass
c) up to 5.700 kg maximum certificate take-off mass
d) up to 5.700 kg maximum certificate take-off and landing mass

10.2.0.0 (25)
The loading limitations shall include :
a) all limiting mass, centres of gravity position, mass distributions and floor loadings
b) all limiting mass and centres of gravity
c) all limiting mass, mass distributions and centres of gravity
d) all limiting mass, centres of gravity position and floor loadings

10.3.0.0 (26)
The assigment of the common mark to a common mark registering authority will be made by :
a) the International Civil Aviation Organisation
b) the state of registry and accepted by the International Telecommunication Union
c) the International Telecommunication Union
d) the state of registry

10.3.0.0 (27)
The common mark shall be selected from the series of symbols included in the radio call signs allocated :
a) to the International Civil Aviation Organisation by the International Telecommunication Union
b) to the state of registry by the International Civil Aviation Organisation
c) to the State of registry by the International Telecommunication Union
d) to state of the operator

10.3.0.0 (28)
The registration mark shall be letters, numbers or a combination of letters and numbers and shall be that assigned by :
a) the state of registry or common mark registering authority
b) the state of registry only
c) the International Civil Aviation Organisation
d) the Internationnal Telecommunication Union

10.3.0.0 (29)
When letters are used for registration mark combinations shall not be used which might be confused with urgent signals for example
a) TTT
b) FFF
c) RCC
d) LLL

10.3.0.0 (30)
When letters are used for registration mark combinations shall not be used which might be confused with urgent signals for example
a) PAN
b) RCC
c) LLL
d) DDD

10.3.0.0 (31)
When letters are used for the registration mark combinations shall not be used which might be confused with urgent or distress signals for example
a) XXX
b) DDD
c) RCC
d) LLL

10.3.0.0 (32)
The height of the marks under the wings of heavier than air aircraft shall be
a) at least 50 centimetres
b) at least between 40 centimetres and 50 centimetres
c) at least 60 centimetres
d) at least 75 centimetres

10.3.0.0 (33)
The height of the marks on the fuselage (or equivalent structure) and on the vertical tail surfaces of heavier than air aircraft shall be
a) at least 30 centimetres
b) at least 40 centimetres
c) at least 20 centimetres
d) at least between 20 centimetres and 40 centimetres

10.4.0.0 (34)
The profeciency check of a pilot took place the 15th of April. The validity of the previous profeciency check was the 30th of June. The period of the new profeciency check can be and can't exceed:
a) 31th of December the same year
b) 15th of October the same year
c) 30th of October the same year
d) 30th of April the following year

10.4.0.0 (35)
The prescribed re-examination of a licence holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the licence authority, provided that such deferment shall only be made as an exception and shall not exceed:
a) A single period of six month in the case of a flight crew member of an aircraft engaged in non-commercial operations.
b) Two consecutive periods each of three month in the case a flight crew member of an aircraft engaged in non-commercial operations.
c) A single period of three month in the case of a flight crew member of an aircraft engaged in commercial operations.
d) Two consecutive periods each of six month in the case of a flight crew member of an aircraft engaged in non-commercial operations.

10.4.0.0 (36)
When a contracting state renders valid a licence issued by another contracting state, the validity of the authorization:
a) Shall not extend beyond the period of validity of the licence.
b) Depends on the regulations of the contracting sate which renders valid the licence.
c) Shall not extend beyond one year for ATPL and PCL.
d) Is only considered for PPL.

10.4.0.0 (37)
Which of the following Annexes to the Chicago convention contains minimum specifications for a crew licence to have international validity?
a) Annex 1
b) Annex 2
c) Annex 3
d) Annex 4

10.4.0.0 (38)
You may act as a flight instructor to carry out flight instruction for the issue of a PPL
a) With a theorical CPL examination plus flight instructor rating
b) With an ATPL
c) With a PPL plus flight instructor rating
d) With a CPL

10.4.0.0 (39)
The validity of the instrument-rating aeroplane - IR(A) is :
a) 1 year
b) 6 months
c) 5 years
d) 2 years

10.4.0.0 (40)
The minimum age for obtaining a PPL is :
a) 17 years
b) 16 years
c) 18 years
d) 21 years

10.4.0.0 (41)
To be able to execute a public transport flight, the minimum and maximum age (with ATPL) is :
a) 21 and 59 years
b) 16 and 60 years
c) 17 and 59 years
d) 18 and 60 years

10.4.0.0 (42)
The holder of a pilot's licence should inform the Authority of any illness which they are suffering which involves incapacity to undertake those functions to which the licence relates throughout a period of a certain number of days or more. The number of days is :
a) 21
b) 30
c) 60
d) 90

10.4.0.0 (43)
If a licence holder is unable to perform the flight crew functions appropriate to that licence due to illness, the authority must be informed :
a) After 21 days of consecutive ""illness""
b) as soon as possible if the illness is expected to last more than 21days
c) after one calendar month of consecutive illness
d) if still not fit to fly when his/her current medical certificate expires

10.4.0.0 (44)
The holder of a pilot licence, when acting as co-pilot of an aircraft required to be operated with a co-pilot, shall be entitled to be credit with not more than :
a) 50 % of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence
b) 40 % of the co-pilot flight time towards, the total flight time required for a higher grade of a pilot licence
c) 100 hours of flying time required for a higher grade of a pilot licence
d) 60 % of the co-pilot flight time towards, the total flight time required for a higher grade of a pilot licence

10.4.0.0 (45)
The age of an applicant for a commercial pilot licence shall not be less than :
a) 18 years of age
b) 21 years of age
c) 17 years of age
d) 16 years of age

10.4.0.0 (46)
An applicant for a commercial pilot licence shall hold
a) a current class I medical assessment
b) a current class II medical assessment
c) a current class III medical assessment
d) a current class medical assessment as prescribed by the state issuing the licence

10.4.0.0 (47)
Multi-engine / inoperative or simulated inoperative.
a) Land/inactive.
b) Amphibious/inactive or simulated inactive.
c) Single-engine/inactive.
d) 1999-06-08 0:00

10.4.0.0 (48)
The privileges of the holder of a commercial pilot licence-aeroplane shall be :
a) to act as pilot-in command in any aeroplane engaged in operations other than commercial air transportation
b) to act as pilot in command in any aeroplane engaged in commercial air transportation
c) to act as pilot in command in any aeroplane certificate for single pilot operation other than in commercial air transportation
d) none of the answers are correct

10.4.0.0 (49)
An applicant for a commercial pilot licence-aeroplane shall have completed not less than ..... hours of cross country flight time as pilot in command including a cross country flight totalling not less than ..... km (-NM), in the course of which full stop landings at two different aerodromes shall be made. The hours and distance

referred are :
a) 20 hours and 540 km (300NM)
b) 10 hours and 270 km (150 NM)
c) 15 hours and 540 km (300NM)
d) 20 hours and 270 km (150NM)

10.4.0.0 (50)
An applicant for a commercial pilot licence aeroplane shall have completed in aeroplanes not less than :
a) 20 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM)
b) 10 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM)
c) 25 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM)
d) 15 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM)

10.4.0.0 (51)
An applicant for an Airline Transport Pilot Licence aeroplane shall have completed in aeroplanes not less than ..... hours, either as pilot in command or made up by not less than ..... hours as pilot-in-command and the additional flight time as co-pilot performing, under the supervision of the pilot-in-command the duties and functions of a pilot in command provided that the method of supervision employed is acceptable to the licensing authority. The stated above hours are respectively :
a) 250 hours and 100 hours
b) 200 hours and 75 hours
c) 200 hours and 100 hours
d) 150 hours and 75 hours

10.4.0.0 (52)
The applicant for an Airline Transport Pilot Licence shall have completed in aeroplanes not less than ..... hours of cross-country flight time, of which not less than ..... hours shall be as pilot-in command or co-pilot performing, under the supervision of the pilot in command, the duties and functions of a pilot in command, provided that the method of supervision employed is acceptable to the licensing authority. The state above hours are respectively :
a) 200 hours and 100 hours
b) 250 hours and 10 hours
c) 150 hours and 75 hours
d) 200 hours and 75 hours

10.4.0.0 (53)
An applicant for an Airline Transport Pilot Licence shall have completed in aeroplanes not less than :
a) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time.
b) 100 hours of instrument time, of which not more than 30 hours of instrument ground time
c) 150 hours of instrument time, of which not more than 75 hours of instrument ground time.
d) 75 hours of instrument time, of which not more than 20 hours of instrument ground time.

10.4.0.0 (54)
An applicant for an Airline Transport Pilot Licence shall have completed in aeroplanes not less than :
a) 100 hours of night flight as pilot in command or as co-pilot
b) 100 hours of night flight only as pilot in command
c) 75 hours of night flight as pilot in command or as co-pilot
d) 75 hours of night time only as pilot in command

10.4.0.0 (55)
The licensing authority shall determine whether experience as pilot under instruction in a synthetic flight trainer which it has approved, is acceptable as part of the total flight time of 1 500 hours. Credit for such experience shall be limited to a maximum of :
a) 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer
b) 100 hours of which not more than 20 hours shall have been acquired in a basic instrument flight trainer
c) 100 hours of which not more than 15 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer
d) 75 hours of which not more than 20 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer

10.4.0.0 (56)
An applicant holding a private or commercial pilot licence aeroplane for the issue of an instrument rating, shall have completed ..... hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the licensing Authority, of which not less than ..... hours shall be in aeroplanes. The said hours, are respectively
a) 50 hours and 10 hours
b) 40 hours and 10 hours
c) 40 hours and 15 hours
d) 50 hours and 15 hours

10.4.0.0 (57)
In certain circumstances a medical examination may be deferred at the discretion of the licensing authority, provided that such deferment shall only be made as an exception and shall not exceed :
a) A single period of six months in the case of a flight crew member of an aircraft engaged in non commercial operations.
b) Two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in non commercial operations
c) A single period of six months in the case of a flight crew member of an aircraft engaged in commercial operations.
d) in the case of a private pilot, a single period of 12 months

10.4.0.0 (58)
The duration of the period of currency of a medical assessment shall begin on the date :
a) the medical assessment is issued
b) the licence is issued or validated
c) the licence is issued or renewed
d) the licence is delivered to the pilot

10.4.0.0 (59)
When a contracting state renders valid a licence issued by another contracting state the validity of the authorization
a) shall not extend beyond the period of validity of the licence
b) shall not extend more than 15 days from the date of the licence
c) the Contracting state rendering a licence valid may extend the date of the validity at its own discretion
d) shall not extend beyond the period of validity of the licence other than for use in private flights

10.4.0.0 (60)
When the holders of aircraft transport pilot licences aeroplane and helicopter have passed their 40th birthday the medical examination shall be reduced from :
a) 12 months to 6 months
b) 12 months to 3 months
c) 24 months to 12 months
d) none of the answers are correct

10.4.0.0 (61)
Type ratings shall be established
a) for any type of aircraft whenever considered necessary by the authority
b) only aircraft certificated for operation with a minimum crew of at least two pilots
c) only for aircraft certificated for operation with a minimum crew of at least two pilots and each type of helicopter
d) all the answers are correct

10.4.0.0 (62)
The holder of a pilot licence when acting as co-pilot performing under the supervision of the pilot in command the functions and duties of a pilot in command shall be entitled to be credit :
a) in full with his flight time towards the total time required for higher grade of pilot licence
b) in full with his flight but not more than 300 hours towards the total time required for a higher grade of pilot licence
c) the flight time towards the total time required for higher grade of pilot licence in accordance with the requirements of the licensing authority
d) 50% of his flight time towards the total time required for higher grade of pilot licence

10.4.0.0 (63)
For commercial pilot licence aeroplane the applicant shall have completed in aeroplanes not less than if the privileges of the licence are to be exercised at night
a) 5 hours of night flight time including 5 take offs and 5 landings as pilot in command
b) 5 hours of night flight time including 5 take offs and 5 landings either as pilot in command or as co-pilot
c) 5 hours of night flight time including 3 take-offs and 3 landings as pilot in command
d) 5 hours of night flight time including 3 take offs and 5 landings as pilot in command

10.4.0.0 (64)
An applicant for a commercial pilot licence aeroplane shall have completed in aeroplanes not less than :
a) 200 hours of flight time or 150 hours if completed during a course of approved training as a pilot of aeroplanes
b) 200 hours of flight time and 80 hours as pilot in command
c) 200 hours of flight time and 70 hours as pilot in command
d) 150 hours of flight time and 100 hours as pilot in command

10.4.0.0 (65)
An applicant for a commercial pilot licence shall have completed in aeroplanes not less than :
a) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time
b) 20 hours of instrument instruction time of which not more than 5 hours may be instrument ground time.
c) 20 hours of instrument instruction time of which not more than 10 hours may be instrument ground time
d) 15 hours of instrument time of which not more than 5 hours as pilot in command

10.4.0.0 (66)
The International Civil Aviation Convention Annex containing standards and recommended practices for Personnel Licensing is :
a) Annex 1
b) Annex 2
c) Annex 11
d) Annex 12

10.4.0.0 (67)
At the discretion of the Authority of that Member State concerned for a period not exceeding one year, provided that the basic licence remains valid.
a) At the diiscretion of the Authority of the Member State concerned for a period not exceeding the period validity of basic licence
b) At the discretion of the Authority of that Member State concerned for a period not exceeding one year
c) At the discretion of the Authority of that Member State concerned for a period not exceeding one year, provided that the basic licence remains valid.
d) 1998-11-27 0:00

10.4.0.0 (68)
More than 12 hours
a) More than 12 days
b) More than one week
c) Any period
d) 1998-11-30 0:00

10.4.0.0 (69)
According to JAR-FCL, Class 2 medical certificate for private pilots will be valid for
a) 60 months until age of 30, 24 months until age of 50, 12 months until age of 65 and 6 months thereafter
b) 60 months until age of 30, 24 months until age of 40, 12 months thereafter
c) 24 months until age of 40, 12 months thereafter
d) 24 months until age of 40, 12 months until age of 60 and 6 months thereafter

10.4.0.0 (70)
According to JAR-FCL, an applicant for a CPL (A) who has satisfactorily followed an completed an integrated flying training course shall have completed as a pilot of aeroplanes having a certificate of airworthiness issued or accepted by a JAA Member State at least:
a) 150 hours of flight time
b) 200 hours of flight time
c) 150 hours of flight time plus 10 hours of instrument ground time
d) 200 hours of flight time plus 10 hours of instrument ground time

10.4.0.0 (71)
According to JAR-FCL, an instrument rating is valid for :
a) one year
b) two years
c) The period of validity of the licence.
d) Indefinitely

10.4.0.0 (72)
According to JAR-FCL, an applicant for an IR(A) shall hold a PPL (A)including a night qualification or CPL(A) and shall have completed at least 50 hours :
a) Cross country flight time as pilot-in-command in aeroplanes or helicopters of which at least 10 hours shall be in aeroplanes.
b) Cross country flight time as pilot of aeroplanes or helicopters of which at least 10 hours shall be in aeroplanes.
c) Instructional flight time as studen-pilot-in-command of aeroplanes.
d) Instructional flight time as student-pilot-in-command of aeroplanes or helicopters of which at least 10 hours shall be in aeroplanes.

10.4.0.0 (73)
According to JAR-FCL, class rating shall be established for single pilots aeroplanes not requiring a type rating, including :
a) All self.-sustaining gliders.
b) All types of single-pilot, single-engine aeroplanes fitted with a turbojet engine.
c) Microlights having fixed wings and moveable aerodynamic control surfaces acting in all three dimensions.
d) Any other type of aeroplane if considered necessary.

10.4.0.0 (74)
According to JAR-FCL, establishment of separate type rating for aeroplanes will be assessed on the basis of three criteria. One of these three criteria is that the aeroplane has :
a) Handling characteristics that require additional flying or simulator training
b) Handling characteristics that require the use of more than one crew member
c) A certificate of airworthiness issued by a non-member state.
d) A certificate of airworthiness issued by the manufacturer.

10.4.0.0 (75)
According to JAR-FCL, the validity of type ratings and multi-engine class ratings will be one year from the date :
a) Of issue
b) Of the skill test
c) The application is received by the Authority.
d) Of the last medical certificate

10.4.0.0 (76)
According to JAR-FCL, single pilot single-engine class ratings are valid for :
a) Two years
b) One year
c) Two years up to age 40 years then one year thereafter.
d) Five years after licence issuie.

10.5.0.0 (77)
Which provisions on a VFR-flight in Class E airspace are CORRECT?
a) Service provided : Traffic Information as far as practical, ATC Clearance : not required ,
b) Service provided : Air Traffic Control Service, ATC Clearance : required ,
c) Service provided : Traffic Information as far as practical, ATC Clearance : required ,
d) Service provided : Air Traffic Control Service, ATC Clearance : not required

10.5.1.0 (78)
Which action shall be taken by an aircraft in the traffic pattern of an aerodrome, experiencing radio failure to indicate difficulties which compel it to land without requiring immediate assistance?
a) The repeated switching on and off of the landing lights
b) Switching on and off three times the landing lights
c) Switching on and off four times the landing lights
d) Switching on and off four times the navigation lights

10.5.1.0 (79)
If radio communication is established during an interception but communications in a common language is not possible, which phrase should be pronounced by the intercepting aircraft to request the intercepted aircraft to descend for landing ?
a) Descend
b) Let down
c) You land
d) Descend for landing

10.5.1.0 (80)
If radio contact with the intercepting aircraft is established but communication on a common language is not possible, which phrase should be pronounced by the intercepted aircraft to communicate that he is unable to comply with the instructions received ?
a) CAN NOT
b) CAN NOT COMPLY
c) UNABLE TO COMPLY
d) NOT POSSIBLE

10.5.1.0 (81)
A flashing red light from control tower during an approach to land means:
a) The airport is unsafe, do not land
b) The airport is temporarily closed, continue circling

c) Give way to other aircraft in emergency
d) Continue circling and wait for further instructions

10.5.1.0 (82)
On aerodromes aircraft taxying on the manoeuvring area of an aerodrome shall give way to:
a) aircraft taking off or about to take off
b) other vehicles and pedestrians
c) other converging aircraft
d) all vehicles moving on the apron except the ""follow me"" vehicle

10.5.1.0 (83)
A double white cross displayed horizontally in the signal area means:
a) The aerodrome is being used by gliders and that glider flights are being performed.
b) An area unit for the movement of aircraft.
c) Special precautions must be observed due to bad state of the taxiways.
d) Need special precautions while approaching for landing.

10.5.1.0 (84)
Except when a clearance is obtained from an ATC unit, a VFR flight can not enter or leave a control zone when ceiling is less than :
a) 1 500 feet or visibility is less than 5 km
b) 1 000 feet or visibility is less than 5 km
c) 2 000 feet or visibility is less than 5 km
d) 1 000 feet or visibility is less than 8 km

10.5.1.0 (85)
The person who has final authority as to the disposition of an aircraft during flight time is:
a) The commander
b) The ATC controller if the aircraft is flying in a controlled airspace
c) The aircraft owner
d) The airliner operator

10.5.1.0 (86)
Which of the following flights has the greatest priority to land ?
a) Emergency aircraft
b) Military aircraft
c) VIP (Head of state) aircraft
d) Hospital aircraft carrying a very sick person needing immediate medical attention

10.5.1.0 (87)
An aircraft flying above the sea between 4 500 feet MSL and 9 000 feet MSL outside controlled airspace under VFR, must remain on principle at least:
a) 1 500 m horizontally, 1000 feet vertically from clouds, 5 km visibility.
b) 1500 m horizontally, 1000 feet vertically from clouds, 8 km visibility.
c) Clear of clouds and in sight of the surface, 8 km visibility.
d) 2 000 feet horizontally, 1000 feet vertically from clouds, 5 km visibility.

10.5.1.0 (88)
The VMC minima for an airspace classified as ""B"" above 10 000 feet MSL are :
a) clear of clouds, 8 km visibility
b) 1 mile horizontaly and 1 000 feet verticaly from clouds, 5 km visibility
c) 2 000 metres horizontaly, 1 000 feet verticaly from clouds, 8 km visibility
d) 1 nautical mile horizontaly and 1 000 feet verticaly from clouds, 8 km visibility

10.5.1.0 (89)
The VMC minima for an airspace classified as ""G"" above 10 000 feet MSL are :
a) 1500 m horizontally and 1 000 feet vertically from clouds, 8 km visibility.
b) 1500 m horizontally and 1 000 feet verticaly from clouds, 5 km visibility
c) 1 nautical mile horizontally and 1 000 feet vertically from clouds, 5 km visibility
d) 1 nautical mile horizontally and 1000 feet vertically from clouds, 8 km visibility

10.5.1.0 (90)
A controlled flight is requested to inform the appropriate ATC unit whenever the average True Air Speed at cruising level varies or is expected to vary from that given in the flight plan by plus or minus:
a) 5%
b) 3%
c) 2%
d) 10%

10.5.1.0 (91)
An aircraft intercepted by another aircraft, if equipped with SSR transponder shall, unless otherwise instructed by the appropriate ATS unit, select one of the following code on mode ""A""
a) 7 700
b) 7 500
c) 7 600
d) 7 000

10.5.1.0 (92)
An aircraft intercepted by another aircraft shall immediately attempt to establish radio communication with the intercepting aircraft on the following frequencies:
a) 121.5 MHz - 243 MHz
b) 121.5 MHz - 125.5 MHz
c) 121.5 MHz - 282.8 MHz
d) 243 MHz - 125.5 MHz

10.5.1.0 (93)
Which manoeuvre shall be executed by an intercepting aircraft if the pilot wants to communicate to the intercepted aircraft ""YOU MAY PROCEED"" ?
a) Executing a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.
b) Rocking wings twice and crossing in front of the aircraft.
c) Circling the intercepted aircraft in a clock-wise pattern.
d) Rocking the wings and flashing the navigational lights.

10.5.1.0 (94)
Unless otherwise prescribed, what is the rule regarding level to be maintained by

an aircraft flying IFR outside controlled airspace?
a) 1 000 feet above the highest obstacle within 8 kilometres of the estimated position of the aircraft
b) 2 000 feet above the highest obstacle within 8 kilometres of course
c) 1 000 feet above the highest obstacle within 8 nautical miles of course
d) 2 000 feet above the highest obstacle within 8 nautical miles of course

10.5.1.0 (95)
Aircraft ""A"" with an ATC clearance is flying in VMC conditions within a control area. Aircraft ""B"" with no ATC clearance is approaching at approximately the same altitude and on a converging course. Which has the right of way?
a) Aircraft ""B"" if ""A"" is on its left
b) Aircraft ""A"" if ""B"" is on its right
c) Aircraft ""A"" regardless of the direction which ""B"" is approaching
d) Aircraft ""B"" regardless of the direction ""A"" is approaching

10.5.1.0 (96)
Which of the following actions shall be taken in case of a controlled flight deviates from the track?
a) Adjust the heading of aircraft to regain track as soon as practicable
b) Inform the ATC unit immediately
c) If VMC, maintain this condition, waiting for the ATC instructions
d) Notify ATC of the new track immediately and comply with instructions

10.5.1.0 (97)
While on IFR flight, a pilot has an emergency which causes a deviation from an ATC clearance. What action must be taken?
a) The appropriate ATC unit shall be notified of the action taken as soon as circumstances permit
b) Request an amended clearance or cancel the IFR flight plan
c) Submit a detailed report to ATC within 24 hours
d) Squawk 7700

10.5.1.0 (98)
A signalman will ask the pilot to apply parking brakes by the following signals:
a) Raise arm and hand, with fingers extended, horizontally in front of body , then clench fist
b) Arms down , palms facing inwards, moving arms from extended position inwards.
c) Crossing arms extended above his head
d) Horizontally moving his hands, fingers extended, palms toward ground

10.5.1.0 (99)
An aircraft is flying under Instrument Flight Rules in an area where the visibility is unlimited and the sky is clear (free of clouds), when it totally loses radiocommunications. The procedure to be followed is:
a) land on the closest appropriate aerodrome, then advise Air Traffic Services of landing
b) adopt a VFR flight level and continue flight onto destination
c) continue flight onto destination, complying with last received clearances then with filed flight plan.
d) descend to En-route Minimum Safe Altitude and join closest airfield open to IFR operations

10.5.1.0 (100)
A red flare addressed to a flying aircraft means :
a) Not with standing any previous instructions, do not land for the time being.
b) Come back and land.
c) Give way to another aircraft and hold the circuit.
d) Dangerous airfield. Do not land.

10.5.1.0 (101)
Aircraft wishing to conduct IFR flight within advisory airspace, but not electing to use the air traffic advisory service:
a) Shall nevertheless submit a flight plan and notify changes made thereto to the ATS unit providing that service.
b) Shall nevertheless submit a flight plan but changes made thereto are not necessary to be notified.
c) need to file a flight plan
d) may file a flight plan under pilot's discretion.

10.5.1.0 (102)
When a controlled flight inadvertently deviates from its current flightplan, ATC has to be informed in case :
a) the TAS varies by plus or minus 5% of the TAS notified in the flightplan.
b) of an emergency.
c) the estimated time is in error by more than 10 minutes.
d) it is a deviation from the track.

10.5.1.0 (103)
Where State has not established minimum IFR altitudes, the minimum height of an aircraft above the highest obstacle over high terrain, or in mountainous areas shall be for an IFR flight :
a) at least 2000 feet within 8 KM of the estimated position
b) at least 1000 feet within 5KM of the estimated position
c) at least 1000 feet within 8 KM of the estimated position
d) at least 2000 feet within 5KM of the estimated position

10.5.1.0 (104)
An aircraft shall display, if so equipped, an anti-collision light:
a) on the ground when the engines are running
b) outside the daylight-period in flight, but not on the ground when it is being towed,
c) while taxiing, but not when it is being towed,
d) outside the daylight-period at engine-start. During the daylight-period this is not applicable,

10.5.1.0 (105)
The white dumb-bell with black perpendicular bar indicates that :
a) taxiing need not be confined to the taxiways ,
b) gliderflying is performed outside the landing area,
c) landing, take-off and taxiing is allowed on runway and/or taxiway only,
d) this aerodrome is using parallel runways

10.5.1.0 (106)
An aircraft which is being subjected to unlawful interference ('hijacked') and is forced to divert from the cleared track or cruising level without being able to

communicate with ATS shall try to:
a) Continue at an altitude that differs from the semicircular rule with 1000 feet when above FL 290 and 500 feet when lower than FL 290
b) Fly the emergency triangle
c) Declare an emergency
d) As soon as possible commence emergency descent in order minimize the difference between cabin pressure and outside pressure

10.5.1.0 (107)
An aircraft is considered to overtake another if it approaches the other aircraft from the rear on a line forming an angle of less than :
a) 70 degrees with the plane of symmetry of the latter
b) 50 degrees with the plane of symmetry of the latter
c) 60 degrees with the plane of symmetry of the latter
d) 80 degrees with the plane of symmetry of the latter

10.5.1.0 (108)
VMC minima for VFR flights in Class B airspace, above 3050m (10000 ft) AMSL, are :
a) 8 km visibility, and clear of clouds ,
b) 5 km visibility, 1500 m horizontal and 1000 ft vertical distance from clouds ,
c) 8 km visibility, 1500 m horizontal and 1000 ft vertical distance from clouds ,
d) No minima, VFR flights are not permitted

10.5.1.0 (109)
During an IFR flight in VMC in controlled airspace you experience a two-way radio communication failure. You will :
a) Land at the nearest suitable aerodrome maintaining VMC and inform ATC ,
b) Select A7600 and continue according currenct flight plan to destination ,
c) Descend to the flight level submitted for that portion of flight ,
d) Land at the nearest suitable aerodrome and inform ATC

10.5.1.0 (110)
Your aircraft is intercepted by a military aircraftThe signals given by this aircraft conflict with ATC instructionsYou should :
a) follow the instructions of the intercepting aircraft.
b) follow ATC instructions.
c) request ATC for other instructions.
d) select code A7500 on your transponder.

10.5.1.0 (111)
Whilst flying in an aerodrome's traffic circuit, an aircraft receives a series of green flashes from the tower. The aircraft :
a) must come back to land and the landing clearance will be sent in due time.
b) is cleared to land.
c) must land immediately and clear the landing area.
d) must give way to another aircraft.

10.5.1.0 (112)
Given:AGL = above ground levelAMSL = above mean sea levelFL = flight levelwithin uncontrolled airspace, the first usable level in IFR must provide a 500 ft margin above the following two levels:
a) 3 000 ft AMSL or 1 000ft AGL.
b) 3 000 ft AMSL or 1 500 ft AGL.
c) FL 30 or 100 ft AGL.
d) FL 30 or 1 500 ft AGL.

10.5.1.0 (113)
An aircraft which is being subjected to unlawful interference ('hijacked') and is forced to divert from the cleared track or cruising level without being able to communicate with ATS shall try to:
a) Continue at an altitude that differs from the semicircular rule with 1000 feet when above FL 290 and 500 feet when lower than FL 290
b) Fly the emergency triangle
c) Declare an emergency
d) As soon as possible commence emergency descent in order minimize the difference between cabin pressure and outside pressure

10.5.1.0 (114)
While taxying an aircraft receives the following light signal from the control tower : series of red flashes. This signal means that the aircraft :
a) must vacate the landing area in use.
b) must stop.
c) must return to its point of departure.
d) may continue to taxi to the take-off area.

10.5.1.0 (115)
While taxiing, an aircraft receives from the airport controller the following light signal : a series of green flashes. This signal means that the aircraft :
a) may continue to taxy towards the take-off area.
b) must stop.
c) must return to its point of departure.
d) is cleared for take-off.

10.5.1.0 (116)
An aircraft manoeuvering in an airport's circuit receives a series of red flashes from the control tower. This signifies that the aircraft must :
a) not land because the airport is not available for landing.
b) give way to another aircraft.
c) return to land and that clearance to land will be communicated in due course.
d) not land for the moment regardless of previous instructions.

10.6.2.0 (117)
What does the abbreviation OIS mean?
a) Obstacle identification surface.
b) Obstacle in surface.
c) Obstacle identification slope.
d) Obstruction in surface.

10.6.2.0 (118)
What does the abbreviation DER mean?
a) Depature end of runway.

b) Distance end of route.
c) Departure end of route.
d) Distance end of runway.

10.6.2.0 (119)
The MSA, which must be established around a navigation facility, is in general valid within a sector of :
a) 25 NM
b) 10 NM
c) 15 NM
d) 30 NM

10.6.3.0 (120)
A four-engine aeroplane is about to take-off from an airport where poor weather conditions are prevailing. The closest accessible aerodrome is three flying hours away.The take-off minima to be observed at departure airfield are:
a) ceiling greater or equal to DH/MDH, and VH (horizontal visibility) greater or equal to VH required for landing, with an available instrument approach procedure
b) VH (visibility horizontal) greater or equal to VH required for landing on the runway to be used
c) ceiling greater or equal to DH or MDH, and VH (horizontal visibility) greater or equal to VH required for landing, with an available instrument approach procedure to be envisaged with one engine out
d) VH (visibility horizontal) greater or equal to VH required for landing, and ceiling greater or equal to ceiling required for landing, with an available instrument approach procedure

10.6.3.0 (121)
If in an instrument departure procedure the track to be followed by the aeroplane is published, the pilot is expected:
a) To correct for known wind to remain within the protected airspace.
b) To request from ATC different heading for wind correction.
c) To ignore the wind and proceed on an heading equal to the track.
d) To request clearance from ATC for applying a wind correction.

10.6.3.0 (122)
In general, which is the main factor that dictates the design of an instrument departure procedure?
a) The terrain surrounding the airport.
b) ATC requirements.
c) Navigation aids.
d) Airspace restrictions.

10.6.3.0 (123)
In an instrument departure procedure the minimum obstacle clearance at the departure end of runway equals:
a) 0 ft.
b) 3.3 % gradient.
c) 35 ft.
d) 0.8 % gradient.

10.6.3.0 (124)
In a straight departure, the initial departure track is of the aligment of the runway centre line within:
a) 15°.
b) 30°.
c) 45°.
d) 12.5°.

10.6.3.0 (125)
Turning departures provide track guidance within :
a) 10 Km
b) 5 Km
c) 15 Km
d) 20 Km

10.6.3.0 (126)
We can distinguish two types of departure routes. During a straight departure the initial departure track is within :
a) 15° of the alignment of the runway centre-line
b) 5° of the alignment of the runway centre-line
c) 10° of the alignment of the runway centre-line
d) 25° of the alignment of the runway centre-line

10.6.4.0 (127)
Were an operational advantage can be obtained, an ILS procedure may include a dead reckoning segment from a fix to the localizer. The DR track will:
a) Intersect the localizer at 45° and will not be more 10 NM in length.
b) Intersect the localizer at 30° and will not be more 5 NM in length.
c) Intersect the localizer at 45° and will not be more 5 NM in length.
d) Intersect the localizer at 30° and will not be more 10 NM in length.

10.6.4.0 (128)
Which is the obstacle clearance in the primary area of the intermediate approach segment in an instrument approach procedure?
a) 150m (492 ft).
b) 300m (984 ft).
c) 450m (1476 ft).
d) 600m (1968 ft).

10.6.4.0 (129)
In an instrument approach procedure, the segment in which alignment and descent for landing are made is called:
a) Final approach segment.
b) Initial approach segment.
c) Intermediate approach segment.
d) Arrival segment.

10.6.4.0 (130)
In a precision approach (ILS), the final approach segment begins at the:
a) FAP.
b) FAF.

c) MAP.
d) IF.

10.6.4.0 (131)
The protection areas associated with instrument approach procedures are determined with the assumption that turns are performed at a bank angle of:
a) 25° or the bank angle giving a 3°/s turn rate, whichever is lower, for departure, approach or missed approach instrument procedures, as well as circling-to-land (with or without prescribed flight tracks).
b) 25° or the bank angle giving a 3°/s turn rate, whichever is lower, for departure and approach instrument procedures, as well as circle-to-land, and 15° for missed approach procedures.
c) The bank angle giving a 3°/s turn rate for all procedures with airspeed limitation related to aeroplane categories.
d) 25° or the bank angle giving a 3°/s turn rate, whichever is lower, for departure and approach instrument procedures, 25° for circling-to-land with prescribed flight tracks and 15° for missed approach procedures.

10.6.4.0 (132)
Under which conditions may an aircraft on a straight-in-VOR approach continue its descend below the OCA?
a) When the aircraft is in visual contact with the ground and with the runway lights in sight
b) When the aircraft has the control tower in sight
c) When the aircraft is in contact with the ground but not with the runway in sight yet
d) When seems possible to land

10.6.4.0 (133)
A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track is a:
a) Base turn
b) Procedure turn
c) Reversal procedure
d) Race track

10.6.4.0 (134)
If a stepdown fix is established on the final approach track, a descend shall be made so as to :
a) pass the fix not below the specified crossing altitude.
b) follow approximately 50 feet above the nominal glide path.
c) pass the fix at the rate of descent of 500 feet/min, which is obligatory.
d) leave the intermediate approach altitude, step by step until reaching the MAPt.

10.6.4.0 (135)
In the ILS-approach, the OCA is referenced to:
a) Mean sea level.
b) Aeredrome reference point.
c) Relevant runway threshold.
d) Aerodrome elevation.

10.6.4.0 (136)
A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track is called a :
a) Procedure turn.
b) Base turn.
c) Race track.
d) Reversal track.

10.6.4.0 (137)
You are on an IFR flight executing a circling approach. A descend below the MDA should not be made until :1. the pilot has the landing threshold in sight2. visual reference has been established and can be maintained 3. the required obstacle clearance can be maintained and a landing can be madeThe combination regrouping all the correct answers is :
a) 1, 2, 3.
b) 1, 2.
c) 2, 3.
d) 1, 3.

10.6.4.0 (138)
During circling-to-land (with or without prescribed flight tracks), the maximum allowed airspeed for a Cat B aeroplane, in order to remain within the protection envelope, is:
a) 135 kt
b) 120 kt
c) 125 kt
d) 150 kt

10.6.4.0 (139)
In an offset entry into an omnidirectional racetrack procedure, the time on the 30° offset track is limited to:
a) 1 minute 30 seconds.
b) 1 minute.
c) 2 minutes.
d) 3 minutes.

10.6.4.0 (140)
How many separate segments has an instrument approach procedure.
a) Up to 5.
b) 3.
c) 4.
d) Up to 4.

10.6.4.0 (141)
Where does the initial approach segment in an instrument approach procedure commence?
a) At the IAF.
b) At the IF.
c) At the FAF.
d) At the final en-route fix.

10.6.4.0 (142)
Which is the obstacle clearance in the primary area of the initial approach segment in an instrument approach procedure?
a) At least 300m (984 ft).
b) 150m (492 ft).
c) 300m (984 ft).
d) At least 150m (492 ft).

10.6.4.0 (143)
In a procedure turn (45°/180°), a 45° turn away from the outbound track is performed from the start of turn for categories A and B aircraft for:
a) 1 minute.
b) 1 minute 15 seconds.
c) 1minute 30 seconds.
d) 2 minutes.

10.6.4.0 (144)
In a procedure turn (45°/180°), a 45° turn away from the outbound track is performed from the start of the turn for categories C, D, E aircraft for:
a) 1 minute 15 seconds.
b) 1 minute.
c) 1 minute 30 seconds.
d) 2 minutes.

10.6.4.0 (145)
In an approach procedure, a descent or climb conducted in a holding pattern is called:
a) Shuttle.
b) Based turn.
c) Racetrack pattern.
d) Procedure turn.

10.6.4.0 (146)
In a precision approach (ILS), generally glide path intersection occurs at heights above runway elevation from:
a) 300m (984 ft) to 900m (2955 ft).
b) 300m (984 ft) to 600m (1968 ft).
c) 150m (492 ft) to 300m (984 ft).
d) 150m (492 ft) to 900m (2955 ft).

10.6.4.0 (147)
In a precision approach (ILS), obstacle clearance surfaces assume that the pilot does not normally deviate from the centreline, after being established on track, more than:
a) Half a scale deflection.
b) One scale deflection.
c) A quarter of scale deflection.
d) One and a half of scale deflection.

10.6.4.0 (148)
In a precision approach (ILS), the OCA or OCH values are based among other standard conditions, on a vertical distance between the flight paths of the wheels and glide path antenna, not greater than:
a) 6m.
b) 3m.
c) 9m.
d) 12m.

10.6.4.0 (149)
Which are the phases of a missed approach procedure?
a) Initial, intermediate and final.
b) Arrival, initial, intermediate and final.
c) Arrival, intermediate and final.
d) Initial and final.

10.6.4.0 (150)
Normally missed approach procedures are based on a nominal missed approach climb gradient of:
a) 2.5%.
b) 0.8%.
c) 3.3%.
d) 5%.

10.6.4.0 (151)
Where does the initial phase of a missed approach procedure end?
a) At the point where the climb is established.
b) At the missed approach point.
c) At the first point where 50m (164 ft) obstacle clearance is obtained and can be maintained.
d) At the point where a new approach, holding or return to en-route flight is initiated.

10.6.4.0 (152)
The term used to describe the visual phase of flight after completing an instrument approach, to bring an aircraft into position for landing on runway which is not suitably located for straight-in approach, is:
a) Visual manoeuvring (circling).
b) Visual approach.
c) Contact approach.
d) Aerodrome traffic pattern.

10.6.4.0 (153)
It is permissible to eliminate from consideration a particular sector where a prominent obstacle exists in the visual manoeuvring (circling) area outside the final approach and missed approach area. When this option is exercised, the published procedure:
a) Prohibits circling within the total sector in which the obstacle exists.
b) Permits circling only in VMC.
c) Recommends not to perform circling within the total sector in which the obstacle exists.
d) Prohibits the circling approach to the affected runway.

10.6.4.0 (154)
When the visual manoeuvring (circling) area has been established the obstacle clearance altitude/height (OCA/H) is determined:

a) For each category of aircraft, and it may be different for each one of them.
b) Only for categories A and B aircraft.
c) Only for categories C, D and E aircraft.
d) For all categories of aircraft, and it is the same for all of them.

10.6.4.0 (155)
A circling approach is:
a) A visual flight manoeuvre keeping the runway in sight.
b) A visual manoeuvre to be conducted only in IMC.
c) A flight manoeuvre to be performed only under radar vectoring.
d) A contact flight manoeuvre.

10.6.4.0 (156)
If visual reference is lost while circling to land from an instrument approach, it is expected that the pilot will make an initial climbing turn towards the:
a) Landing runway.
b) MAP.
c) FAF.
d) Final missed approach track.

10.6.4.0 (157)
If contact is lost with the runway on the down-wind leg of a circling manoeuvre, what actions should be taken ?
a) Initiate a missed approach
b) Turn 90 degrees towards the runway and wait for visual conctact
c) If you have other visual cues, continue with ground contact
d) Turn towards the inner marker for the runway in use, maintaining circling alitude

10.6.4.0 (158)
What action should be taken if contact is los with the aerodrome on the down wind leg ?
a) Initiate a missed approach
b) Descend to OCL/ACH and in the hope that the visibility is better at a lower altitude
c) Maintain your circling altitude and turn towards the aerodrome
d) Request an amended clearance

10.6.4.0 (159)
Obstacle clearance for an ILS approach is based on the assumption that the pilot does not deviate from the centre line more than :
a) half scale deflection of the localizer indicator.
b) full scale deflection of the localizer indicator.
c) half scale deflection of the glidepath indicator and horizontal 35 ° off the centerline.
d) full scale deflection of the localizer indicator and half scale deflection of the glidepath indicator.

10.6.4.0 (160)
Who establishes the OCA/H (Obstacle Clearance Altitude/Height) for an approavh procedure?
a) the state
b) the operator
c) the pilot-in-command ,
d) the ""flight-operations"" of the company

10.6.4.0 (161)
On a non-precision approach a so-called ""straight-in-approach"" is considered acceptable, if the angle between the final approach track and the runway centreline is :
a) 30 degrees or less
b) 40 degrees or less
c) 20 degrees or less
d) 10 degrees or less

10.6.4.0 (162)
Normally, the maximum descent gradient, applicable in the final approach segment to ensure the required minimum obstacle clearance, is :
a) 6,5%.
b) 5%.
c) 7%.
d) 8%.

10.6.4.0 (163)
The primary area of an instrument approach segment is :
a) A defined are symmetrically disposed about the nominal flight track in which full obstacle clearance is provided.
b) the most critical part of the segment where the minimum altitude should be kept very carefully,
c) the first part of the segment ,
d) the outside part of the segment where the obstacle clearance increases from o ft to the appropriate minimum

10.6.4.0 (164)
In the primary area, the obstacle clearance for the initial approach segment provides at least :
a) 984 ft
b) 1476 ft
c) 492 ft
d) decreasing from 984 to 492 ft

10.6.4.0 (165)
During an instrument approach, the minimum obstacle clearance (MOC) of the initial approach segment primary area is equal to :
a) 150 m (492 ft)
b) 300 m (984 ft)
c) 210 m (690 ft)
d) 120 m (394 ft)

10.6.4.0 (166)
During an instrument approach, followed by a missed approach, the minimum obstacle clearance (MOC) in the intermediate phase of this missed approach is :
a) 30 m (98 ft)
b) 50 m (164 ft)

c) 90 m (295 ft)
d) 120 m (384 ft)

10.6.4.0 (167)
During an instrument approach, followed by a missed approach, the minimum obstacle clearance (MOC) in the intermediate phase of this missed approach is :
a) 30 m (98 ft)
b) 50 m (164 ft)
c) 90 m (295 ft)
d) 120 m (384 ft)

10.6.4.0 (168)
During an instrument approach, followed by a missed approach, the minimum obstacle clearance (MOC) in the final phase of this missed approach is :
a) 50 m (164 ft)
b) 30 m (98 ft)
c) 90 m (295 ft)
d) 120 m (384 ft)

10.6.4.0 (169)
Minimum sector altitudes are determined by the inbound radial in relation to the IAF. These sectors are established for a distance from the IAF of:
a) 25 NM
b) 20 NM
c) 10 NM
d) 5 NM

10.6.4.0 (170)
The width of the corridor around a specified arrival route is :
a) ± 5 NM
b) ± 10 NM
c) ± 12.5 NM
d) ± 2.5 NM

10.6.4.0 (171)
In general, during a straight-in approach, the MDH cannot be below:
a) the OCH
b) 200 ft
c) 350 ft
d) 400 ft

10.6.4.0 (172)
For a category I precision approach, the decision height cannot be lower than :
a) 200 ft
b) 250 ft
c) 150 ft
d) 100 ft

10.6.4.0 (173)
A ""precision approach"" is a direct instrument approach...
a) using bearing, elevation and distance information.
b) using at least one source of bearing information and one source of elevation or distance information.
c) using bearing, elevation and distance information, providing the pilot uses a flight director or an autopilot certified to a height below 200 ft.
d) carried out by a crew of at least two pilots trained with a specific working method.

10.6.4.0 (174)
Unless otherwise indicated, the missed approach procedures published on the IAC charts are based on a minimum climb gradient of:
a) 2.5%
b) 2%
c) 5%
d) 3.3%

10.6.5.0 (175)
What will be your action if you can not comply with a standard holding pattern?
a) inform the ATC immediately and request a revised clearance.
b) a non-standard holding pattern is permitted.
c) it is permitted to deviate from the prescribed holding pattern at pilots discretion.
d) Follow the radio communication failure procedure.

10.6.5.0 (176)
In a holding pattern all turns are to be made at a :
a) rate of 3°per second or at a bank angle of 25°, which ever requires the lesser bank.
b) rate of 3°per second.
c) maximum bank angle of 25°.
d) rate of 3°per second or at a bank angle of 20°, which ever requires the lesser bank.

10.6.5.0 (177)
Entering a holding pattern at FL 110 with a jet aircraft, which will be the maximum speed ?
a) 230 kt IAS.
b) 230 kt TAS.
c) 240 kt IAS.
d) 240 kt TAS.

10.6.5.0 (178)
Unless otherwise published or instructed by ATC, all turns after initial entry into the holding pattern shall be made into which direction?
a) To the right.
b) To the left.
c) First right and then to the left.
d) Teardrop to the left and then to the right.

10.6.5.0 (179)
What is the outbound timing in a holding pattern up to FL 140?
a) 1 minute
b) 2 minutes

c) 1,5 minutes
d) 30 secondes

10.6.5.0 (180)
You have received holding instructions for a radio fix. The published holding procedure is: all turns to the right, 1 minute outbound, inbound MC 052°. You are approaching the fix on an inbound Magnetic Track 232°. Select the available entry procedure.
a) Either ""off set"" or ""parallel"".
b) Off set.
c) Parallel.
d) Direct.

10.6.5.0 (181)
What is the outbound timing in a holding pattern above FL 140?
a) 1 minute 30 seconds.
b) 1 minute.
c) 2 minutes.
d) 2 minutes 30 seconds.

10.6.5.0 (182)
In relation to the three entry sectors, the entry into the holding pattern shall be according to:
a) Heading.
b) Course.
c) Bearing.
d) Track.

10.6.5.0 (183)
Related to the three entry sectors in a holding pattern, there is a zone of flexibility on either side of the sectors boundaries of:
a) 5°.
b) 10°.
c) 15°.
d) 20°.

10.6.5.0 (184)
How far beyond the boundary of the holding area extends the buffer area?
a) 5 NM.
b) 3 NM.
c) 5 km.
d) 3 km.

10.6.5.0 (185)
In a standard holding pattern turns are made :
a) to the right
b) to the left
c) in a direction depending on the entry ,
d) in a direction depending on the wind direction

10.6.5.0 (186)
Standard airway holding pattern below 14 000 ft ?
a) Right hand turns / 1 minute outbound
b) Right hand turns / 1.5 minutes outbound
c) Left hand turns / 1 minute outbound
d) Left hand turns / 1.5 minutes outbound

10.6.6.0 (187)
The pilot of a departing aircraft flying under IFR shall change the altimeter setting from QNH to standard setting 1013.25 hPa when passing:
a) Transition altitude.
b) Transition layer.
c) Transition level.
d) The level specified by ATC.

10.6.6.0 (188)
The transition altitude of an aerodrome should not be below:
a) 3000 ft.
b) 2500 ft.
c) 1500 ft.
d) 1000 ft.

10.6.6.0 (189)
The vertical position of an aircraft at or below the transition altitude will be reported:
a) as altitude.
b) as height.
c) as hlight level.
d) according pilot's choice.

10.6.6.0 (190)
The vertical position of an aircraft at or above the transition level will be reported :
a) as flight level.
b) as height.
c) as altitude.
d) According to pilot's choice.

10.6.6.0 (191)
During flight through the transition layer the vertical position of the aircraft should be expressed as
a) altitude above mean sea level during descent
b) altitude above mean sea level during climb
c) flight level during descent
d) either altitude above mean sea level or flight level during climb

10.6.6.0 (192)
Transition from altitude to flight level, and vice-versa is done:
a) at transition altitude during climb and transition level during descent.
b) at transition level during climb and transition altitude during descent.
c) only at transition altitude.
d) only at transition level.

10.6.6.0 (193)
In the vicinity of an aerodrome that is going to be used by the aircraft the vertical position of the aircraft shall be expressed in:
a) altitude above sea level on or below the transition altitude
b) altitude above sea level on or above the transition altitude
c) flight level on or below the transition level
d) flight level on or below the transition altitude

10.6.6.0 (194)
At what moment during the approach should the reported airfield altimeter setting be set?
a) When passing the transition level
b) When passing the transition altitude
c) Within the transition layer
d) When passing 3000 FT AMSL or 1000 FT AGL

10.6.6.0 (195)
The transition level:
a) shall be the lowest available flight level above the transition altitude that has been established
b) shall be the highest available flight level below the transition altitude that has been established
c) for the aerodrome is published in the AGA section of the AIP
d) is calculated and decided by the commander

10.6.6.0 (196)
The transition level:
a) Is calculated by ATS
b) Is published on the approach and landing chart for each aerodrome
c) Is calculated by the commander
d) Will be distributed via NOTAM

10.6.7.0 (197)
What will be the transponder mode and code for radio communication failure?
a) Mode A code 7600.
b) Mode A code 7500.
c) Mode B code 7600.
d) Mode A code 7700.

10.6.7.0 (198)
When an aircraft carries a serviceable transponder, the pilot shall operate the transponder:
a) At all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes.
b) Only when the aircraft is flying within airspace where SSR is used for ATS purposes.
c) Only when the aircraft is flying within controlled airspace.
d) Only when directed by ATC.

10.6.7.0 (199)
When the aircraft carries serviceable Mode C equipment, the pilot:
a) Shall continuously operate this mode unless otherwise directed by ATC.
b) Shall continuously operate this mode only when directed by ATC.
c) Shall continuously operate this mode regardless of ATC instructions.
d) Shall continuously operate this mode only when the aircraft is within controlled airspace.

10.6.7.0 (200)
The pilot of an aircraft losing two-way communications shall set the transponder to Mode A Code:
a) 7600.
b) 2000.
c) 7500.
d) 7700.

10.6.7.0 (201)
When an aircraft is subjected to unlawful interference, the pilot-in-command shall indicate the situation by setting the transponder to:
a) 7500.
b) 7700.
c) 7600.
d) 7000.

10.6.7.0 (202)
Pilots shall not operate the SSR special position indicator (IDENT) feature unless:
a) Requested by ATC.
b) They operate within controlled airspace.
c) They operate a transponder with Mode C.
d) They operate within non controlled airspace.

10.6.7.0 (203)
When acknowledging mode/code setting instructions, pilots shall:
a) Read back the mode and code to be set.
b) Use only the word ROGER.
c) Use only the word WILCO.
d) Read back only the code to be set.

10.6.7.0 (204)
Which of the following correctly lists special purpose codes that are to be used in conjunction with Secondary Surveillance Radar (SSR)?
a) Distress 7700. Hijacking 7500. Communication failure 7600.
b) Distress 7700. Hijacking 7600. Communicaton failure 7500.
c) Distress 7500. Hijacking 7700. Communication failure 7600.
d) Distress 7600. Hijacking 7500. Communication failure 7700.

10.6.7.0 (205)
Your transponder code assigned by ATC is 5320.In flight, in case of radio communications failure, you will squawk code :
a) A 7600 Mode C
b) A 5300 Mode C
c) A 7620 Mode C
d) A 0020 Mode C

10.7.0.0 (206)
When an aircraft has sustained damage, the aircraft shall be allowed to resume its flight, if
a) the state of registry considers that the damage sustained is of a nature such that the aircraft is still airworthy
b) the state of registry, the state of design and the state of manufacture consider that the aircraft is still airworthy
c) the state of manufacture informs the state of registry that the damage sustained is of a nature such that the aircraft is still airworthy
d) the state of design and the state of manufacture inform the state of registry that the aircraft is still airworthy

10.7.1.0 (207)
A controlled airspace extending upwards from a specified limit above the earth is:
a) Control area.
b) Control zone.
c) Advisory airspace.
d) Flight Information Region.

10.7.1.0 (208)
A controlled airspace extending upwards from the surface of the earth to a specified upper limit is:
a) Control zone.
b) Control area.
c) Air traffic zone.
d) Advisory airspace.

10.7.1.0 (209)
ATS airspaces where IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other is classified as:
a) Class B.
b) Class A.
c) Class D.
d) Class E.

10.7.1.0 (210)
Aerodrome traffic is:
a) All traffic on the manoeuvring area and flying in the vicinity of an aerodrome.
b) All traffic on the manoeuvring area.
c) All traffic on the movement area and flying in the vicinity of an aerodrome.
d) All traffic in the aerodrome circuit.

10.7.1.0 (211)
Air Traffic Service unit means:
a) Air Traffic Control units, Flight Information Centers or Air Services reporting offices.
b) Air Traffic Control units and Flight Information Centers.
c) Air Traffic Control units and Air Services reporting offices.
d) Flight Information Centers and Air Services reporting offices.

10.7.1.0 (212)
Regarding Aerodrome Flight Information Sercice (AFIS) :
a) it can only supply limited services to the users and under no circumstances may it supply ATC services.
b) its purpose is to supply ATC services but it is not a state organisation.
c) it has the same privileges and prerogatives as an ATC organisation but its activity is neither continuous nor regular.
d) its only purpose is to relay ATC information to the aircraft in flight or on the ground.

10.7.1.0 (213)
An information issued by a meteorological watch office concerning the occurence or expected occurence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low level flights in the flight information region concerned or sub-area thereof is
a) An AIRMET information
b) A SIGMET information
c) A NOTAM
d) An En-Route Meteo Report

10.7.1.0 (214)
Which of the following Annexes to the Chicago convention contains international standards and recommended practices for air traffic services (ATS)?
a) Annex 11
b) Annex 14
c) Annex 6
d) Annex 17

10.7.1.1 (215)
Which condition is requested so that an aerodrome may be considered controlled?
a) The aerodrome shall be provided with a Control Tower.
b) The aerodrome shall be located within a Control Zone.
c) The aerodrome shall be located within a controlled airspace.
d) The aerodrome shall be located within a Control Zone (CTR) and provided with a Control Tower.

10.7.1.1 (216)
Flight Information Region (FIR) is an airspace within which the following services are provided:
a) Flight Information Service and Alerting Service.
b) Flight Information Service, Alerting Service and Advisory Service.
c) Flight Information Service only.
d) Flight Information Service and Advisory Service.

10.7.1.1 (217)
Control Area (CTA) is defined as follows:
a) A controlled airspace extending upwards from a specified limit above the earth.
b) A controlled airspace extending upwards from a height of 900 feet above the earth.
c) A controlled airspace extending upwards from the surface of the earth to a specified limit.
d) A controlled airspace extending upwards from a height of 1000 feet above the earth.

10.7.1.1 (218)
A Control Zone shall extend laterally to at least:
a) 5 nautical miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made.
b) 10 miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made.
c) 15 miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made.
d) 20 miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made.

10.7.1.1 (219)
A lower limit of a Control Area shall be established at a height above the ground level or water of not less than:
a) 200 metres.
b) 300 metres.
c) 150 metres.
d) 500 metres.

10.7.1.1 (220)
The units providing Air Traffic Services are:
a) Area Control Centre - Flight Information Centre - Approach Control Office - Aerodrome Control Tower and Air Traffic Services reporting office.
b) Area Control Centre - Approach Control Office and Aerodrome Control Tower.
c) Area Control Centre - Advisory Centre - Flight Information Centre - Approach Control Office and Tower.
d) Area Control Centre - Flight Information Region - Approach Control Office and Tower.

10.7.1.1 (221)
The Approach Control Service is an air traffic control service
a) An air traffic control service provided for the arriving and departing controlled flights.
b) An air traffic control service for IFR flights arriving and departing.
c) An air traffic control service provided for IFR and VFR flights within a Control Zone.
d) An air traffic control service provided for IFR traffic within a Control Zone.

10.7.1.1 (222)
Air traffic control service is provided for the purpose of:
a) Preventing collisions between aircraft, between aircraft and obstacles on the manoeuvring area and expediting and maintaining an orderly flow of air traffic
b) Applying separation between aircraft and expediting and maintaining an orderly flow of air traffic
c) Preventing collisions between controlled air traffic and expediting and maintaining an orderly flow of air traffic
d) Avoiding colisions between all aircraft and maintaining an orderly flow of air traffic

10.7.1.1 (223)
Which statement is correct?
a) The lower limit of a TMA shall be established at a height of at least 700ft AGL,
b) The lower limit of a CTA shall be established at a height of at least 1500ft AGL,
c) The upper limit of a CTR shall be established at a height of at least 3000ft AMSL,
d) The lower limit of an UIR may coincide with an IFR cruising level

10.7.1.1 (224)
To perform a VFR flight in airspace classification E /
a) two way radiocommunication is not required.
b) a clearance is required.
c) a clearance and two-way radiocommunication is required.
d) a clearance and/or two-way radiocommunication is required.

10.7.1.1 (225)
An air traffic control unit :
a) may ask an aircraft to temporarily change its call sign for safety reasons when there is a risk of confusion between two or more similar call signs.
b) may require to change the call sign for safety reasons when there is a risk of confusion between two or more similar call signs providing the aircraft is on a repetitive flight plan.
c) must not ask an aircraft to change its call sign.
d) may not ask an aircraft to change its call sign after accepting the flight plan.

10.7.1.1 (226)
The transfer of an aircraft from one ATC unit to another is done :
a) by agreement with the receiving unit.
b) automatically at the control zone boundary.
c) with the pilot's consent.
d) through a central control unit.

10.7.1.1 (227)
Concerning to RNP (Required Navigation Performance) types, the indication RNP 4, represents a navigation accuracy of
a) plus or minus 4 NM on a 95 per cent containment basis
b) plus or minus 4 NM on a 90 per cent containment basis
c) plus or minus 4 NM on a 98 per cent containment basis
d) plus or minus 4 miles on a 90 per cent containment basis

10.7.1.1 (228)
Air traffic services unit clocks and other time recording devices shall be checked as necessary to ensure correct time to within plus or minus
a) 30 seconds of UTC at all times
b) 15 seconds of UTC at all times
c) 10 seconds of UTC at all times
d) 1 minute of UTC at all times

10.7.1.1 (229)
Except in some special cases the establishment of change-over points should be limited to route segments of
a) 60 NM or more
b) 75 NM or more
c) 50 NM or more
d) 100 NM or more

10.7.1.1 (230)
Required Navigation Performance (RNP) shall be prescribed
a) by states on the basis of regional air navigation agreements
b) by states but not on the basis of regional air agreements
c) by ICAO on the basis of regional air navigation agreements
d) by regional air navigation agreements

10.7.1.1 (231)
What is the speed limit (IAS) in airspace class E?
a) 250 kt for IFR and VFR UP TO FL 100
b) 250 kt only for VFR up to FL 195
c) 250 kt VFR and IFR, all levels
d) 250 kt only for IFR up to FL 100

10.7.1.1 (232)
The speed limitation for IFR flights inside ATS airspace classified as C, when flying below 3.050 m (10.000 ft) AMSL, is :
a) Not applicable
b) 250 KT IAS
c) 250 KT TAS
d) 240 KT IAS

10.7.1.1 (233)
The speed limitation for VFR flights inside ATS airspace classified as C, when flying below 3.050 m (10.000 ft) AMSL, is :
a) 250 KT IAS
b) 250 KT TAS
c) Not applicable
d) 240 KT IAS

10.7.1.1 (234)
The speed limitation for IFR flights inside ATS airspace classified as E, when flying below 3.050 m (10.000 ft) AMSL, is :
a) 250 KT IAS
b) 250 KT TAS
c) Not applicable
d) 260 KT IAS

10.7.1.1 (235)
The speed limitation for both IFR flights and VFR flights inside ATS airspace classified as B, when flying below 3.050 m (10.000 ft) AMLS, is :
a) Not applicable
b) 250 KT IAS
c) 250 KT TAS
d) 260 KT IAS

10.7.1.1 (236)
Where an upper flight information region (UIR) is established, the procedures applicable there in :
a) need not to be identical with those applicable in the underlying flight information region
b) has to be the same as the underlying flight information region
c) have to be as indicated by ICAO council
d) have to be as agreed at the regional air navigation meetings

10.7.1.1 (237)
The VMC minima for a VFR flight inside an ATS airspace classified as B, is :
a) 8 km visibility when at or above 3050 m (10.000 ft) AMSL and clear of clouds
b) 8 km visibility when at or above 3050 m (10.000 ft) AMSL, and 1500 m horizontal and 300 m vertical from clouds
c) 5 NM visibility below 3050 m (10.000 ft) AMSL, clear of clouds
d) 5 NM visibility when below 3050 m (10.000 ft) AMSL, 1500 m horizontal and 300 m vertical from cloud

10.7.1.1 (238)
A VFR flight when flying inside an ATS airspace classified as B has to maintain the following minima of flight visibility and distance from clouds
a) 5 km below 3050 m (10.000 ft) AMSL and clear of clouds
b) 5 km below 3050 m (10.000 ft) AMS 1.500 m horizontal and 300 m vertical from clouds
c) 8 km below 3050 m (10.000 ft) AMSL, 1 500 m horizontal and 300 m vertical from clouds
d) 5 km visibility, 1500 m horizontal and 300 m vertical from clouds

10.7.1.1 (239)
A VFR flight when flying inside an ATS airspace classified as C has to maintain the following minima of flight visibility and distance from clouds
a) 8 km at or above 3050 m (10.000 ft) AMSL 1500 m horizontal and 300 m vertical from clouds
b) 5km at or above 3050 m (10.000 ft) AMSL 1500 m horizontal and 300 m vertical from clouds
c) 5 NM at or above 3050 m (10.000 ft) AMSL, 1500 m horizontal and 300 m vertical from clouds
d) 8 km at or above 3050 m (10.000 ft) AMSL, and clear of clouds

10.7.1.1 (240)
An ATS airspace where IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights, is classified as :
a) Airspace C
b) Airspace D
c) Airspace E
d) Airspace B

10.7.1.1 (241)
An ATS airspace where IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other is classified as
a) Airspace B
b) Airspace C
c) Airspace D
d) Airspace E

10.7.1.1 (242)
An ATS airspace where IFR and VFR flights are permitted and all flights are subject to air traffic control service. IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights. VFR flights receive traffic information in respect of all other flights, is classified as :
a) Airspace D
b) Airspace B
c) Airspace E
d) Airspace A

10.7.1.1 (243)
An ATS airspace where IFR and VFR are permitted IFR flights are subject to Air Trafic Control Service and are separated from other IFR flights. All flights receive traffic information as far as is practical, is classified as
a) Airspace E
b) Airspace D
c) Airspace B
d) Airspace A

10.7.1.1 (244)
An ATS airspace where IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested, is classified
a) Airspace F
b) Airspace G
c) Airspace E
d) Airspace D

10.7.1.1 (245)
An ATS airspace where IFR and VFR are permitted and receive flight information service if requested, is classified as
a) Airspace G
b) Airspace F
c) Airspace C
d) Airspace E

10.7.1.2 (246)
Area Control Centres issue clearances for the purpose of:
a) Achieving separation between controlled flights
b) Achieving separation between IFR flights
c) Providing flight Information Service
d) Providing advisory service

10.7.1.2 (247)
Clearances will be issued by an ATC unit for the purpose of:
a) Achieving separation between controlled flights
b) Providing flight Information Service
c) Providing advisory services
d) Providing alerting services

10.7.1.2 (248)
You receive an IFR enroute clearance stating: Clearence expires at 0920. What does it mean ?
a) If not airborne until 0920, a new clearence has to be issued
b) Do not take off before 0920
c) The take off clearence is expected at 0920
d) After 0920 return to the ramp and file a new flight plan

10.7.1.2 (249)
The longitudinal separation minima based on time between aircraft at same cruising level where navigation aids permit frequent determination of position and speed, is:
a) 10 minutes.
b) 5 minutes.
c) 15 minutes.
d) 3 minutes.

10.7.1.2 (250)
The longitudinal separation minima based on time between aircraft at same cruising level where navigation aids permit frequent determination of position and speed and the preceding aircraft is maintaining a true airspeed of 20 kt or more faster than the succeeding aircraft, is:
a) 5 minutes.
b) 3 minutes.
c) 10 minutes.
d) 15 minutes.

10.7.1.2 (251)
The longitudinal separation minima based on time between aircraft at same cruising level where navigation aids permit frequent determination of position and speed and the preceding aircraft is maintaining a true airspeed of 40 kt or more faster than the succeeding aircraft, is:
a) 3 minutes.
b) 5 minutes.
c) 6 minutes.
d) 10 minutes.

10.7.1.2 (252)
The longitudinal separation minima between aircraft departed from the same aerodrome and following the same track, and the preceeding aircraft is maintaining a true airspeed of 20 kt or more faster than the succeeding aircraft, is:
a) 5 minutes.
b) 3 minutes.
c) 10 minutes.
d) 2 minutes.

10.7.1.2 (253)
The longitudinal separation minima between aircraft departed from the same aerodrome and following the same track, and the preceeding aircraft is maintaining a true airspeed of 40 kt or more faster than the succeeding aircraft, is:
a) 3 minutes.

b) 5 minutes.
c) 10 minutes.
d) 8 minutes.

10.7.1.2 (254)
When an aircraft will pass through the level of another aircraft on the same track, the following minimum longitudinal separation shall be provided:
a) 15 minutes at the time the level is crossed.
b) 10 minutes at the time the level is crossed.
c) 5 minutes at the time the level is crossed.
d) 20 minutes at the time the level is crossed.

10.7.1.2 (255)
The longitudinal separation minima based on distance using DME, and each aircraft ""on track"" uses DME stations, is:
a) 20 NM.
b) 10 NM.
c) 5 NM.
d) 20 NM when the leading aircraft maintains a true airspeed of 20 kt or more faster than the succeding aircraft.

10.7.1.2 (256)
An aircraft is maintaining FL 150 within airspace class C. Another aircraft below at FL 140 is receiving a clearance to descend to FL 70. It is severe turbulence in the area. When is the earliest that a clearance to descend to FL 140 or below can be expected ?
a) When the other aircraft has reported that it has descended through FL 130
b) When the other aircraft has reported that it has left FL 140
c) When the other aircraft has reported that it has reached FL 70
d) When the other aircraft has reported that it has left FL 120

10.7.1.2 (257)
What is the shortest distance in a sequence for landing between a 'Heavy' aircraft preceding a 'Light' aircraft
a) 6 NM
b) 3 NM
c) 2 km
d) 10 km

10.7.1.3 (258)
When are ATIS broadcasts updated ?
a) Upon receipt of any official weather, regardless of content change or reported values
b) Every 30 minutes if weather conditions are below those for VFR , otherwise hourly
c) Only when weather conditions change enough to require a change in the active runway or instrument approach in use
d) Only when the ceiling and/or visibility changes by a reportable value

10.7.1.3 (259)
The ATIS broadcast message should, whenever practicable, not exceed
a) 30 seconds
b) 1 minute
c) 2 minutes
d) 3 minutes

10.7.1.3 (260)
Whenever ATIS is provided, the broadcast information shall be updated
a) immediately a significant change occurs
b) at least every half an hour independently of any significant change
c) as prescribed by the meteorological office
d) as prescribed by the state

10.7.1.3 (261)
Whenever ATIS is provided, the preparation and dissemination of the ATIS message shall be the responsability of
a) the air traffic services
b) the meteorological office serving the aerodrome (s)
c) both air traffic services and the meteorological office
d) the unit as prescribed the states

10.7.1.3 (262)
ATIS broadcast
a) shall not be transmitted on the voice channel of an ILS
b) Shall be transmitted on the voice channel of an ILS, on a discrete VHF frequency or on the voice channel of a VOR
c) Shall not be transmitted on the voice of a VOR
d) Shall only be transmitted on a discrete VHF frequency

10.7.1.3 (263)
Flight Information Service shall be provided to aircraft in order to avoid collision hazards when operating in airspace classes :
a) C, D, E, F, and G
b) F and G only
c) A, B, C, D, E, F and G
d) F only

10.7.1.3 (264)
Flight information service provided to flights shall include the provision of information concerning collision hazards to aircraft operating in airspace classes:
a) C to G (inclusive)
b) A to G (inclusive)
c) A to E (inclusive)
d) F and G

10.7.1.3 (265)
ATIS broadcast messages containing departure and arrival information should include cloud cover, when the clouds are :
a) below 1 500 m (5.000 ft) or below the highest minimum sector altitude, whichever is the greater
b) below 900 m (3.000 ft) or below the highest minimum sector altitude, whichever is the greater
c) below 2 000 m (600 ft) or below the highest minimum sector altitude, whichever is the

greater
d) cumulonimbus

10.7.1.4 (266)
When it becomes apparent that an aircraft is in difficulty, the decision to initiate the alert phases is the responsibility of the:
a) operational air traffic control centres
b) flight information or control organisations
c) air traffic co-ordination services
d) search and rescue co-ordination centres

10.7.1.4 (267)
The Alerting Service is provided by:
a) The ATS unit responsible for the aircraft at that moment.
b) The ATC unit responsible for the aircraft at that moment, when it is provided with 121.5 MHz.
c) Only by ATC units.
d) The Area Control Centres.

10.7.1.4 (268)
The phases related to an aircraft in emergency or believed in emergency are:
a) uncertainty phase, alert phase, distress phase.
b) uncertainty phase, urgency phase, distress phase.
c) uncertainty phase, distress phase, urgency phase.
d) uncertainty phase, alert phase, distress phase and urgency phase.

10.7.1.4 (269)
A radio communications, ""Distress"" differs from ""Urgency"" because in the first case:
a) There is a serious and imminent danger requiring immediate assistance.
b) The aeroplane has suffered damages which impair its fitness to fly.
c) The aeroplane will not be able to reach a suitable aerodrome.
d) The aeroplane or a passenger's safety require the flight immediately interrupted.

10.7.1.4 (270)
Which of the following statements regarding Alerting service is correct?
a) Alerting Service and Flight Information Service are often provided by the same ATS unit
b) The Alert phase is established when no communication has been received from an aircraft within a period of thirty minutes after the time a communication should have been received,
c) The distress phase is established when an aircraft is known or believed th be the subject of unlawful interference
d) Aircraft in the vicinity of an aircraft known or believed to be the subject of unlawful interference, shall be informed about this,

10.7.1.4 (271)
When an aircraft is experiencing difficulties, triggering of the alert phase is the responsibility of:
a) air traffic control and flight information centers.
b) search and rescue coordination centres.
c) air traffic coordination centres.
d) control centres only.

10.7.1.5 (272)
Alert phase is defined as follows:
a) A situation where an apprehension exists as to the safety of an aircraft and its occupants.
b) An emergency event in which an aircraft and its occupants are considered to be threatened by a danger.
c) A situation related to an aircraft and its occupants are considered to be in a state of emergency.
d) A situation related to an aircraft which reports that the fuel on board is exhausted.

10.7.1.5 (273)
When on a RNP 1 route is indicated A342 Z, means that all turns shall be made within the allowable RNP tolerance of a tangential arc between the straight leg segments with a radius of :
a) 15 NM on the route between 30° and 90° at and below FL 190
b) 15 NM on the route between 30° and 90° at and above FL 200
c) 22.5 NM on the route between 30° and 90° at and above FL 250
d) 25 NM on the route between 30° and 90° at and below FL190

10.7.1.5 (274)
When on a RNP 1 route is indicated B235 Y, means that all turns shall be made within the allowable RNP tolerance of a tangential arc between the straight leg segments defined with a radius of :
a) 22.5 NM between 30° and 90° at and above FL200
b) 25.0 NM on the route between 30° and 90° at and above FL 250
c) 22.5 NM between 30° and 90° at and above FL260
d) 20 NM on the route between 30° and 90° at and above FL200

10.7.3.0 (275)
The rule governing flight over water for a single engined aeroplane engaged in the public transport of passengers:
a) limits such flight to a height sufficient to land safely if the engine fails.
b) does not permit such flight in any circumstances.
c) limits flight to up to 10 minutes flying time from the nearest shore.
d) limits flight to up to 8 NM from the nearest shore.

10.7.3.0 (276)
The period of validity for take-off slots assigned by CEU (flow control centre):
a) is 15 minutes.
b) depends on the type of flight (10 minutes for international flights, 5 minutes for domestic flights).
c) is 10 minutes.
d) is 5 minutes.

10.7.3.0 (277)
A flight plan shall be submitted prior to departure for a controlled flight at least:
a) 60 minutes prior to departure.
b) 10 minutes prior to departure.

c) 30 minutes prior to leave the blocks.
d) 50 minutes prior to leave the blocks.

10.7.3.0 (278)
If radio communication failure is experienced on an IFR flight in IMC, generally the pilot shall:
a) Try to get contact on other frequencies either ground or aircraft stations - Transmit being indicating important details required 2 times.
b) Land on the nearest suitable aerodrome and report the termination of the flight to ATC.
c) Try to get contact on other frequencies either ground or aircraft stations.
d) Transmit blind indicating details required at least 2 times.

10.7.3.0 (279)
The pilot in command of an aircraft:1 - must comply immediately to all instructions received from ATC.2 - is responsible only if he is the ""pilot flying"".3 - may deviate from air regulations for safety reasons.4 - may be exempt from air regulations in order to comply to an ATC instruction.5 - may ask for the modification of an unsatisfactory clearance.Which of the following combinations contains all of the correct statements?
a) 05-Mar
b) 2003-04-05
c) 1 - 4
d) 2002-03-05

10.7.3.0 (280)
A strayed aircraft is :
a) An aircraft which has deviated significantly from its intended track or which reports that it is lost
b) only that aircraft which has deviated significantly its intended track
c) only that aircraft which reports that it is lost
d) an aircraft in a given area but whose identity has not been established

10.7.3.1 (281)
""ESSENTIAL TRAFFIC"" is that controlled flight to which the provision of separation by ATC is applicable, but which, in relation to a particular controlled flight is not separated therefore by the appropriate separation minima. Whenever separation minima is not applied. The following flights are considered essential traffic one to each other.
a) All IFR flight in controlled airspaces and controlled VFR.
b) Controlled VFR flights and VFR flights.
c) All IFR flights.
d) Only controlled IFR flights.

10.7.3.1 (282)
When, in air space where VFR are permitted, the pilot in command of an IFR flight wishes to continue his flight in accordance with visual flight rules, until the destination is reached:1 He must inform the control unit (""cancel IFR"")2 He must request and obtain clearance.3 He may request his IFR flight plan to be changed to a VFR flight plan.4 The flight plan automatically becomes a VFR flight plan.The correct combination of statements is:
a) 1 and 4
b) 2 and 4
c) 2 and 3
d) 1 and 3

10.7.3.1 (283)
A signalman will ask the pilot to apply parking brakes by the following signals:
a) Raising arm and hand horizontally in front of body, fingers extended then clenching fist.
b) Arms down, palms facing inwards, moving arms from extended position inwards.
c) Crossing arms extended above his head.
d) Horizontally moving hands, fingers extended, palms toward ground.

10.7.3.1 (284)
In the event of a delay of a controlled flight, the submitted flight plan should be amended or cancelled and a new flight plan submitted when the delay is:
a) 30 minutes in excess of the estimated time off blocks.
b) 30 minutes in excess of the estimated time of departure.
c) 60 minutes in excess of the estimated time off blocks.
d) 60 minutes in excess of the estimated time of departure.

10.7.3.1 (285)
Which is the content of section 2 of Air-Report (AIREP)?
a) Estimated time of arrival (ETA), endurance.
b) Estimated elapse time (EET), endurance.
c) Present position, estimated time of arrival (ETA).
d) Estimated time over FIR boundary, endurance.

10.7.3.1 (286)
The position reports shall contain the following elements of information in the order listed:
a) Aircraft identification, position, time, flight level or altitude, next position and time over and ensuing significant point.
b) Aircraft identification, position, flight level or altitude,time, next position and time over and ensuing significant point.
c) Aircraft identification, position, time, true air speed, flight level or altitude, next position and time over.
d) Aircraft identification, position, time, flight level or altitude, next position and time over.

10.7.3.1 (287)
Who is responsible for an ATC clearance to be safe in respect to terrain clearance?
a) The pilot in command.
b) The aircraft operator.
c) The ATC.
d) The air traffic service reporting office when accepting the flight plan.

10.7.3.1 (288)
Which letter is used in a flight plan to indicate that the flight commences in accordance with VFR and subsequently changes to IFR?
a) Z
b) I

c) V
d) Y

10.7.3.1 (289)
Which letter is used in a flight plan to indicate that the flight commences in accordance with IFR and subsequently changes to VFR?
a) Y
b) I
c) V
d) Z

10.7.3.1 (290)
In the event of a delay for an uncontrolled flight which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old one cancelled, when:
a) The delay is more than 60 minutes of the estimated time off-blocks.
b) The delay is more than 30 minutes of the estimated time off-blocks.
c) The delay is more than 60 minutes of the estimated time of departure.
d) The delay is more than 30 minutes of the estimated time off departure.

10.7.3.1 (291)
A pilot receiving an IFR clearance from ATC should:
a) Read back the entire clearance as required by regulation.
b) Read back those parts containing level assignments, vectors or any part requiring verification.
c) Read back the initial route clearance, level assignments and transponder codes.
d) Read back should be unsolicited.

10.7.3.1 (292)
Change from IFR to VFR will always take place :
a) on the initiative of the aircraft commander
b) at the clearance limit, irrespective of the weather conditions
c) as instructed by an air traffic control unit
d) when the aircraft is leaving controlled airspace during VMC

10.7.3.1 (293)
A Special Air Report comprises a number of sections.In section I the pilot fills in :
a) a position report, including aircraft identification, height, position and time ,
b) weather noted ,
c) flight identification and weather noted ,
d) urgent messages

10.7.3.1 (294)
The letter ""L"" is written in the wake turbulence box of a flight plan form when the maximum certified take-off weight of an aircraft is less than or equal to:
a) 7 000 kg.
b) 14 000 kg.
c) 20 000 kg.
d) 5 700 kg for airplanes and 2 700 kg for helicopters.

10.7.3.1 (295)
If no ICAO identifier has been attributed to an alternate airport (box 16) of a flight plan form…
a) write ZZZZ in box 16 and indicate in box 18 (additional information) ALTN/followed by the name of theairport.
b) write XXXX in box 16 and indicate in box 18 (additional information) ALTN/followed by the name of theairport
c) write XXXX in box 16 and indicate in box 18 (additional information) DEGT/followed by the name of the airport
d) write ZZZZ in box 16 and indicate in box 18 (additional information) DEGT/followed by the name of theairport.

10.7.3.1 (296)
The planned cruising speed for the first leg or all of the cruising portion of the flight must be entered in the speed box of a flight plan form. This speed is the:
a) true air speed (TAS).
b) estimated ground speed (G/S).
c) indicated air speed (IAS).
d) true air speed at 65% power.

10.7.3.1 (297)
The ""estimated total time"" in block 16 of a VFR flight plan is the estimated time :
a) required by the aircraft from take-off to arrive overhead the destination airport.
b) required by the aircraft from the moment it moves by its own power until it stops at the end of the flight (block time).
c) required by the aircraft from brake release at take-off until landing.
d) of endurance at cruising power taking into account pressure and temperature on that day.

10.7.3.2 (298)
Which procedure you follow if during an IFR flight in VMC you have two way communication failure?
a) Continue the flight maintaining VMC and land as soon as practicable.
b) Continue the flight at the assigned level and route, start approach at your ETA.
c) Maintain your assigned level and route and land at the nearest aerodrome that has VMC conditions.
d) Return to the aerodrome of departure.

10.7.3.2 (299)
Track separation between aircraft using the same NDB shall be applied requiring the aircraft to fly:
a) At least 30° separated at a distance of 15 NM or more from the facility.
b) At least 15° separated at a distance of 15 NM or more from the facility.
c) At least 45° separated at a distance of 15 NM or more from the facility.
d) At least 30° separated at a distance of 15 miles or more from the facility.

10.7.3.2 (300)
Track separation between aircraft using the same FIX shall be applied requiring the aircraft to fly:
a) At least 45° separated at a distance of 15 NM or more from the fix.
b) At least 45° separated at a distance of 15 miles or more from the FIX.

c) At least 30° separated at a distance of 15 NM or more from the FIX.
d) At least 30° separated at a distance of 15 miles or more from the FIX.

10.7.3.2 (301)
If an ATC clearance is not suitable to the pilot in command of an aircraft:
a) He may request and, if practicable, obtain an amended clearance.
b) He may request another clearance and the ATC concerned has to accept the pilot request.
c) The pilot has to accept the ATC clearance because it has been based on the flight plan filed with ATC.
d) The pilot should propose another clearance to the ATC concerned.

10.7.3.2 (302)
The ""VMC and own separation"" ATC clearance is used for a controlled flight to cross the level of another controlled flight when:
a) Requested by the pilot, during the day light and authorized by the state overflown.
b) Requested by the pilot and during the day light.
c) Requested by the pilot and authorized by the state overflown.
d) This procedure is not allowed.

10.7.3.2 (303)
Normally all turns, which are requested by a radar controller have to be executed as:
a) Standard rate turns if not otherwise instructed by ATC.
b) Decided on pilot's discretion.
c) Prescribed by the aircraft operations.
d) the weather permits.

10.7.3.2 (304)
What are the controlled IFR separation methods applied by ATC?
a) Vertical, horizontal and composite separation.
b) Vertical, horizontal and longitudinal separation.
c) Time separation and track separation.
d) Composite separation.

10.7.3.2 (305)
The vertical IFR separation minimum being applied by ATC within a controlled airspace below FL 290 is:
a) 1000 feet (300 m).
b) 2000 feet (600 m).
c) 500 feet (150 m).
d) 2500 feet (750 m).

10.7.3.2 (306)
The vertical IFR separation minimum being applied by ATC within a controlled airspace above FL 290 is:
a) 2000 feet (600 m).
b) 1000 feet (300 m).
c) 500 feet (150 m).
d) 4000 feet (1200 m).

10.7.3.2 (307)
Track separation between aircraft using the same VOR shall be applied requiring the aircraft to fly:
a) At least 15° separated at a distance of 15 NM or more from the facility.
b) At least 30° separated at a distance of 15 NM or more from the facility.
c) At least 45° separated at a distance of 15 NM or more from the facility.
d) At least 15° separated at a distance of 15 miles or more from the facility.

10.7.3.2 (308)
Flying exactly on your current flight plan route, you receive and acknowledge the following instruction from the radar controller:""Turn immediately, continue heading 050° until further advised"".Time now is 18:36 UTC. At 18:37 UTC you find out that radio communication cannot be stablished again and you have to return to your current flight plan route:
a) On the nearest way.
b) With an intercept of 20° or more.
c) With an intercept of at least 45°.
d) With an intercept of at least 30°.

10.7.3.2 (309)
Above flight level FL 290 the vertical flight separation between aircraft on the same direction is:
a) 4 000 feet.
b) 2 000 feet.
c) 3 000 feet.
d) 1 500 feet.

10.7.3.2 (310)
The longitudinal separation minima based on DME, and each aircraft ""on track"" uses DME stations, is:
a) 10 NM provided that the leading aircraft maintains a true airspeed of 20 kt or more faster than the succeding aircraft.
b) 10 NM provided that the leading aircraft maintains a true airspeed of 40 kt or more faster than the succeding aircraft.
c) 20 NM provided that the leading aircraft maintains a true airspeed of 10 kt or more faster than the succeding aircraft.
d) 10 NM provided that the leading aircraft maintains a true airspeed of 10 kt or more faster than the succeding aircraft.

10.7.3.2 (311)
A ""RNAV"" distance based separation minimum may be used at the time the level is crossed, provided that each aircraft reports its distance to or from the same ""on track"" way-point. This minimum is:
a) 80 NM.
b) 60 NM.
c) 50 NM.
d) 20 NM.

10.7.3.2 (312)
A VFR flight constitutes essential traffic to other VFR flights, when operating in controlled airspaced classified as:

a) B.
b) B and C.
c) B, C and D.
d) B, C, D and E.

10.7.3.2 (313)
One minute separation may be used between departing aircraft if they are to fly on tracks diverging by at least:
a) 45° immediately after take-off.
b) 30° immediately after take-off.
c) 15° immediately after take-off.
d) 25° immediately after take-off.

10.7.3.2 (314)
Two minutes separation may be used between departing aircraft if they are to fly on the same track, when:
a) The preceeding aircraft is 40 kt or more faster than the following aircraft.
b) The preceeding aircraft is 30 kt or more faster than the following aircraft.
c) The preceeding aircraft is 20 kt or more faster than the following aircraft.
d) The preceeding aircraft is 10 kt or more faster than the following aircraft.

10.7.3.2 (315)
The separation method whereby the vertical and horizontal separation may be reduced till a maximum of half the standard criteria is called :
a) Composite separation
b) Combined separation
c) Reduced separation
d) Essential separation

10.7.3.2 (316)
What is the minimum vertical separation between aircraft flying IFR below flight level 290?
a) 1000 feet
b) 500 feet
c) 1500 feet
d) 2000 feet

10.7.3.2 (317)
Cruising level IFR during cruise within controlled airspace shall be given as flight level (FL)
a) Above the transition altitude when applicable
b) When QNH is higher than the standard pressure 1013 hPa
c) only in airspace class A
d) if the obstacle clearance is more than 2000 feet

10.7.3.2 (318)
Changing of flight rules from IFR to VFR is possible
a) If the commander so requests
b) If instructed by ATC so long as VMC is forecasted during the next 30 minutes
c) If instructed by ATCso long as VMC is forecasted during the next 60 minutes
d) Only when leaving controlled airspace

10.7.3.2 (319)
Aircraft flying along the same track may be separated by DME-distances from the same DME and it is confirmed that the aircraft have passed each other. Specify the shortest difference in DME-distance to make it possible for one aircraft to climb or descend
a) 10 NM
b) 12 NM
c) 15 NM
d) 20 NM

10.7.3.2 (320)
Whenever unlawful interference with an aircraft is suspected, and where automatic distinct display of SSR Mode A code 7500 and code 7700 is not provided, the radar controller shall attempt to verify this suspicion by :
a) Setting the SSR decoder to mode A code 7500 and thereafter to code 7700
b) Setting the SSR decoder to mode A code 7000 and thereafter to code 7500
c) Setting the SSR decoder to mode A 7500 then to standby and thereafter to code 7700
d) Setting the SSR decoder to mode A 7700 then to standby and thereafter to code 7500

10.7.3.2 (321)
When the Mach number tecnique (MNT) is being applied, and the preceding aircraft shall maintain a mach number equal to or greater than the following aircraft a RNAV distance based separation minimum may be used on the same direction tracks in lieu of 10 minutes longitudinal separation minimum. The distance is :
a) 80 NM
b) 100 NM
c) 70 NM
d) 60 NM

10.7.3.2 (322)
Longitudinal separation minima based on distance using DME for aircraft at the same cruising level and track, provided that each aircraft utilizes ""on Track"" DME stations and separation is checked by obtaining simultaneous DME readings, is :
a) 20 NM
b) 10 NM
c) 25 NM
d) 40 NM

10.7.3.2 (323)
Longitudinal separation minima based on time for aircraft at the same cruising level when navigation aids permit frequent determination of position and speed provided that the preceding aircraft is maintaining a true air speed of 40 Kt or more faster than the succeeding aircraft will be
a) 3 minutes
b) 5 minutes
c) 10 minutes
d) 2 minutes

10.7.3.2 (324)
Longitudinal separation minima based on time for aircraft at the same cruising

level when navigation aids permit frequent determination of position and speed provided that the preceding aircraft is maintaining a true air speed of 20 Kt or more faster than the succeeding aircraft will be
a) 5 minutes
b) 3 minutes
c) 10 minutes
d) 2 minutes

10.7.3.2 (325)
Longitudinal separation minima based on time for aircraft at the same cruising level when navigation aids permit frequent determination of position and speed will be
a) 10 minutes
b) 15 minutes
c) 5 minutes
d) 3 minutes

10.7.3.2 (326)
Repetitive flight plans (RPL's) shall not be used for flights operated regularly on the same day(s) of consecutive weeks and :
a) On at least ten occasions or every day over a period of at least ten consecutive days
b) On at least ten occasions or every day over a period of at least 20 consecutive days
c) On at least 20 days consecutively
d) On at least 20 occasions

10.7.3.3 (327)
The minimum sector altitude provides 300 metres obstacle clearance within how many miles radius from the navigation facility upon which the instrument approach procedure is predicated:
a) 25 NM (46 km).
b) 15 NM (28 km).
c) 20 NM (37 km).
d) 30 NM (55 km).

10.7.3.3 (328)
""Time Approach Procedure"" is used as necessary to expedite the approach of a number of arriving aircraft. This will be obtained requesting aircraft:
a) To pass the specified point inbound at the previously notified time.
b) To pass a specified point.
c) To apply a step down descent between aircraft in the approach sequence.
d) To maintain a specified speed during the approach procedure.

10.7.3.3 (329)
During a take-off into IMC conditions with low ceiling the pilot should contact departure control:
a) When advised by Tower.
b) Before penetrating the clouds.
c) When clear of the airport and established on the first heading given in the clearance.
d) After take-off.

10.7.3.3 (330)
A so called ""Visual Approach"" can be performed :
a) during IFR flights, if there is permanent sight on the movement area and the underlying ground,
b) during IFR and VFR flights in VMC,
c) during IFR flights, if the cloudbase is 1000 ft more than the appropriate DA or MDA for that procedure,
d) as in above, but in addition there should be a visibility of 5,5 km or more

10.7.3.3 (331)
An approaching aircraft may descent below the MSA if :
a) all mentioned answers are correct
b) the pilot has the field and the underlying terrain in sight and will keep it in sight,
c) the aircraft gets radar vectors ,
d) the pilot is following the published approach procedure

10.7.3.3 (332)
The EAT has to be transmitted to the pilot as soon as possible, in case the expected delay is :
a) 5 minutes or more.
b) 15 minutes or more
c) 10 minutes
d) 20 minutes

10.7.3.3 (333)
Which statement is correct ?During a ""Visual Approach"" in Controlled Airspace (Classe C):
a) ATC will apply separation with other traffic
b) the pilot to apply separation with other traffic,
c) ATC will apply separation only with other IFR-traffic
d) ATC will apply separation with other arriving traffic

10.7.3.3 (334)
If an arriving aircraft is making a straight in approach a departing aircraft may take off in any direction
a) until five minutes before the arriving aircraft is estimated to be over the instrument runway
b) until three minutes before the arriving aircraft is estimated to be over the instrument runway
c) until two minutes before the arriving aircraft is estimated to be over the instrument runway
d) until ten minutes before the arriving aircraft is estimated to be over the instrument runway

10.7.3.3 (335)
For an IFR flight to an airport equipped with navaids, the estimated time of arrival is the estimated time at which the aircraft:
a) will arrive overhead the initial approach fix.
b) will land.
c) will stop on the parking area.
d) will leave the initial approach fix to start the final approach.

10.7.3.3 (336)
For controlled traffic that shall be separated in the vicinity of an airport, separation minima may be reduced:
a) When the commander in the following aircraft has the preceding aircraft in sight and is able to maintain own separation
b) At the discretion of the air traffic controller
c) If the commander of the involved aircraft so requests
d) Only if the air traffic controller has the involved aircraft in sight

10.7.3.3 (337)
If the crew on an arriving aircraft approaching a controlled aerodrome will report 'field in sight', a clearance for 'visual approach' may be given under certain conditions
a) The air traffic controller will provide separation to other controlled traffic
b) Continued approach will be according to VFR
c) The approach must be passing the FAF
d) The meteorological visibility must not be less than 8 km

10.7.3.3 (338)
At the commencement of final approach, if the controller possesses wind information in the form of components, significant changes in the mean surface wind direction and speed shall be transmitted to aircraft. The mean cross-wind component significant change is :
a) 5 KT
b) 3 KT
c) 10 KT
d) 8 KT

10.7.3.3 (339)
At the commencement of final approach, if the controller possesses wind information in the form of components, significant changes in the mean surface wind direction and speed shall be transmitted to aircraft. The mean tail-wind component significant change is :
a) 2 KT
b) 4 KT
c) 5 KT
d) 3 KT

10.7.3.3 (340)
At the commencement of final approach, if the controller possesses wind information in the form of components, significant changes in the mean surface wind direction and speed shall be transmitted to aircraft. The mean head-wind component significant change is :
a) 10 KT
b) 5 KT
c) 8 KT
d) 4 KT

10.7.3.3 (341)
During an arrival procedure under an IFR flight plan in VMC conditions, traffic avoidance is the responsibility of:
a) the pilot in command.
b) the approach controller.
c) the radar controller.
d) the airport controller.

10.7.3.3 (342)
A minimum vertical separation shall be provided until aircraft are etablished inbound on the ILS localizer course and/or MLS final approach track. This minimum is, when independent parallel approaches are being conducted :
a) 300 m (1000 ft)
b) 200 m (660 ft)
c) 150 m (500 ft)
d) 100 m (330 ft)

10.7.3.3 (343)
A minimum radar separation shall be provided until aircraft are etablished inbound on the ILS localizer course and/or MLS final approach track. This minimum is, when independent parallel approaches are being conducted :
a) 3.0 NM
b) 5.0 NM
c) 1.0 NM
d) 2.0 NM

10.7.3.3 (344)
Independent parallel approaches may be conducted to parallel runways provided that :
a) the missed approach track for one approach diverges by at least 30° (degrees) from the missed approach track of the adjacent approach
b) the missed approach track for one approach diverges by at least 20° (degrees) from the missed approach track of the adjacent approach
c) the missed approach track for one approach diverges by at least 25° (degrees) from the missed approach track of the adjacent approach
d) the missed approach track for one approach diverges by at least 45° (degrees) from the missed approach track of the adjacent approach

10.7.3.3 (345)
When independent parallel approaches are being conducted and vectoring to intercept the ILS localizer course or MLS final approach track,the final vector shall be such as to enable the aircraft to intercept the ILS localizer course or MLS final approach track at an angle not greater than :
a) 30 degrees
b) 25 degrees
c) 20 degrees
d) 15 degrees

10.7.3.3 (346)
Independent parallel approaches may be conducted to parallel runways provided that a no transgression zone (NTZ) of at least :
a) 610 m is established between extended runway centre lines and as is depicted on the radar display
b) 500 m is established between extended runway centre lines and as is depicted on the radar

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

10.7.3.3 (347)
When independent parallel approaches are being conducted to parallel runways and vectoring to intercept the ILS localizer course or MLS final approach track, the vector shall be such as to enable the aircraft to be established on the ILS localizer course or MLS final approach track in level flight for :
a) at least 2.0 NM prior to intercepting the ILS glide path or specified MLS elevation angle
b) at least 3.0 NM prior to intercepting the ILS glide path or specified MLS elevation angle
c) at least 1.5 NM prior to intercepting the ILS glide path or specified MLS elevation angle
d) at least 2.5 NM prior to intercepting the ILS glide path or specified MLS elevation angle

10.7.3.3 (348)
Dependent parallel approaches may be conducted to parallel runways provided that : the missed approach track for one approach diverges by :
a) at least 30° (degrees) from the missed approach track of the adjacent approach
b) at least 45° (degrees) from the missed approach track of the adjacent approach
c) at least 25° (degrees) from the missed approach track of the adjacent approach
d) at least 15° (degrees) from the missed approach track of the adjacent approach

10.7.3.4 (349)
When a runway is 2 000 metres in length, and taxi holding positions have not been established, aircraft shall not be held closer to the runway in use more than:
a) 50 metres.
b) 30 metres.
c) 45 metres.
d) 60 metres.

10.7.3.4 (350)
Which of the following statements regarding aerodrome control service is correct?
a) An aircraft entering the traffic circuit without permission of ATC, will be cleared to land if this is desirable ,
b) The aerodrome control service is a service provided for the purpose of preventing collisions between aircraft on the movement area,
c) Suspension of VFR operations can not be initiated by the aerodrome controller,
d) ATC permission is required for entering the apron with a vehicule

10.7.3.4 (351)
Which statement regarding approach control service is correct ?
a) If it is anticipated that an aircraft has to hold for 30 minutes or more, an Expected Approach Time will be transmitted by the most expeditious means to the aircraft
b) Approach control have to advise the aircraft operators about substantial delays in departure in any event when they are expected to exceed 45 minutes ,
c) An approach sequence shall be established according to the sequence of initial radio contact between aircraft and approach control ,
d) During a visual approach an aircraft is maintaining its own separation ,

10.7.3.4 (352)
A braking action given by ATS of 0.25 and below is :
a) Poor
b) Good
c) Medium/poor
d) Medium

10.7.3.4 (353)
Lights on and in the vicinity of aerodromes may be turned off, provided that they can be again brought into operation :
a) At least one hour before the expected arrival of an aircraft
b) At least 30 minutes before the expected arrival of an aircraft
c) At least 15 minutes before the expected arrival of an aircraft
d) At least 5 minutes before the expected arrival of an aircraft

10.7.3.4 (354)
Special VFR flights may the authorized to operate locally within a control zone when the ground visibility is not less than 1 500 metres, even when the aircraft is not equipped with a functioning radio receiver within class :
a) E airspace
b) D and E airspaces
c) D airspace
d) C, D and E airspaces

10.7.3.4 (355)
In order to meet wake turbulence criteria, for arriving aircraft and using timed approaches, what minima shall be applied to aircraft landing behind a heavy or a medium aircraft ?
a) medium aircraft behind heavy aircraft - 2 minutes
b) medium aircraft other medium aircraft - 2 minutes
c) light aircraft behind medium aircraft -4 minutes
d) medium aircraft behind heavy aircraft - 3 minutes

10.7.3.4 (356)
According to international agreements wind direction shall be adjusted to the local variation and given in degrees magnetic :
a) Before landing and take-off
b) When the local variation exceeds 10° East or 10° West.
c) In upper wind forecast for areas north of lat 60° north or 60° south.
d) When an aircraft on the request by a meteorological watch office (MWO) or at specified points transmits a PIREP

10.7.3.4 (357)
A separation minimum shall be applied between a light or MEDIUM aircraft and a HEAVY aircraft and between a LIGHT aircraft and a MEDIUM aircraft when the heavier aircraft is making a low or missed approach and the lighter aircraft is landing on the same runway in the opposite direction or on a parallel opposite direction runway separated by :

a) Less than 760 m
b) 760 m
c) Less than 730 m
d) 730 m

10.7.3.4 (358)
A separation minimum shall be applied between a light or MEDIUM aircraft and a HEAVY aircraft and between a LIGHT aircraft and a MEDIUM aircraft when the heavier aircraft is making a low or missed approach and the lighter aircraft is utilizing an opposite direction runway for take off, this minimum is :
a) 2 minutes
b) 5 minutes
c) 3 minutes
d) 1 minute

10.7.3.4 (359)
In order to meet the wake turbulence criteria, what minimum separation should be applied when a medium aircraft is taking off behind a heavy aircraft and both are using the same runway ?
a) 2 minutes
b) 3 minutes
c) 4 minutes
d) 1 minute

10.7.3.5 (360)
Flight information service shall be provided to all aircraft which are likely to be affected by the information and which are:
a) Provided with the air traffic control services and otherwise known to the relevant air traffic service units.
b) Provided with air traffic control services, only.
c) Known to the relevant air traffic services units.
d) Known to the relevant air traffic services units by a filed flight plan.

10.7.3.5 (361)
Alerting service shall be provided:
a) For all controlled flight, to any aircraft known or believed to be subject of unlawful interference, and in so far as practicable to all aircraft having filed a flight plan or otherwise known to the ATS.
b) For all aircraft provided with air traffic control services, only.
c) To any aircraft known or believed to be subject of unlawful interference, only.
d) In so far as practicable to all aircraft having filed a flight plan or otherwise known by the ATS.

10.7.3.5 (362)
What is the minimum wake turbulence separation criteria when a light aircraft is taking off behind a medium aircraft and both are using the same runway ?
a) 2 minutes
b) 3 minutes
c) 1 minute
d) 5 minutes

10.7.3.6 (363)
Where a ""Secondary Surveillance Radar"" (SSR) is not available, radar identification may be achieved by one of the following procedures:
a) To instruct the pilot to execute one or more changes of 30° or more.
b) To instruct the pilot to execute one or more changes of 20° or more.
c) To instruct the pilot to execute one or more changes of 10°.
d) To instruct the pilot to execute one or more changes of 45°.

10.7.3.6 (364)
Which code shall be used on Mode ""A"" to provide recognition of an aircraft subjected to unlawful interference?
a) Code 7500.
b) Code 7700.
c) Code 7600.
d) Code 2000.

10.7.3.6 (365)
Which does ATC Term ""Radar contact"" signify?
a) Your aircraft has been identified on the radar display and radar flight instructions will be provided until radar identification is terminated.
b) Your aircraft has been identified and you will receive separation from all aircraft while in contact with this radar facility.
c) You will be given traffic advisories until advised that the service has been terminated or that radar contact has been lost.
d) ATC is receiving your transponder and will furnish vectors and traffic advisories until you are advised that contact has been lost.

10.7.3.6 (366)
What is meant when departure control instruct you to ""resume own navigation"" after you have been vectored to an airway?
a) You should maintain that airway by use of your navigation equipment.
b) Radar Service is terminated.
c) Advisories will no longer be issued by ATC.
d) You are still in radar contact, but must make position reports.

10.7.3.6 (367)
An aircraft in climb or descent is considered to have crossed a level when the SSR mode C derived level information indicates that it has passed this level in the required direction by:
a) More than 300 ft.
b) 300 ft.
c) +/- 300 ft.
d) More than 200 ft.

10.7.3.6 (368)
The radar separation minimum may be reduced but not below:
a) 3.0 NM.
b) 5.0 NM.
c) 2.0 NM.
d) 1.5 NM.

10.7.3.6 (369)
Unless otherwise prescribed by the appropriate ATS authority, the radar controller should notify the non-radar controller when an aircraft making a radar approach is approximately:
a) 8 NM.
b) 10 NM.
c) 5 NM.
d) 6 NM.

10.7.3.6 (370)
An aircraft making a radar approach should be advised to consider executing a missed approach, if the position or identification of the aircraft is in doubt during any portion of the final approach or if the aircraft is not visible on the radar display for significant interval during the last:
a) 2 NM.
b) 3 NM.
c) 1 NM.
d) 4 NM.

10.7.3.6 (371)
When conducting a surveillance radar approach, the radar controller shall terminate the surveillance radar approach, except as determined by the appropriate ATS authority, at a distance of:
a) 2 NM from touchdown.
b) 3 NM from touchdown.
c) 2.5 NM from touchdown.
d) 1 NM from touchdown.

10.7.3.6 (372)
Subject to conditions specified by the appropriate ATS authority, a radar controller may request radar-controlled aircraft to adjust their speed when established on intermediate and final approach. This speed adjustment should not be more than:
a) +/- 20 kt.
b) +/- 10 kt.
c) +/- 15 kt.
d) +/- 8 kt.

10.7.3.6 (373)
The radar controller shall not request the pilot to adjust the speed where the aircraft has passed:
a) 4 NM from the threshold on final approach.
b) 2 NM from the threshold on final approach.
c) 3 NM from the threshold on final approach.
d) 5 NM from the threshold on final approach.

10.7.3.6 (374)
Upon intercepting the assigned radial, the controller advises you that you are on the airway and to ""resume own navigation"". This phrase means that:
a) You are to assume responsability for your own navigation.
b) You are still in radar contact, but must make position reports.
c) Radar services are terminated and you will be responsable for position reports.
d) You are to contact the centre at the next reporting point.

10.7.3.6 (375)
The Air Traffic control Services : do not prevent collisions with terrain.
a) Correct, expect when an IFR flight is vectored by radar.
b) Prevent collisions with terrain
c) Do not prevent collisions with terrain
d) Except when an aircraft is flying IFR in IMC.

10.7.3.6 (376)
Which code shall be used on mode ""A"" to provide recognition of an emergency aircraft?
a) Code 7700.
b) Code 7500.
c) Code 7600.
d) Code 7000.

10.7.3.6 (377)
One of the functions ensured by a radar control unit for the provision of approach control service is:
a) To conduct surveillance radar approaches.
b) To apply a reduced vertical separation of 500 feet between IFR flights and VFR flights.
c) To apply a horizontal separation less than 5 NM.
d) To provide instructions in order to reduce separations minima, if accepted by the pilots.

10.7.3.6 (378)
The primary duty provided by a radar unit is:
a) To provide radar separation.
b) To assist aircraft due to failure of airborne equipment.
c) To assist aircraft on the location storms.
d) To assist aircraft where navigation appears unsatisfactory.

10.7.3.6 (379)
When radar identification of aircraft has been achieved, ATC unit shall:
a) Inform the aircraft prior to issue any instructions or advice based on the use of radar.
b) Inform the aircraft only if communication's load permits it.
c) not advise the aircraft before issuing instructions.
d) Inform the aircraft only if radar identification has been achieved without availability of SSR.

10.7.3.6 (380)
One of the functions ensured by a radar control unit for the provision of approach control service is:
a) To conduct precision radar approach (PAR).
b) To apply a horizontal separation less than 5 NM.
c) To apply a reduced vertical separation of 500 feet between IFR and VFR flights.
d) To provide instructions to reduce the separation minima.

10.7.3.6 (381)
Except otherwise established by the appropriate ATS authority a Surveillance Radar Approach (SRA) shall be terminated at a distance from the touchdown of:
a) 2 NM.
b) 4 NM.
c) 5 NM.
d) 3 NM.

10.7.3.6 (382)
When ""Secondary Radar"" is used, an aircraft may be identified by one of the following procedures:
a) Observation of compliance with an instruction to operate transponder from ""ON"" to ""STBY"" and back to ""ON"".
b) To request pilot to set transponder on position ""ON"".
c) To request pilot to set transponder on position ""OFF"".
d) To request pilot to switch from ""ON"" to ""STDBY"".

10.7.3.6 (383)
When vectoring an aircraft to intercept the localizer course, the final vector furnished shall be such as to enable the aircraft to intercept the localizer course at an angle not greater than:
a) 30 degrees.
b) 25 degrees.
c) 15 degrees.
d) 20 degrees.

10.7.3.6 (384)
The following minimum radar separation shall be provided between aircraft on the same localizer with additional longitudinal separation as required for wake turbulence:
a) 3 NM.
b) 2 NM.
c) 5 NM.
d) 2.5 NM.

10.7.3.6 (385)
The minimum radar separation to be provided to aircraft established on the localizer course shall be:
a) 3.0 NM between aircraft on the same localizer course.
b) 3.0 NM between aircraft on adjacent localizer course.
c) 2.0 NM between aircraft on the same localizer course.
d) 5.0 NM between aircraft on the same localizer course.

10.7.3.6 (386)
The tolerance value used to determine that mode C derived level information displayed to the controller is accurate shall be:
a) +/- 300 ft.
b) +/- 200 ft.
c) +/- 250 ft.
d) +/- 500 ft.

10.7.3.6 (387)
Unless otherwise prescribed by the appropriate ATS authority, the horizontal radar separation minimum shall be:
a) 5.0 NM.
b) 3.0 NM.
c) 10.0 NM.
d) 3.5 NM.

10.7.3.6 (388)
The criterion which shall be used to determine that a specific level is occupied by an aircraft shall be, (except that appropriate ATS authorities may specify a smaller criterion):
a) +/- 300 ft.
b) +/- 200 ft.
c) +/- 150 ft.
d) +/- 250 ft.

10.7.3.6 (389)
An aircraft is considered to be maintaining its assigned level as long as the SSR mode C derived level information indicated that it is within:
a) +/- 300 ft of the assigned level.
b) +/- 200 ft of the assigned level.
c) +/- 250 ft of the assigned level.
d) +/- 500 ft of the assigned level.

10.7.3.6 (390)
When the transponder appears to be unserviceable prior to departure and restorage is impossible, than :
a) departure to the nearest suitable airport where repair can be effected is allowed
b) you must indicate the failure in the fightplan, after which the ATC will endeavour to provide for continuation of the flight,
c) the flight can only continue in the most direct manner,
d) you are not allowed to commence the flight

10.7.3.6 (391)
The air traffic control unit has reported 'radar contact', what does that mean to the pilot?
a) The radar identity of the aircraft has been established
b) The pilot does not have to follow up the position of the aircraft
c) The aircraft is subject to positive control
d) Position reports may be omitted

10.7.3.6 (392)
Radar controlled aircraft on intermediate or final approach may be requested to make minor speed adjustments by ATC. These adjustments shall never be more than :
a) 20 knots and not within 4 NM of threshold
b) 10 knots and not within 5 NM of threshold
c) 15 knots at any stage
d) 25 knots at any stage

10.7.3.6 (393)
Radar identification of a departing aircraft can be achieved if a radar blip is observed within a certain distance from the end of the runway.Identification has to be achieved within :
a) 1NM
b) 2NM
c) 3NM
d) 5NM

10.7.3.6 (394)
Except when prescribed in procedures or made possible by agreements, aircraft under radar-control shall not be vectored closer to the boundary of controlled airspace than :
a) 2,5 NM
b) 1,5 NM
c) 3 NM
d) 5 NM

10.7.3.6 (395)
During radar-control, a ""radar-controller"" shall issue a missed-approach instruction, in case the ""tower-controller"" has not issued a ""landing-clearance"" at the moment the aircraft is :
a) 2 NM from touch-down,
b) 1NM from touch-down,
c) 3 NM from touch-down,
d) 4 NM from touch-down,

10.7.3.6 (396)
When surveillance radar approaches are to be continued to the threshold of the runway transmission should not be interrupted for intervals of more than five seconds while the aircraft is within a distance of :
a) 4 NM from the touchdown
b) 2 NM from the touchdown
c) 3 NM from the touchdown
d) 1.5 NM from the touchdown

10.7.3.6 (397)
The surveillance radar approach shall be terminated at a distance of 2 NM from the touchdown except when as determined by the appropriate ATS authority, the accuracy of the radar equipment permits to be continued to a prescribed point less than 2 NM from the touchdown. In this case distance and level information shall be given at each
a) half NM
b) 1 NM
c) 1.5 NM
d) half mile

10.7.3.6 (398)
Clearence to land or any alternative clearence received from the non-radar controller should normally be passed to the aircraft before it reaches a distance of :
a) 2 NM from touchdown
b) 3 NM from touchdown
c) 4 NM from touchdown
d) 5 NM from touchdown

10.7.3.6 (399)
An aircraft making a radar approach should be directed to execute a missed approach if no clearance to land has been received from the non-radar controller by the time the aircraft reaches a distance of :
a) 2 NM from the touchdown
b) 4 NM from the touchdown
c) 5 NM from the touchdown
d) 1.5 NM from the touchdown

10.7.3.6 (400)
An aircraft making a radar approach should be directed to consider executing a missed approach if the aircraft is not visible on the radar display for any significant interval during the :
a) Last 2 NM of the approach
b) Last 4 NM of the approach
c) Last 3 NM of the approach
d) Last 5 NM of the approach

10.7.3.6 (401)
What is the maximum speed adjustment that a pilot should be requested to make when under radar control and established on intermediate and final approach ?
a) ± 20KT
b) ± 15 KT
c) ± 10KT
d) ± 25 KT

10.7.3.6 (402)
When a RADAR operator says the following to an aircraft: ""fly heading 030"", the pilot must fly heading:
a) 030° magnetic
b) 030° magnetic in still air conditions (thereby flying the magnetic track)
c) 030° true
d) 030° true, in still air conditions (thereby flying the true track)

10.8.1.0 (403)
In which section of AIP are contained information elements relating to areas and/or routes for which meteorological service is provided?
a) GEN.
b) RAC.
c) COM.
d) MET.

10.8.1.0 (404)
In which section of AIP are contained information elements relating to refuelling facilities and limitations on refuelling services?
a) AD.
b) FAL.

c) GEN.
d) SAR.

10.8.1.0 (405)
In which section of AIP are contained information elements relating to prohibited, restricted and dangerous areas?
a) ENR.
b) MAP.
c) GEN.
d) AGA.

10.8.1.0 (406)
A notice containing information concerning flight safety, air navigation, technical, administration or legislative matters and originated at the AIS of a state is called:
a) Aeronautical Information Circular (AIC).
b) Aeronautical Information Publication (AIP).
c) NOTAM.
d) AIRAC.

10.8.1.0 (407)
A notice providing information on Rules of the Air, Air Traffic Services and Air Navigation Procedures and distributed in advance of its effective date is:
a) An AIRAC.
b) A NOTAM RAC.
c) An ATS NOTAM.
d) An Advisory NOTAM.

10.8.1.0 (408)
Each contracting state shall provide an Aeronautical Information Service (AIS) in its territory and for areas in which the state is responsible for the Air Traffic Services outside its territory, and this shall include the preparation and origination of:
a) Integrated Aeronautical Information Package.
b) Only AIP and NOTAM's.
c) AIP, NOTAM's, Circular and AIRAC.
d) Only NOTAM's and Circulars.

10.8.1.0 (409)
The closure of a runway for a year, because of maintenance, will be published :
a) in NOTAM and AIP, inclusive Supplement.
b) only in NOTAM
c) only in AIP
d) NOTAM, AIP and MAL

10.8.1.0 (410)
In which chapter of the AIP can you find a list with ""location indicators""?
a) GEN
b) AGA
c) ENR
d) AD

10.8.1.0 (411)
An integrated aeronautical information package consists of the following elements
a) AIP, including amendment service, supplements to AIP, NOTAM and pre-flight information bulletin (PIB), AIC, checklists and summuries
b) AIP, including amendment service, supplements to AIP, NOTAM, AIC and checklist summaries
c) AIP, supplements to AIP, NOTAM and PIB, AIC and checklist summaries
d) AIP including amendment service, supplements to AIP, NOTAM, AIC, AIRAC

10.8.1.0 (412)
The identification of each prohibited, restricted and danger area shall be composed by :
a) The nationality letters for location indicators assigned to the state or territory, followed the letters P. R and D and figures
b) The letters P (Prohibited), R (Restricted) and D (Dangerous) for the area concerned and figures
c) The nationality letters for the location indicators assigned to the state, followed by P, R and D
d) The letters P (Prohibited), R (Restricted) and D (Dangerous) followed by figures

10.8.1.0 (413)
In order to avoid confusion, the identification numbers given to each prohibited area, restricted area and danger area shall not be re-used for a period of
a) At least one year after cancellation of the area to which they refer
b) At least 6 months after cancellation of the area to which they refer
c) At least 3 months after cancellation of the area to which they refer
d) At least 2 months after cancellation of the area to which they refer

10.8.1.0 (414)
Temporary changes on specifications for AIP supplements of long duration and information of short duration which contains extensive text and/or graphics shall be published as AIP supplements. It is considered a long duration.
a) Three months or longer
b) Six months or longer
c) One year or longer
d) Two months or longer

10.8.1.0 (415)
Operationaly significant changes to the AIP shall be published in accordance with :
a) AIRAC procedures and identified by the acronym AIRAC
b) NOTAM procedures and identified by acronym NOTAM followed by a number
c) AIP supplements and shall be clearly identifical
d) AIC procedures and identified by the acronym AIC followed by a number

10.8.1.0 (416)
A checklist of AIP supplements currently in force shall be issued at intervals of :
a) Not more than one month
b) Not more than three months
c) Not more than 28 days
d) Not more than 2 months

10.8.1.0 (417)
A checklist of NOTAM currently in force shall be issued at the AFTN at intervals of :
a) Not more than one month
b) No more than 15 days
c) Not more than 28 days
d) Not more than 10 days

10.8.1.0 (418)
The ASHTAM provides information on the status of activity of a volcano when a change in its activity is, or is expected to be of operational significance. This information is provided using the volcano level of colour code. When volcanic eruption in progress or volcano dangerous, eruption likely, with ash plume/cloud is reported above FL 250 or is expected to rise above FL 250, the level of alert colour code is
a) RED
b) YELLOW
c) GREEN
d) ORANGE

10.8.1.0 (419)
Which of the following is information that is not given in AIP approach and landing charts
a) Visibility minima
b) Obstacles penetrating the obstacle free area in the final approach sector
c) OCH or OCA
d) DME-frequencies

10.8.1.0 (420)
Which information is not included in Instrument Appraoch Charts (IAC) in the AIP
a) Any addition to minima when the aerodrome is used as alternate
b) Obstacles penetrating the obstacle free area in the final approach sector
c) OCA or OCH
d) DME-frequencies

10.8.1.0 (421)
ASHTAM
a) GVATAM
b) NAVTAM
c) VULTAM
d) 1999-06-08 0:00

10.8.1.0 (422)
AIRAC
a) IFPS
b) NOTAM
c) EATCHIP
d) 1999-06-08 0:00

10.8.1.0 (423)
AIP Supplements
a) AIP Amendments
b) NOTAM
c) Trigger NOTAM
d) 1999-06-08 0:00

10.8.1.0 (424)
The contents of Aeronautical Information Publication (AIP) are :
a) GEN, ENR (en-route) and AD (aerodromes)
b) GEN, AGA, COM, RAC, FAL, SAR, MET, MAP.
c) GEN, ENR, RAC, AD
d) GEN, AGA, COM, ENR, FAL

10.8.1.0 (425)
The SIGMET service, is in the AIP, in the following part :
a) GEN
b) ENR
c) AGA
d) MET

10.8.1.0 (426)
The informations concerning charges for aerodromes/heliports and Air Navigation Services are on the following part of the AIP
a) GEN
b) FAL
c) RAC
d) AD

10.8.1.0 (427)
The informations on holding, approach and departure procedures, are found in the following part of the AIP
a) ENR
b) GEN
c) AD
d) MAP

10.8.1.0 (428)
An AIRAC is :
a) An Acronym for a system aimed at advance notification based on common effective dates, of circumstances necessitating significant changes in operating procedures.
b) A publication issued by or with the authority of a state containing aeronautical information of a lasting character essential to air navigation.
c) A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
d) A package which consists of the following elements : AIP, supplements to the AIP, NOTAM, AIC, checklists and summaries.

10.9.1.0 (429)
Which of the following Annexes to the Chicago convention contains minimum specifications for the design of aerodromes?
a) Annex 14

b) Annex 6
c) Annex 11
d) Annex 10

10.9.1.1 (430)
""Instrument runways"" are the following runways intended for the operation of aircraft using instrument approach procedures.
a) Non precision approach runways, precision approach runways category I, II and III.
b) Precision approach runways category I, II and III.
c) Instrument approach runways, precision approach runways category I, II and III.
d) Precision approach runways in general.

10.9.1.1 (431)
""Code letter D"" shall be chosen to identify a taxiway used by aircraft having an outer main gear wheel span of less than 9 m. The taxiway width shall be:
a) 18 m.
b) 15 m.
c) 23 m.
d) 25 m.

10.9.1.1 (432)
""TODA"" take-off distance available is:
a) The length of the take-off run available plus the length of clearway available (if provided).
b) The length of the runway available plus the length of clearway available (if provided).
c) The length of the take-off run available plus the length of the stopway and clearway (if provided).
d) The length of the take-off run available plus the length of the stopway.

10.9.1.1 (433)
""Clearway"" is defined rectangular area established to:
a) Permit aircraft to make a portion of its initial climb to a specific height.
b) Reduce the risk of damage to aircraft running off a runway.
c) Protect aircraft during take-off or landing operations.
d) Permit the aircraft to stop if it fails the take-off.

10.9.1.1 (434)
Which ""code letter"" shall be chosen to identify a taxiway to be used by an aircraft having a wheel base of 15 m?
a) Code letter ""C"".
b) Code letter ""B"".
c) Code letter ""D"".
d) Code letter ""E"".

10.9.1.1 (435)
According to the ""Aerodrome Reference Code"", the ""Code Letter E"" shall identify an aircraft wing span of:
a) 52 m up to but not including 65 m.
b) 36 m up to but not including 52 m.
c) 24 m up to but not including 36 m.
d) 15 m up to but not including 24 m.

10.9.1.1 (436)
In the ""Aerodrome Reference Code"" the code element 2 shall identify:
a) The aircraft wing span and the outer main gear wheel span.
b) Only the aircraft wing span.
c) The width of the aircraft wing.
d) The lenght of the aircraft fuselage.

10.9.1.1 (437)
The ""Aerodrome Reference Code"" is a code composed of two elements which are related to the aeroplane performance characteristics and dimensions. These elements are a combination of a number and a letter as in the example under listed:
a) 2B.
b) 6D.
c) 5E.
d) 4F.

10.9.1.1 (438)
According with the ""Aerodrome Reference Code"" the ""Code number 4"" shall identify an aircraft reference field length of:
a) 1 800 m and over.
b) 1 600 m.
c) 1 500 m.
d) 1 200 m.

10.9.1.1 (439)
The STOPWAY is a defined rectangular area on the ground at the end of take-off run available prepared as a suitable area where:
a) An aircraft can be stopped in the case of an abandoned take-off.
b) A landing aircraft can be stopped if overcoming the end of runway.
c) A landing aircraft can be stopped only in emergency.
d) An aircraft taking-off or landing can be stopped.

10.9.1.1 (440)
""ASDA"" (Acceleration Stop Distance Available) is:
a) The length of the take-off run available plus the length of stopway (if stopway provided) .
b) The length of the runway plus the length of stopway available (if stopway provided).
c) The length of the take-off run available plus the length of stopway and clearway (if provided) .
d) The length of the take-off run available plus the length of the clearway.

10.9.1.1 (441)
Within the Annex to the ICAO convention that specifies dimensions of aerodromes are codes for different runways. Which is the minimum width of a runway with runway code 4?
a) 45 metres
b) 35 metres

c) 40 metres
d) 50 metres

10.9.1.2 (442)
Runway edge lights excepted in the case of a displaced threshold shall be:
a) Fixed lights showing variable white.
b) Fixed lights, white or yellow colour.
c) Fixed lights showing variable white or yellow.
d) Flashing white.

10.9.1.2 (443)
Runway threshold identification lights, when provided, should be:
a) Flashing white.
b) Fixed green.
c) Flashing green.
d) Fixed white.

10.9.1.2 (444)
The light shown by an ""Aerodrome Identification Beacon"" at a land aerodrome shall be:
a) Green colour identification given by Morse Code.
b) Blue colour identification given by Morse Code.
c) White and green colour identification given by Morse Code.
d) White colour identification given by Morse Code.

10.9.1.2 (445)
In the ""VASIS"" , how many light units are in each wing bar?
a) 3.
b) 2.
c) 4.
d) 5.

10.9.1.2 (446)
In a precision approach category I, lighting system, the single, two and three light sources on the centre line have a length of:
a) 300 m.
b) 150 m.
c) 200 m.
d) 250 m.

10.9.1.2 (447)
How many red lights must a pilot see, whose aircraft, in final approach, is following a normal glide path defined by a PAPI?
a) 2.
b) 3.
c) None.
d) 1.

10.9.1.2 (448)
Taxiway centre line lights other than an exit taxiway shall be:
a) Fixed lights showing green.
b) Fixed lights showing blue.
c) Fixed lights showing yellow.
d) Fixed lights showing white.

10.9.1.2 (449)
In a precision approach category I lighting system, the centre line and crossbar lights shall be:
a) Fixed lights showing variable white.
b) Flashing lights showing variable white.
c) Fixed lights showing variable green.
d) Flashing lights showing variable green.

10.9.1.2 (450)
The abbreviation PAPI stands for:
a) Precision Approach Path Indicator.
b) Precision Approach Path Index.
c) Precision Approach Power Indicator.
d) Precision Approach Power Index.

10.9.1.2 (451)
The ""PAPI"" shall consist of:
a) A wing bar of 4 sharp transition multi-lamp or paired units equally spaced.
b) Two wing bars of 4 sharp transition multi-lamp or paired units equally spaced.
c) Two wing bars of 6 sharp transition multi-lamp or paired units equally spaced.
d) A wing bar of 2 sharp transition multi-lamp equally spaced.

10.9.1.2 (452)
In the ""PAPI"" system the pilot during an approach will see the two units nearest the runway as red and the two units farthest from the runway as white when:
a) On or close to the approach slope.
b) Above the approach slope.
c) Below the approach slope.
d) Only on the approach slope.

10.9.1.2 (453)
In the case of parallel runways, each runway designation number shall be supplemented:
a) By a letter - for example 2 parallel runways ""L"" and ""R"" - for 3 ""L"", ""C"" and ""R"".
b) By a number like ""0"" and ""01"" for 2 parallel runways.
c) By a letter for 2 parallel runways.
d) By a letter - for example 3 parallel runways ""L"" and ""R"" and the central has no letter.

10.9.1.2 (454)
Taxiway edge lights shall be:
a) Fixed showing blue.
b) Fixed showing green.
c) Fixed showing yellow.
d) Flashing showing blue.

10.9.1.2 (455)
Runway end lights shall be:
a) Fixed unidirectional lights showing red in the direction of the runway.
b) Fixed unidirectional lights showing white in the direction of the runway.
c) Fixed lights showing variable red.
d) Fixed lights showing variable white.

10.9.1.2 (456)
Runway threshold lights shall be:
a) Fixed unidirectional lights showing green in the direction of approach to the runway.
b) Fixed unidirectional lights showing white in the direction of approach to the runway.
c) Fixed lights green colours.
d) Fixed lights showing green or white colours.

10.9.1.2 (457)
Aerodromes signs should be in the following configuration :
a) information signs, yellow or black background with black or yellow inscriptions.
b) mandatory instruction signs , red background with black inscriptions.
c) information signs, orange background with black inscriptions.
d) mandatory instruction signs, black background with red inscriptions.

10.9.1.2 (458)
Which of the following alternatives describes the complete CAT 1 ('Calvert') type of approach light system?
a) 5 crossbars, centre line with 3, 2 and 1 lamp per light unit
b) 4 crossbars, centre line with 3 or 2 lamps per light unit
c) 3 crossbars, centre line with 3, 2 or 1 lamp per light unit
d) 3 crossbars, centre line with 3 or 2 lamps per light unit

10.9.1.2 (459)
What is the length of an approach lighting system of a precision-approach runway CAT II :
a) 900m
b) 150m
c) 300m
d) 600m

10.9.1.2 (460)
What is a ""barrette""?
a) three or more groundlights closely spaced together to appear as a bar of lights.
b) a highted obstacle near the runway and/or taxiway.
c) a CAT II or III holding position.
d) a frangible structure on which approach lights are fixed.

10.9.1.2 (461)
A precision approach runway CAT. II is an instrument runway served by ILS and visual aids intended for operations down to:
a) a RVR of 300-450 meters and a DH of not less than 100 ft.
b) a RVR of 250 meters and a DH of not less than 200 ft.
c) a RVR of 550 meters and a DH of not less than 200 ft.
d) a RVR of 200 meters and a DH of not less than 100 ft.

10.9.1.2 (462)
When a fixed-distance marking has to be provided this marking shall commence at :
a) 300 m from threshold
b) 150 m from threshold
c) 450 m from threshold
d) 600 m from threshold

10.9.1.2 (463)
Runway-lead-in lighting should consist :
a) of group of at least three white lights flashing in sequence towards the runway ,
b) always of a straight row of lights towards the runway
c) of flashing lights only,
d) of an arbitrary amount of green lights,

10.9.1.2 (464)
Within the Annex to the ICAO convention that specifies dimensions of aerodromes is a specific dimension given for the approach light system for CAT 1 ILS. What should be the length of this approach light system?
a) 900 metres
b) 420 metres
c) 1000 metres
d) 1200 metres

10.9.1.3 (465)
High intensity obstacle lights should be:
a) Flashing white.
b) Flashing red.
c) Fixed red.
d) Fixed orange.

10.9.1.3 (466)
Low intensity obstacle lights on mobile objects shall be:
a) Flashing red or preferably yellow.
b) Fixed red or preferably orange.
c) Fixed red or preferably blue.
d) Flashing blue.

10.9.1.3 (467)
Low intensity obstacle lights on fixed objects shall be:
a) Fixed red.
b) Flashing red.
c) Flashing yellow.
d) Fixed orange.

10.9.1.4 (468)
The runway edge lights shall be :

a) white
b) blue
c) green
d) red

10.9.1.5 (469)
The aerodrome category for rescue and fire fighting is based on:
a) The over-all length of the longest aeroplane normally using the aerodrome and its maximum fuselage width.
b) The over-all length of the longest aeroplane normally using the aerodrome and its maximum fuselage weight.
c) The over-all length of the longest aeroplane.
d) The longuest aeroplane maximum width only

10.10.1.0 (470)
The ICAO annex which deals with entry and departure of persons and their baggage in international flights is :
a) annex 9
b) annex 8
c) annex 6
d) annex 15

10.10.1.0 (471)
The ICAO annex which deals with entry and departure of cargo and other articles on international flights is :
a) annex 9
b) annex 8
c) annex 15
d) annex 16

10.10.1.0 (472)
A contracting state which continues to require the presentation of a cargo manifest shall, apart from the information indicated in the heading of the format of the cargo manifest, not require more than the following item(s) :
a) The air waybill number, the number of packages related to each air waybill number and the nature of the goods
b) The air waybill number and the nature of the goods
c) The air waybill number and the number of packages related to the air way bill number
d) The air waybill number

10.10.1.0 (473)
Contracting states shall not require the authorized agent or pilot-in-command to deliver to the public authorities concerned, before departure of the aircraft, more than some copies of General Declaration, Cargo Manifest and stores list. The numbers of the copies are :
a) 2 of each
b) 3 of each
c) 2 copies of General Declarations and Cargo Manifest and one copie of a simple stores list.
d) 2 copies of General Declaration and of Cargo Manifest and of a stores list

10.10.1.0 (474)
In case of aircraft registered in other Contracting States, which are not engaged in schedule international services, and which are making flights across the territory of a Contracting State or stopping for non traffic purposes, such Contracting State shall accept the information contained in a flight plan as adequate advance notification. This information is to be received :
a) at least 2 hours in advance of arrival
b) at least 4 hours in advance of arrival
c) at least 1 hour in advance of arrival
d) at least 12 hours in advance of the expected ETA

10.10.1.0 (475)
An aircraft which is not engaged in scheduled international air services and which is making a flight to or through any designated airport of a Contracting State and is admitted temporarily free of duty shall be allowed to remain within that State without security for customs duty.
a) For a period to be established by that State
b) for a period of 24 hours
c) for a period of 48 hours
d) for a period of 12 hours

10.10.1.0 (476)
Which one of the statements is correct :
a) contracting states shall accept an oral declaration of baggage from passengers and crew
b) contracting states shall accept an oral declaration of baggage only from crew
c) contracting states shall accept an oral declaration of baggage only from passengers
d) contracting states may not accept oral declaration of baggages

10.10.2.0 (477)
When desinsecting is required by a Contracting State as a public health measure, the desinsecting is made when the aircraft is suitably equipped by means of an automatic dispersal or vapour while the aircraft is flying, but as far in advance as possible and:
a) At least 30 minute prior to land.
b) At least one hour prior to land.
c) At least when the aircraft enter that state airspace.
d) At least immediately before landing.

10.10.2.0 (478)
The obligation of a carrier to transport any person away from the territory of a Contracting State shall terminate from the moment such person has been definitely admitted in other Contracting State of destination.
a) The stated above is correct.
b) The operator has no obligation.
c) The obligation is for the Contracting State of the operator.
d) The obligation of the operator terminates as soon as the person leaves the aeroplane.

10.10.2.0 (479)
When cargo, unaccompanied baggage or stores are not unladen at their intended destination but are unladen at another international airport, the contracting state

where the unlading takes place, if satisfied that there has been no gross negligence or careless by the operator
a) shall not impose penalties, fines, customs duties and taxes on the operator
b) shall not impose penalties and fines but customs duties and taes on thexes on the operator
c) shall not impose penalties, fines and custom duties but taxes on the operator
d) shall not impose penalties, fines and taxes but custom duties on the operator

10.10.2.0 (480)
Unaccompanied baggage carried by air shall be cleared under the procedure applicable to :
a) accompanied baggage or under another simplified customs procedure distinct from that normally applicable to other cargo
b) cargo and is covered by a traffic document
c) cargo but is free from any kind of declaration forms
d) cargo but clearence documents provided by airlines shall be completed by the passenger prior to shipment

10.10.2.0 (481)
Contracting states shall carry out the handling, forwarding and clearance of airmail and shall comply with the documentary procedures as prescribed :
a) in the Acts in force of the Universal Postal Union
b) by IATA and accepted by the contracting states
c) by IATA and accepted by ICAO
d) by the Regional Postal Office

10.10.2.0 (482)
Except in special circumstances determined by the public authorities concerned, when a passenger is passing through the territory of a contracting state and has to stay in that contracting state until the next flight for lack of facilities or any other circumstances, the contracting state where the international airport is located shall permit such a passenger to remain within its territory without requiring visas prior to the arrival when
a) the passenger is to leave that state within two (2) days from the day of his (her) arrival
b) the passenger is to leave that state within two (2) weeks from the day of his (her) arrival
c) the passenger is to leave that state within one (1) day from the day of his (her) arrival
d) the passenger is to leave that state within 72 (seventy two) hours from the time of arrival of that passenger

10.10.2.0 (483)
The documents for entry and departure of aircraft :
a) are accepted in handwritten block lettering in ink
b) has to be typewritten
c) has to be typewritten or produced by electronic data processing techniques
d) are accepted at the contracting state discretion

10.10.2.0 (484)
When a person is found inadmissible and is returned to the operator for transport away from the territory of the state, the operator :
a) shall not be preclude from recovering from such person any transportation costs arising from his (her) inadmissibility
b) shall not recover from such person any transportation costs arising from his (her) inadmissibility
c) is not responsible for the person inadmissible for entry in the receiving state
d) and the state of the operator are both responsible for the person inadmissible

10.10.2.0 (485)
In cases where a visitor travelling by air holds a valid passport and no visa is required of him, contracting states
a) shall not require him to obtain any other identity document from their consultates or operators prior to initiate the flight
b) may require him to obtain any other identity document prior to the commencement of his flight
c) in certain cases any other identity may be required
d) none of the answers are applicable

10.11.1.1 (486)
The units responsable for promoting efficient organization of search and rescue service are:
a) Rescue coordination centre and rescue sub-centres.
b) Alerting centre and rescue coordination centre.
c) Flight information centre and rescue coordination centre.
d) Area control centre, flight information centre and rescue coordination centre.

10.11.1.3 (487)
Three aircraft, (1), (2) and (3), arrive successively at ten minute intervals, overhead the scene of a recent aircraft accident.-aircraft (1) is unable to establish contact with the Search and Rescue Centre-aircraft (2) is able to contact the Search and Rescue Centre-aircraft (3) is a Search and Rescue helicopterThe command of the situation is the responsibility of,
a) (1), then by mutual consent (2) and then (3).
b) (1), then by mutual consent (2) until the completion of operations.
c) (1), and then by mutual consent to (3).
d) (1) until the completion of operations.

10.11.1.4 (488)
The color identification of the contents of droppable containers and packages containing survival equipment should take the form of coloured streamers according to the following code:
a) Red for medical supplies and first aid equipment.
b) Blue for blankets and protective clothing.
c) Black for food and water.
d) Yellow for miscellaneous equipment.

10.11.1.4 (489)
The color identification of the contents of droppable containers and packages containing survival equipment should take the form of coloured streamers according to the following code:
a) Yellow for blankets and protective clothing.
b) Red for food and water.
c) Blue for medical supplies and first aid equipment.
d) Black for food and water.

10.11.1.4 (490)
The color identification of the contents of droppable containers and packages containing survival equipment should take the form of coloured streamers according to the following code:
a) Blue for food and water.
b) Yellow for medical supplies and first aid equipment.
c) Black for food and water.
d) Red for miscellaneous equipment.

10.11.1.4 (491)
The color identification of the contents of droppable containers and packages containing survival equipment should take the form of coloured streamers according to the following code:
a) Black for miscellaneous equipment.
b) Blue for blankets and protective clothing.
c) Red for food and water.
d) Yellow for medical supplies and first aid equipment.

10.11.1.4 (492)
(For this question use annex 010-9801A)Using the ground - air visual code the letter(s) similar to the symbol meaning ""REQUIRE ASSISTANCE"" is (are) :
a) 1
b) 2
c) 3
d) 4

10.11.1.4 (493)
(For this question use annex 010-9802A)Using the ground - air visual code the symbol meaning ""we have found all personnel"" is :
a) 1
b) 2
c) 3
d) 4

10.11.1.4 (494)
(For this question use annex 010-9803A)What is the meaning of the showed symbol in the ground air visual signal code for use by survivors ?
a) Require medical assistance
b) Require assistance
c) Landing here impossible
d) Drop emergency supplies at this point

10.11.1.4 (495)
(For this question use annex 010-9804A)The ground - air visual code illustrated means :
a) Require assistance
b) Please indicate direction
c) Proceding in the direction shown
d) Require medical assistance

10.11.1.4 (496)
(For this question use annex 010-9805A)Using the ground - air visual signal code, the letter similar to the symbol meanning ""REQUIRE MEDICAL ASSISTANCE"" is :
a) 1
b) 2
c) 3
d) 4

10.11.1.4 (497)
(For this question use annex 010-9806A)What is the meanning of the showed symbol in the ground-air visual signal code for use by rescue units ?
a) operation completed
b) we have found all personnel
c) we have found only some personnel
d) we are returning to base

10.11.1.4 (498)
Which of the following is NOT an international distress frequency ?
a) 2430 KHz
b) 121.5 MHz
c) 243.0 MHz
d) 2.182 KHz

10.11.1.4 (499)
An aircraft is flying over a mountainous region in which a search is being carried out to find the survivors of an aircraft accident. The pilot sees a ground signal in the form of an ""X"".This indicates :
a) ""Need medical assistance"".
b) ""Landing impossible"".
c) ""All occupants alive"".
d) ""Need mechanical assistance"".

10.11.1.4 (500)
At night an aircraft observes a luminous signal requesting help. To indicate that he has received these ground signals, the pilot must :
a) switch his landing lights on and off twice or, if he is not so equipped, his navigation lights twice.
b) make at least one complete turn over the group of people in difficulty.
c) transmit, by luminous Morse signal, a series of the letter ""R"" using his navigational lights.
d) fly over the group of people in difficulty as low as possible.

10.12.1.0 (501)
For the transport of potentially disruptive passengers some supplementary safeguards are to be observed such as :
a) boarding prior to all passengers
b) boarding after to all other passengers
c) the boarding will be at the pilot in command discretion
d) the boarding has to be done at the state discretion

10.12.1.0 (502)
Aeronautical part

a) Security program.
b) Manoeuvring area.
c) Terminal.
d) 1999-06-08 0:00

10.12.1.0 (503)
The contracting States will make provisions to ensure that an aircraft affected by an unlawful seizure act, which has landed in their territory, world be retained, unless its departure is justified to protect lives.
a) The contracting States will make provisions to ensure that an aircraft affected by an unlawful seizure act, which has landed in their territory, would be detained in all cases.
b) The contracting States will not assist with navigation aids, air transit services, etc, to an aircraft affected by an unlawful seizure act.
c) The Annex 17 does not recognise the importance of consusltations between the State where an aircraft affected by an unlawful interference act has landed and the aircraft operator's State.
d) 1999-06-08 0:00

10.12.1.1 (504)
The national civil aviation security programme shall be established by :
a) Each contracting state
b) ICAO
c) ECAC
d) ICAO and other organisations including the contracting state concerned

10.12.1.1 (505)
Each contracting state shall designate an appropriate authority within its administration to be responsible for the development, implementation and maintenance of the national civil aviation security programme. The said appropriate authority :
a) Shall be specified to ICAO
b) Shall be specified to ICAO and to ECAC
c) Shall be specified to ICAO, ECAC and to other contracting states
d) Should be specified to ICAO and to ECAC

10.12.1.2 (506)
Each contracting state shall establish measures to ensure that the aircraft operator is informed when passengers are obliged to travel because they have been the subject of judicial or administrative proceedings in order that appropriate security measures can be taken
a) The state above question in incomplete. The pilot in command and the aircraft operator are to be informed.
b) Correct.
c) The aircraft operator and the pilot in command are only to be informed when any passenger is the subject of judicial proceedings.
d) These measures are of the discretion of the contracting state.

10.12.1.2 (507)
When mixing or contact does take place between passengers subjected to security control and other persons not subjected to such control after the security screening points at airports serving international civil aviation have been passed
a) the passengers concerned and their cabin baggage shall be re screened before boarding an aircraft
b) only the passengers are to be re screened
c) only the passengers cabin baggage are to be re screened
d) the persons not subjected to security control shall be identified

10.12.1.2 (508)
Each member state should designate an appropriate authority with its administration to be responsible for the development implementation and maintenance of a national aviation security programme. This programme should apply :
a) to all international civil air transport including aircraft engaged solely in the carriage of cargo and yet to domestic flights at the discretion of each member state
b) only to all international civil transport including aircraft engaged solely in the carriage of cargo
c) only to passengers and aircrew in international civil transport flights
d) only to passengers and aircrew in international civil transport flights and domestic flights

10.12.1.2 (509)
When a member state allows police officers, security staff, bodyguards or other agents of foreign states to carry weapons in their territory for the protection of aircraft in flight, permission for the carriage of weapons should be conditional upon :
a) Prior notification by the state of embarcation to the foreign state in which the weapons will be carried on the airport of arrival and notification of the pilot in command of a decision to permit a weapon to be carried on board his aircraft
b) Notification of the pilot in command of a decision to permit a weapon to be carried on board his aircraft only
c) Agreement between the state of embarcation and the state of destination
d) Agreement between the state of embarcation and the airport of arrival

10.12.1.2 (510)
Member states should introduce specific security measures for the air transport of the following groups of potentially disruptive passengers defined below :
a) Deportees, inadmissible persons and persons in lawful custody
b) Deportees and persons in lawful custody only
c) Deportees and inadmissible persons only
d) None of the answers is correct

10.13.1.0 (511)
Just before arriving on the apron, taxiing inadvertently on the grass, a wheel falls into a hole, which seriously damages the aircraft and obliges the crew to delay the departure.
a) This is an accident and the crew must follow the procedure relevant to this case.
b) Since no physical injury has been noticed and the flight is over, the actions to be taken are related only to insurance, to the repair man, the operator and the persons in charge of the runway and taxiways.
c) This is an irregularity in the operation, the crew must inform the operator of the delay caused by necessary repair.

d) This is an incident and the pilot-in-command must report it to the airport authority within the next 48 hours.

10.13.1.0 (512)
Who is responsible, under Annex 13 of the Chicago convention for the initation of an accident investigation?
a) The government of the state in which the accident took place
b) Operators of the same aircraft type
c) The aircraft manufacturer
d) The law enforcement authorities of the state in which the aircraft is registered

10.13.1.0 (513)
Upon receipt of the modification and a request by the state of occurrence for participation, the state of design and the state of manufacture shall in the case of an accident or serious incident inform the state of occurence of the name of its representative to be present at the investigation when the aircraft :
a) Has a maximum mass over 100.000 kg
b) Has a maximum mass over 27.000 kg
c) Has a maximum mass over 5 700 kg
d) Has a maximum mass over 2 250 kg

21.1.0.0 (514)
For FAIL-SAFE designed structural parts :1 The mounting principle is parallel mounting.2 No routine check is necessary.3 The member is removed at the end of the calculated life cycle.4 Certain components may not be accessible.5 The principle is the redundancy of components6 The failure of a member causes the loads to be shared between the other system components.The combination regrouping all the correct statements is :
a) 1,5,6
b) 2,3,4
c) 1,3,4
d) 2,5,6

21.1.1.0 (515)
DURALUMIN alloys :1 have an aluminium-copper base.2 have an aluminium-magnesium base.3 are easy to weld.4 are difficult to weld.5 have a good thermal conductivity.6 have a poor air corrosion resistanceThe combination regrouping all the correct statements is :
a) 1,4,5
b) 2,4,5
c) 1,3,6
d) 2,3,6

21.1.1.0 (516)
Among the different types of aircraft structures, the shell structures efficiently transmit the:1. normal bending stresses2. tangent bending stresses3. torsional moment4. shear stressesThe combination regrouping all the correct statements is :
a) 1, 2, 3
b) 2, 3, 4
c) 1, 2, 4
d) 1, 3, 4

21.1.1.0 (517)
'Fail safe construction' is :
a) A type of construction in which the load is carried by other components if a part of the structure fails.
b) A simple and cheap type of construction.
c) A type of construction for small aircraft only.
d) A construction which is suitable for aerobatic flight.

21.1.1.0 (518)
The fuselage of an aircraft consists, among others, of stringers whose purpose is to:
a) assist the skin in absorbing the longitudinal traction-compression stresses.
b) withstand the shear stresses.
c) provide sound and thermal isolation.
d) integrate the strains due to pressurization to which the skin is subjected and convert them into a tensile stress.

21.1.1.0 (519)
The reason for the fact that an aeroplane designed for long distances cannot simply be used for short haul flights at higher frequencies is that
a) the lifetime of the fatigue sensitive parts has been based on a determined load spectrum
b) the procedures and checklists for this kind of aeroplanes will take too much time
c) these aeroplanes often consume too much fuel on short haul flights.
d) in that case some fuel tanks remain empty during the whole flight, which stresses the aeroplane's structure in an unacceptable way

21.1.3.0 (520)
The wing of an aircraft in flight, powered by engines located under the wing, is subjected to a bending moment which causes its leading edge, from the wing root to the wing tip, to operate in:
a) compression, then in tension.
b) tension, then in compression.
c) tension.
d) compression.

21.1.3.0 (521)
In flight the wing of an aircraft containing fuel is subjected to vertical loads that produce a bending moment which is:
a) highest at the wing root
b) equal to the zero -fuel weight multiplied by the span
c) equal to half the weight of the aircraft multiplied by the semi span
d) lowest at the wing root

21.1.3.0 (522)
The Maximum Zero Fuel Mass:1 Is a limitation set by regulation.2 Is designed for a maximum load factor.3 Is due to the maximum bending moment at wing root.4 Requires to empty external tanks first.5 Requires to empty internal tanks first.The correct combination of true statements is :
a) 1,2,3
b) 2,5

c) 2,4
d) 1,3,5

21.1.3.0 (523)
On a non-stressed skin type wing, the wing structure elements which take up the vertical bending moments Mx are:
a) the spars.
b) the ribs.
c) the webs.
d) the skin.

21.1.4.0 (524)
The advantage of mounting the tailplane on top of the vertical stabilizer is :
a) to withdraw it from the influence of wing turbulence
b) to a have greater effectiveness at high speed
c) that it does not require a de-icing system
d) to decrease fuel consumption by creating a tail heavy situation

21.1.5.0 (525)
A torsion link assembly is installed on the landing gear to :
a) avoid rotation of the piston rod relative to the gear oleo strut.
b) absorb the spring tension.
c) control the wheels.
d) lock the landing gear.

21.1.5.0 (526)
In a commercial transport aircraft the landing gear operating system is usually:
a) Hydraulically driven.
b) Mechanically driven.
c) Pneumatically driven.
d) Electrically driven.

21.1.5.0 (527)
Generally, on modern jet transport aircraft, how can the landing gear be extended if there is a complete hydraulic system failure.
a) Mechanically
b) Electrically.
c) Pneumatically.
d) By hydraulic accumulators.

21.1.5.0 (528)
If the profile grooves or the tread of a new aircraft tyre are worn, the tyre can be:
a) Repaired several times.
b) repaired once.
c) Never repaired.
d) Used on the nose wheel only.

21.1.5.0 (529)
The operating principle of an anti skid system is as follows : the brake pressure will be :
a) Decreased on the slower turning wheels.
b) Increased on the faster turning wheels.
c) Decreased on the faster turning wheels.
d) Increased on the slower turning wheels.

21.1.5.0 (530)
The type of brake unit found on most transport aeroplanes is a:
a) Multiple disk brake.
b) Drum type brake.
c) Single disk brake.
d) Belt brake.

21.1.5.0 (531)
The reason for fitting thermal plugs to aircraft wheels is that they :
a) release air from the tyre in case of overheating.
b) prevent the brakes from overheating.
c) prevent heat transfer from the brake disks to the tyres.
d) release air from the tyre in case of overpressure.

21.1.5.0 (532)
Thermal plugs are installed in:
a) wheel rims.
b) fire warning systems.
c) cabin windows.
d) cargo compartments.

21.1.5.0 (533)
When a landing gear wheel is hydroplaning, its friction factor is equal to:
a) 0
b) 1
c) 0.1
d) 0.5

21.1.5.0 (534)
Shimmy occurs on the nosewheel landing gear during taxiing when:1. the wheels tend to describe a sinusoidal motion on the ground2. the wheels no longer respond to the pilot's actionsThis effect is overcome by means of:3. the torque link4. an accumulator associated with the steering cylinderThe combination of correct statements is:
a) 1, 3.
b) 1, 4.
c) 2, 4.
d) 2, 3.

21.1.5.0 (535)
The illumination of the green landing gear light indicates that the landing gear is :
a) locked-down.
b) in the required position.
c) locked-down and its door is locked.
d) not in the required position.

010°14'E).
a) MÜNCHEN INFORMATION 126.95 MHz
b) MÜNCHEN INFORMATION 120.65 MHz
c) FRANKFURT INFORMATION 128.95 MHz
d) MEMMINGEN INFORMATION 122.1 MHz

33.1.4.1 (2176)
(For this question use annex 033-9726A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6)Give the frequency of STUTTGART ATIS.
a) 126.125 MHz
b) 135.775 MHz
c) 112.250 MHZ
d) 126.125 kHz

33.1.4.1 (2177)
((For this question use annex 033-9727A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6)Give the frequency of ZÜRICH VOLMET.
a) 127.20 MHz
b) 127.20 kHz
c) 128.525 MHz
d) 118.10 MHz

33.1.4.2 (2178)
(For this question use annex 033-9728A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6)Which navigation aid is located in position 48°55'N, 009°20'E ?
a) VOR/DME
b) NDB
c) TACAN
d) VOR

33.1.4.2 (2179)
(For this question use annex 033-9729A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6)Which navigation aid is located in position 48°23'N, 008°39'E?
a) VOR
b) NDB
c) VOR/DME
d) VORTAC

33.1.4.2 (2180)
(For this question use annex 033-9730A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6)Which navigation aid is located in position 48°30'N, 007°34'E?
a) VOR/DME
b) NDB
c) VOR
d) TACAN

33.2.1.1 (2181)
A repetitive flight plan (RPL) is filed for a scheduled flight: Paris-Orly to Angouleme, Paris Orly as alternate. Following heavy snow falls, Angouleme airport will be closed at the expected time of arrival. The airline decides before departure to plan a re-routing of thatflight to Limoges.
a) The RPL must be cancelled for that day and a specific flight plan has to be filed.
b) The airline's ""Operations "" Department has to tansmit a change in the RPL at the ATC office, at least half an hour before the planned time of departure.
c) It is not possible to plan another destination and the fIight has to be simply cancelled that day (scheduled flight and not chartered).
d) The pilot-in-command must advise ATC of his intention to divert to Limoges at least 15 minutes before the planned time of arrival.

33.2.1.1 (2182)
A ""current flight plan"" is a :
a) filed flight plan with amendments and clearance included.
b) filed flight plan.
c) flight plan with the correct time of departure.
d) flight plan in the course of which radio communication should be practised between aeroplane and ATC.

33.2.1.1 (2183)
Which of the following statements regarding filing a flight plan is correct?
a) In case of flow control the flight plan should be filed at least three hours in advance of the time of departure.
b) Any flight plan should be filed at least 10 minutes before departure.
c) A flight plan should be filed when a national FIR boundary will be crossed.
d) A flying college can file repetitive flight plan for VFR flights.

33.2.1.1 (2184)
In an ATS flight plan, Item 15 (route), a cruising pressure altitude of 32000 feet would be entered as :
a) F320
b) FL320
c) S3200
d) 32000

33.2.1.1 (2185)
When an ATS flight plan is submitted for a flight outside designated ATS routes, points included in Item 15 (route) should not normally be at intervals of more than :
a) 30 minutes flying time or 370 km
b) 20 minutes flying time or 150 km
c) 15 minutes flying time or 100 km
d) 1 hour flying time or 500 km

33.2.1.1 (2186)
In the ATS flight plan Item 15, a cruising speed of 470 knots will be entered as :
a) N0470
b) KN470

c) 0470K
d) N470

33.2.1.1 (2187)
In the ATS flight plan Item 13, in a flight plan submitted before departure, the departure time entered is the :
a) estimated off-block time
b) estimated time over the first point en route
c) estimated take-off time
d) allocated slot time

33.2.1.1 (2188)
In the ATS flight plan Item 15 (Cruising speed), when not expressed as a Mach number, cruising speed is expressed as :
a) TAS
b) IAS
c) CAS
d) Groundspeed

33.2.1.1 (2189)
For a repetitive flight plan (RPL) to be used, flights must take place on a regular basis on at least :
a) 10 occasions
b) 20 occasions
c) 30 occasions
d) 50 occasions

33.2.1.1 (2190)
In the ATS flight plan Item 10 (equipment), the letter to indicate the carriage of a serviceable transponder - mode A (4 digits-4096 codes) and mode C, is :
a) C
b) B
c) A
d) P

33.2.1.1 (2191)
(For this question use annex 033-11261A)Prior to an IFR flight, when filling in the ICAO flight plan, the time information which should be entered in box 13: ""Time"" is:
a) estimated off-block time.
b) planned take-off time.
c) planned engine start time.
d) the time of flight plan filing.

33.2.1.1 (2192)
(For this question use annex 033-11262A)Prior to an IFR flight, when filling in the ICAO flight plan, the time information which should be entered in box 16: ""Total estimated time"" is the time elapsed from:
a) take-off until reaching the IAF (Initial Approach Fix) of the destination aerodrome.
b) taxi-out prior to take-off until taxiing completion after landing.
c) take-off until landing.
d) taxiing until the IAF (Initial Approach Fix) of the destination aerodrome.

33.2.1.1 (2193)
(For this question use annex 033-12275A)In the ATS flight plan Item 10, ""standard equipment"" is considered to be :
a) VHF RTF, ADF, VOR and ILS
b) VHF RTF, ADF, VOR and transponder
c) VHF RTF, VOR, ILS and transponder
d) VHF RTF, VOR, ILS and transponder

33.2.1.1 (2194)
(For this question use annex 033-12276A)In the ATS flight plan Item 15, for a flight along a designated route, where the departure aerodrome is not on or connected to that route :
a) the letters ""DCT"" should be entered, followed by the point of joining the ATS route
b) it is necessary only to give the first reporting point on that route
c) the words ""as cleared"" should be entered
d) it is not necessary to indicate the point of joining that route as it will be obvious to the ATS unit.

33.2.1.1 (2195)
(For this question use annex 033-12277A)In the event that SELCAL, is prescribed by an appropriate authority, in which section of the ATS flight plan will the SELCAL code be entered ?
a) OTHER INFORMATION
b) EQUIPMENT
c) ROUTE
d) AIRCRAFT IDENTIFICATION

33.2.1.1 (2196)
An aircraft has a maximum certificated take-off mass of 137000 kg but is operating at take-off mass 135000 kg. In Item 9 of the ATS flight plan its wake turbulence category is :
a) heavy ""H""
b) heavy/medium ""H/M""
c) medium ""M""
d) medium plus ""M+""

33.2.1.1 (2197)
For the purposes of Item 9 (Wake turbulence category) of the ATS flight plan, an aircraft with a maximum certificated take-off mass of 62000 kg is :
a) medium ""M""
b) heavy ""H""
c) light ""L""
d) unclassified ""U""

33.2.1.1 (2198)
(For this question use annex 033-12280A)When completing Item 9 of the ATS flight plan, if there is no appropriate aircraft designator, the following should be

entered :
a) ""ZZZZ"" followed by an entry in Item 18
b) ""XXXX"" followed by an entry in Item 18
c) the most descriptive abbreviation
d) ""NONE""

33.2.1.1 (2199)
(For this question use annex 033-12281A)Item 9 of the ATS flight plan includes ""NUMBER AND TYPE OF AIRCRAFT"". In this case ""NUMBER"" means :
a) the number of aircraft flying in a group
b) the registration number of the aircraft
c) the number of aircraft which will separately be using a repetitive flight plan (RPL)
d) the ICAO type designator number as set out in ICAO Doc 8643

33.2.1.1 (2200)
When completing an ATS flight plan, an elapsed time (Item 16) of 1 hour 55 minutes should be entered as :
a) 155
b) 1H55
c) 115M
d) 115

33.2.1.1 (2201)
When completing an ATS flight plan for a European destination, clock times are to be expressed in :
a) UTC
b) Local mean time
c) local standard time
d) Central European Time

33.2.1.1 (2202)
In the ATS flight plan, for a non-scheduled flight which of the following letters should be entered in Item 8 (Type of Flight) :
a) N
b) N/S
c) G
d) X

33.2.1.1 (2203)
(For this question use annex 033-12285A)In the ATS flight plan item 7, for a radio equipped aircraft, the identifier must always :
a) be the RTF callsign to be used
b) include the aircraft registration marking
c) include the operating agency designator
d) include an indication of the aircraft type

33.2.1.1 (2204)
In the ATS flight plan item 15, it is necessary to enter any point at which a change of cruising speed takes place. For this purpose a ""change of speed"" is defined as :
a) 5% TAS or 0.01 Mach or more
b) 10 % TAS or 0.05 Mach or more
c) 20 km per hour or 0.1 Mach or more
d) 20 knots or 0.05 Mach or more

33.2.1.1 (2205)
In the ATS flight plan item 15, when entering a route for which standard departure (SID) and standard arrival (STAR) procedures exist :
a) both should be entered in the ATS plan where appropriate
b) SIDs should be entered but not STARs
c) STARS should be entered but not SIDs
d) neither SID nor STAR should be entered

33.2.1.1 (2206)
(For this question use annex 033-12289A)In the ATS flight plan Item 19, emergency and survival equipment carried on the flight should be indicated by :
a) crossing out the box relevant to any equipment not carried
b) circling the relevant box
c) placing a tick in the relevant box
d) listing the items carried on the ""REMARKS"" line

33.2.1.1 (2207)
When completing an ATS flight plan for a flight commencing under IFR but possibly changing to VFR, the letters entered in Item 8 (FLIGHT RULES) would be :
a) Y
b) N/S
c) G
d) X

33.2.1.1 (2208)
In the ATS flight plan Item 19, if the number of passengers to be carried is not known when the plan is ready for filing :
a) ""TBN"" (to be notified) may be entered in the relevant box
b) the plan should be filed with the relevant box blank
c) an estimate may be entered but that number may not subsequently be exceeded
d) the plan may not be filed until the information is available

33.2.1.1 (2209)
In an ATS flight plan Item 15, in order to define a position as a bearing and distance from a VOR, the group of figures should consist of :
a) VOR ident, magnetic bearing and distance in nautical miles
b) VOR ident, true bearing and distance in kilometres
c) VOR ident, magnetic bearing and distance in kilometres
d) full name of VOR, true bearing and distance in kilometres

33.2.1.1 (2210)
An aircraft plans to depart London at 1000 UTC and arrive at Munich (EDDM) at 1215 UTC. In the ATS flight plan Item 16 (destination/EET) should be entered with :
a) EDDM 0215
b) EDDM 1415
c) EDDM 1215
d) EDDM 2H15

33.2.1.1 (2211)
In an ATS flight plan Item 15 (route), in terms of latitude and longitude, a significant point at 41°35' north 4°15' east should be entered as :
a) 4135N00415E
b) 41°35' N 04° 15'E
c) N04135E0415
d) N4135 E00415

33.2.2.0 (2212)
An aeroplane is flying from an airport to another.In cruise, the calibrated airspeed is I50 kt, true airspeed 180 kt, average groundspeed 210 kt, the speed box on the filed flight plan shall be filled as follows:
a) N0180
b) K0210
c) K0180
d) K0150

33.2.2.0 (2213)
On a flight plan you are required to indicate in the box marked ""speed"" the planned speed for the first part of the cruise or for the entire cruise.This speed is:
a) The true airspeed
b) The equivalent airspeed
c) The indicated airspeed
d) The estimated ground speed

33.2.2.0 (2214)
In the appropriate box of a flight plan form, concerning equipment, the letter to be used to indicate that the aircraft is equipped with a mode A 4096 codes transponder with altitude reporting capability is :
a) C
b) P
c) S
d) A

33.2.2.0 (2215)
In the appropriate box of a flight plan form, corresponding to the estimated time of departure, the time indicated is that at which the aircraft intends to :
a) go off blocks
b) take-off
c) start-up
d) pass the departure beacon

33.2.2.0 (2216)
When a pilot fills in a flight plan, he must indicate the wake turbulence category. This category is a function of which mass?
a) maximum certified take-off mass
b) estimated take-off mass
c) maximum certified landing mass
d) actual take-off mass

33.2.2.0 (2217)
If your destination airport has no ICAO indicator, in the appropriate box of your flight plan, you write:
a) ZZZZ
b) AAAA
c) XXXX
d) ////

33.2.2.0 (2218)
The cruising speed to write in the appropriate box of a flight plan is:
a) true air speed
b) indicated air speed
c) ground speed
d) calibrated air speed

33.2.2.0 (2219)
In the appropriate box of a flight plan, for endurance, one must indicate the time corresponding to:
a) the total usable fuel on board
b) the required fuel for the flight
c) the required fuel for the flight plus the alternate and 45 minutes
d) the total usable fuel on board minus reserve fuel

33.2.2.0 (2220)
The maximum permissible take-off mass of an aircraft for the L wake turbulence category on a flight plan is:
a) 7 000 kg
b) 2 700 kg
c) 5 700 kg
d) 10 000 kg

33.2.2.1 (2221)
Given: Maximum allowable take-off mass 64 400 kg, maximum landing mass 56200 kg, maximum zero fuel mass 53 000 kg, dry operating mass 35 500 kg, estimated load 14 500 kg, estimated trip fuel 4 900 kg, minimum take-off fuel 7 400 kg.Find: maximum additional load
a) 3 000 kg
b) 4 000 kg
c) 7 000 kg
d) 5 600 kg

33.2.2.1 (2222)
The navigation plan reads:Trip fuel: 100 kgFlight time: 1h35minTaxi fuel: 3 kgBlock fuel: 181 kgThe endurance on the ICAO flight plan should read:
a) 2h 49min
b) 1h 35min
c) 2h 04min
d) 2h 52min

33.2.2.1 (2223)
The navigation plan reads:Trip fuel: 136 kgFlight time: 2h45minCalculated reserve

c) WIL R018 outbound to EKRON int
d) HOC R067 via GOLKE to EKRON int

33.4.2.5 (2352)
(For this question use annex 033- 11041A or Route Manual SID chart for MUNICH(10-3C,10-3D))Which is the correct departure via KEMPTEN from runway 26L ?
a) KEMPTEN FIVE SIERRA
b) KEMPTEN THREE ECHO
c) KEMPTEN THREE QUEBEC
d) KEMPTEN THREE NOVEMBER

33.4.2.5 (2353)
(For this question use annex 033- 11042A or Route Manual STAR chart for LONDON HEATHROW (10-2D))The minimum holding altitude (MHA) and maximum holding speed (IAS) at MHA at OCKHAM OCK 115.3 are:
a) 7000 ft and 220kt
b) 9000ft and 220kt
c) 7000ft and 250kt
d) 9000ft and 250kt

33.4.2.5 (2354)
(For this question use annex 033- 11043A or Route Manual STAR charts for PARIS CHARLES DE GAULLE (20-2))The route distance from CHIEVRES (CIV) to BOURSONNE (BSN) is :
a) 96 NM
b) 83 NM
c) 88 NM
d) 73 NM

33.4.2.5 (2355)
(For this question use annex 033- 11044A or Route Manual SID chart for LONDON HEATHROW (10-3))Which of the following is a correct Minimum Safe Altitude (MSA) for the Airport?
a) West sector 2100 ft within 25 NM
b) West sector 2300 ft within 25 NM
c) East sector 2100 ft within 50 NM
d) East sector 2300 ft within 50 NM

33.4.2.5 (2356)
(For this question use annex 033- 11045A or Route Manual STAR chart for MADRID BARAJAS (10-2A,B))For runway 33 arrivals from the east and south, the Initial Approach Fix (IAF) inbound from airway UR10 is :
a) VTB
b) CJN
c) CENTA
d) MOTIL

33.4.2.5 (2357)
(For this question use annex 033- 11046A or Route Manual SID charts for ZURICH (10-3))Which is the correct ALBIX departure via AARAU for runway 16?
a) ALBIX 7S
b) ALBIX 7A
c) ALBIX 6H
d) ALBIX 6E

33.4.2.5 (2358)
(For this question use annex 033- 11047A or Route Manual SID chart for AMSTERDAM SCHIPHOL (10-3B))The route distance from runway 27 to ARNEM is:
a) 67 NM
b) 35 NM
c) 59 NM
d) 52 NM

33.4.2.5 (2359)
(For this question use annex 033- 11048A or Route Manual SID chart for AMSTERDAM SCHIPHOL (10-3))Which of the following statements is correct for ANDIK departures from runway 19L?
a) Contact SCHIPOL DEPARTURE 119.05 passing 2000 ft and report altitude
b) Cross ANDIK below FL60
c) The distance to ANDIK is 25 NM
d) Maximum IAS 250kt turning left at SPL 3.1 DME

33.4.2.5 (2360)
(For this question use annex 033- 11049A or Route Manual STAR charts for MUNICH (10-2A,B))The correct arrival route and Initial Approach Fix (IAF) for an arrival from the west via TANGO for runway 08 L/R is:
a) AALEN 1T, IAF ROKIL
b) AALEN 1T, IAF MBG
c) NDG 1T, IAF ROKIL
d) DKB 1T, IAF ROKIL

33.4.3.1 (2361)
From which of the following would you expect to find information regarding known short unserviceability of VOR, TACAN, and NDB ?
a) NOTAM
b) AIP (Air Information Publication)
c) SIGMET
d) ATCC broadcasts

33.4.3.1 (2362)
From which of the following would you expect to find the dates and times when temporary danger areas are active
a) NOTAM and AIP (Air Information Publication)
b) Only AIP (Air Information Publication)
c) SIGMET
d) RAD/NAV charts

33.4.3.1 (2363)
From which of the following would you expect to find details of the Search and Rescue organisation and procedures (SAR) ?
a) AIP (Air Information Publication)

c) 170 200 kg
d) 174 800 kg

33.6.1.5 (2506)
(For this question use annex 033-11253A, 033-11253B, and 033-11253C)Knowing that:. Mass at brake release: 210 000 kg. Selected cruise speed: 0.82 Mach. Flight leg distance: 3 000 NM. Cruise level: optimum. Air conditioning: standard. Anti-icing: OFF. Temperature: ISA. CG: 37Assuming zero wind, the planned landing mass at destination will be:
a) 172 300 kg
b) 170 400 kg
c) 171 300 kg
d) 176 100 kg

33.6.1.5 (2507)
(For this question use annex 033-11259A and 033-11259B)The flight crew of a turbojet aeroplane prepares a flight using the following data:- Flight leg air distance: 2 700 NM- Flight level FL 310, true airspeed: 470 kt- Tailwind component at this level: 35 kt- Initially planned take-off mass (without extra fuel on board): 180 000 kg- Fuel price: 0.28 Euro/l at departure, 0.26 Euro/l at destinationTo maximize savings, the commander chooses to carry extra fuel in addition to that which is necessary.The optimum quantity of fuel which should be carried in addition to the prescribed quantity is:
a) The fuel transport operation is not recommended in this case
b) 4 000 kg
c) 6 000 kg
d) 10 000 kg

33.6.1.5 (2508)
(For this question use annex 033-11260A and 033-11260B)The flight crew of a turbojet aeroplane prepares a flight using the following data:- Flight leg air distance: 2 700 NM- Flight level FL 310, true airspeed: 470 kt- Tailwind component at this level: 35 kt- Initially planned take-off mass (without extra fuel on board): 195 000 kg- Fuel price: 0.28 Euro/l at departure, 0.26 Euro/l at destinationTo maximize savings, the commander chooses to carry extra fuel in addition to that which is necessary.The optimum quantity of fuel which should be carried in addition to the prescribed quantity is:
a) The fuel transport operation is not recommended in this case
b) 5 000 kg
c) 8 000 kg
d) 10 000 kg

33.6.1.5 (2509)
(For this question use annex 033-11270A)A turbojet aeroplane flies using the following data:. flight level: FL 330, flight regime: ""Long Range"" (LR), mass: 156 500 kg. tailwind component at this level: 40 ktWith a remaining flight time of 1 h 10 min the ground distance that can be covered by the aeroplane at cruising speed is:
a) 539 NM
b) 493 NM
c) 471 NM
d) 518 NM

33.6.1.5 (2510)
(For this question use annex 033-11271A)The flight crew of a turbojet aeroplane prepares a flight using the following data:. Take-off mass: 210 500 kg. Flight leg ground distance: 2 500 NM. Flight level FL 330, ""Long Range"" flight regime . Tailwind component at this level: 70 kt. Total anti-ice set on ""ON"". Fixed taxi fuel: 500 kg, final reserve: 2 400 kg. Ignore alternate fuel.The effects of climb and descent are not corrected for consumption.The quantity of fuel that must be loaded at the parking area is:
a) 31 840 kg
b) 31 340 kg
c) 30 200 kg
d) 39 750 kg

33.6.1.6 (2511)
Find the distance to the POINT OF SAFE RETURN (PSR). Given: maximum useable fuel 15000 kg, minimum reserve fuel 3500 kg, Outbound: TAS 425 kt, head wind component 30 kt, fuel flow 2150 kg/h, Return: TAS 430 kt, tailwind component 20 kt, fuel flow 2150 kg/h
a) 1125 NM
b) 1143 NM
c) 1463 NM
d) 1491 NM

33.6.1.7 (2512)
On an ATC flight plan, an aircraft indicated as ""H"" for ""Heavy""
a) is of the highest wake turbulence category
b) has a certified landing mass greater than or equal to 136 000 kg
c) has a certified take-off mass greater than or equal to 140 000 kg
d) requires a runway length of at least 2 000m at maximum certified take-off mass

33.6.1.7 (2513)
On a VFR flight plan, the total estimated time is:
a) the estimated time from take-off to overhead the destination airport
b) the estimated time from take-off to overhead the destination airport, plus 15 minutes
c) the estimated time from take-off to landing at the alternate airport
d) the estimated time from engine start to landing at the destination airport

33.6.1.7 (2514)
On an ATC flight plan, the letter ""Y"" is used to indicate that the flight is carried out under the following flight rules.
a) IFR followed by VFR
b) VFR followed by IFR
c) IFR
d) VFR

33.6.1.7 (2515)
On an ATC flight plan, to indicate that you will overfly the way-point TANGO at 350 kts at flight level 280, you write:
a) TANGO / N0350 F280
b) TANGO / K0350 FL280

c) TANGO / FL280 N0350
d) TANGO / KT350 F280

33.6.1.7 (2516)
On a ATC flight plan, to indicate that you will overfly the way-point ROMEO at 120 kt at flight level 085, you will write :
a) ROMEO / N0120 F085
b) ROMEO / K0120 FL085
c) ROMEO / FL085 N0120
d) ROMEO / F085 N0120

33.7.1.1 (2517)
To carry out a VFR flight to an off-shore platform, the minimum fuel quantity on board is:
a) identical to that defined for VFR flights over land
b) at least equal to that defined for IFR flights
c) that defined for VFR flights over land increased by 5 %
d) that defined for VFR flights over land increased by 10 %

33.7.1.1 (2518)
For a flight to an off-shore platform, an alternate aerodrome is compulsory, except if :1 - flight duration does not exceed two hours2 - during the period from two hours before to two hours after the estimated landing time, the forecast conditions of ceiling and visibility are not less than one and a half times the applicable minima3 - the platform is available and no other flight either from or to the platform is expected between the estimated time of departure and one half hour after the estimated landing timeThe combination which regroups all of the correct statements is :
a) 2001-02-03
b) 02-Jan
c) 1 - 3
d) 2 - 3

33.7.1.2 (2519)
A helicopter is on a 150 NM leg to an off-shore oil rig. Its TAS is 130 kt with a 20 kt tailwind, its endurance is 3h30min without reserve. Upon reaching destination, it is asked to proceed outbound to locate a ship in distress, on a track which gives a 15 kt tailwind. Maintaining zero reserve on return to the oil rig, the helicopter can fly outbound for distance of:
a) 160.3 NM
b) 224.5 NM
c) 158.6 NM
d) 222.1 NM

40.1.1.1 (2520)
Concerning the relation between performance and stress, which of the following statement(s) is (are) correct?
a) A moderate level of stress may improve performance.
b) A student will learn faster and better under severe stress.
c) Domestic stress will not affect the pilot's performance because he is able to leave this type of stress on the ground.
d) A well trained pilot is able to eleminate any kind of stress completely when he is scheduled to fly.

40.1.1.1 (2521)
Stress is a frequent aspect of the pilot's job. Under which of the following circumstances does it occur?1. Stress occurs whenever the pilot must revise his plan of action and does not immediately have a solution2. Stress occurs with unexperienced pilots when the situational demands exceed their individual capabilities3. Stress occurs if a pilot is convinced that he will not be able to find a solution for the problem he just is confronted with
a) 1, 2 and 3 are correct
b) Only 1 is false
c) 1 and 2 are correct, 3 is false
d) 1 is correct, 2 and 3 are false

40.1.1.1 (2522)
Divided attention is the ability :1. to execute several mental activities at almost the same time (i.e. when switching attention from outside the aircraft to the airspeed indicator on the instrument panel)2. to monitor the progress of a motor programme (i.e. flying or taxiing the airplane) on a relatively subconscious level, while making a radio call at the same time (requiring a rather conscious level)3 .to select information and check if it is relevant to the task in hand. At the same time no other operation can be performed.4. to delegate tasks to the copilot while concentrating on the procedures
a) 1 and 2 are correct, 3 and 4 are false
b) 1,2 and 3 are correct, 4 is false
c) 1 and 3 are correct, 2 and 4 are false
d) Only 3 is false

40.1.1.1 (2523)
The physiology of stress is now well known:
a) stress promotes an increase in physical strength rather than promoting mental oerformance
b) the only stress hormone is adrenaline
c) stress develops in 2 stages: sublimation of performance and then acceleration of heart rate and increase in vision
d) stress slows down the production of sugar by the organism and thereby slows down the heart rate

40.1.1.1 (2524)
An overstressed pilot may show the following symptoms:1. mental blocks, confusion and channelized attention2. resignation, frustration, rage3. deterioration in motor coordination4. high pitch voice and fast speaking
a) 1, 2, 3 and 4 are correct
b) 1, 2 and 3 are correct, 4 is false
c) 1 and 2 are correct, 3 and 4 are false
d) 1and 3 are correct, 2 and 4 are false

40.1.1.2 (2525)
In the initial phase of flight training the relationship between confidence and expertise can be described as:

a) the pilot is competent enough to fly the aircraft at this stage, but does neither have a great deal of confidence in his/her abilities nor in the whole system
b) the pilot is sufficiently competent to fly and knows at this stage what he can and cannot do
c) during this learning stage, the pilot is very near to achieving full potential knowledge of the machine
d) the pilot has a sphere of expertise wich is reduced to daily use of his skills

40.1.1.2 (2526)
A pilot is skilled when he :-1 : trains or practises regularly-2 : knows how to manage himself/herself-3 : possesses all the knowledge associated with his aircraft-4 : knows how to keep resources in reserve for coping with the unexpected
a) 1,2,4
b) 1,2,3,4
c) 1,2
d) 2, 3,4

40.1.2.0 (2527)
The rate of accidents in commercial aviation (excluding sabotage and acts of terrorism) :
a) is approximatively 1 accident per million airport movements
b) has improved considerably over the last fifteen years
c) is a long way short of the safety level of road transport
d) represents about fifty accidents around the world every year

40.1.2.0 (2528)
As a cause of accidents, the human factor
a) is cited in approximately 70 - 80 % of aviation accidents
b) has increased considerably since 1980 - the percentage of accident in which this factor has been involved has more than tripled since this date
c) which is cited in current statistics, applies to the flight crew and ATC only
d) plays a negligible role in commercial aviation accidents. It is much more important in general aviation

40.1.2.0 (2529)
What airplane equipment marked a subtantial decrease in hull loss rates in the eighties?
a) GPWS
b) DME
c) SSR
d) TCAS

40.1.2.0 (2530)
In civil air transport, linear accelerations (Gx):- 1 : do not exist- 2 : have slight physiological consequences- 3 : may, in the case of pull-out, lead to loss of consciousness- 4 : cause sensory illusions on the pitch axis
a) 2,4
b) 1
c) 3,4
d) 3

40.1.3.0 (2531)
Thinking on human reliability is changing.
a) Human errors are now considered as being inherent to the cognitive function of human and are generally inescapable
b) Human errors can be avoided. All it takes is to be vigilant and to extend one's knowledge
c) The individual view of safety has gradually replaced the systemic view of safety
d) It is thought that it will be possible to eliminate errors in the near future

40.1.3.0 (2532)
Between which components is an interface mismatch causing an error of interpretation by using an old three-point altimeter?
a) Liveware - Hardware
b) Liveware - Software
c) Liveware - Environment
d) Liveware - Liveware

40.1.3.0 (2533)
Between which components is an interface mismatch responsible for deficiencies in conceptual aspects of warning systems?
a) Liveware - Software
b) Liveware - Hardware
c) Liveware - Environment
d) Liveware - Liveware

40.1.3.0 (2534)
Between which components is an interface mismatch causing disturbance of the biological rhythm, thus leading to reduced human peformance?
a) Liveware - Environment
b) Liveware - Hardware
c) Liveware - Software
d) Liveware - Liveware

40.1.3.0 (2535)
The errors resulting from an irrational indexing system in an operations manual are related to an interface mismatch between
a) Liveware - Software
b) Liveware - Hardware
c) Liveware - Environment
d) Liveware - Liveware

40.2.1.0 (2536)
Man possesses a system for maintaining his internal equilibrium in the face of variations brought about by external stimulations.This internal equilibrium is called :
a) Homeostasis
b) Heterostasis
c) Isothermy
d) Metastasis

40.2.1.1 (2537)
The earth's atmosphere consists of different gases in various concentration. Match

the following:1 nitrogen A 0,03%2 oxygen B 0,92%3 carbon dioxide C 20.95%4 rare gas D 78,10%
a) 1D, 2C, 3A, 4B
b) 1B, 2A, 3D, 4C
c) 1C, 2B, 3A, 4D
d) 1D, 2C, 3B, 4A

40.2.1.1 (2538)
Gases of physiological importance to man are:
a) oxygen and carbon dioxide
b) nitrogen and carbon dioxide
c) oxygen and carbon monoxide
d) oxygen, nitrogen and water vapor

40.2.1.1 (2539)
The volume percentage of oxygen in the atmosphere is 21% which
a) is constant for all altitudes conventional airplanes can reach
b) decreases with increasing altitude
c) increases with increasing altitude
d) is dependent on the present air pressure

40.2.1.1 (2540)
The following applies for the physical properties of gases:
a) at sea-level a gas has 1/3 of the volume it would have at 27000 ft
b) at an altitude of 18 000 ft a gas volume is three times as large as it would be at sea-level
c) a water vapor saturated gas at 34 000 ft has 6 times its volume as it would have at sea-level
d) at an altitute of 63 000 ft water will boil at temperature of 65°C

40.2.1.1 (2541)
The percentage of oxygen in the air at an altitude of approximately 34 000 ft is :
a) 21%
b) 5%
c) 10,50%
d) 42%

40.2.1.1 (2542)
The atmospheric gas pressure
a) drops faster at lower altitudes in comparison to the same altitude changes at higher altitudes
b) rises with altitude
c) decreases linear with altitude
d) decreases slower at lower altitudes compared with higher levels and equivalent altitude changes

40.2.1.1 (2543)
A certain amount of water vapor saturated air (i.e. intestinal gases) is transported from sea-level up to 34 000 ft. In the same amount of dry air, the volume of this gas is :
a) larger
b) smaller
c) constant
d) first larger, then smaller

40.2.1.1 (2544)
You can survive at any altitude, provided that
a) enough oxygen, pressure and heat is available
b) 21% oxygen is available in the air you breath in
c) pressure respiration is guaranteed for that altitude
d) the temperature in the cabin does not drop below 10"" C

40.2.1.1 (2545)
Fatigue and permanent concentration
a) lower the tolerance to hypoxia
b) increase the tolerance to hypoxia
c) do not affect hypoxia at all
d) will increase the tolerance to hypoxia when flying below 15 000 feet

40.2.1.1 (2546)
The atmosphere contains the following gases:
a) 78% nitrogen, 21% oxygen, 0,03% carbon dioxide, rest: rare gases
b) 78% nitrogen, 21% oxygen, 1% carbon monoxide, rest: rare gases
c) 78% helium, 21% oxygen, 1% carbon monoxide, rest: rare gases
d) 78% helium, 21% oxygen, 0,03% carbon dioxide, rest: rare gases

40.2.1.1 (2547)
An increase in the amount of carbon dioxide in the blood leads to:
a) shortness of breath
b) a decrease of acidity in the blood
c) a reduction of red blood cells
d) an improving resistance to hypoxia

40.2.1.1 (2548)
The total pressure of a mixture of gases is equal to the sum of the partial pressures of the gases which compose the mixture corresponds to:
a) Dalton´s law
b) Graham´s law
c) Henry`s law
d) Boyle Mariotte´s law

40.2.1.1 (2549)
The chemical composition of the earth´s atmosphere (I C A O standard atmosphere) is
a) 78 % nitrogen, 21 % oxygen, 0,9 % argon, 0,03 % carbon dioxide
b) 78 % nitrogen, 21 % oxygen, 0,9 % carbon dioxide, 0,03 % argon
c) 78 % nitrogen, 28 % oxygen, 0,9 % carbon dioxide, 0,03 % argon
d) 71 % nitrogen, 28 % oxygen, 0,9 % argon, 0,03 % carbon dioxide

40.2.1.1 (2550)
According to the I.C.A.O. standard atmosphere, the temperature lapse rate of the troposphere is approximately

a) - 2 °C every 1000 feet
b) 10 °C every 100 feet
c) 2 °C every 1000 metres
d) constant in the troposphere

40.2.1.1 (2551)
The barometric pressure has dropped to 1/2 of the pressure at sea level at
a) 18 000 feet
b) 10 000 feet
c) 25 000 feet
d) 30 000 feet

40.2.1.1 (2552)
The atmospheric pressure at 18,000 feet altitude is half the atmospheric pressure at sea level.In accordance with this statement,
a) the partial oxygen pressure at that altitude will also drop to 1/2 of the pressure of oxygen at sea level
b) the oxygen saturation of the blood at that altitude will drop by 50 % too
c) the oxygen percentage of the air at that altitude will drop by one half also
d) the partial oxygen pressure at that altitude will be doubled

40.2.1.1 (2553)
The volume percentage of oxygen in the atmosphere at 30.000 feet remains at 21 %, but the partial pressure of oxygen :
a) decreases with decreasing barometric pressure
b) remains constant, independent from altitude
c) increases by expansion
d) decreases significantly with lower temperatures

40.2.1.1 (2554)
Which data compose the ICAO standard atmosphere ?1. Density2. Pressure3. Temperature4. Humidity
a) 1,2 ,3
b) 1, 2 ,4
c) 2,3 ,4
d) 3 , 4

40.2.1.1 (2555)
Boyle's law is directly applicable in case of:
a) the expansion of trapped gasses in the human body with increasing altitude
b) the occurance of decompression sickness at high altitude
c) the occurance of hypoxia with increasing altitude
d) hyperventilation with increasing altitude

40.2.1.1 (2556)
Dalton's law explains the occurance of :
a) altitude hypoxia
b) bends
c) decompression sickness
d) creeps

40.2.1.1 (2557)
Henry's Law explains the occurence of:
a) decompression sickness
b) diffusion
c) hyperventilation
d) hypoxia

40.2.1.1 (2558)
Oxygen, combined with hemoglobin in blood is transported by
a) red blood cells
b) platelets
c) blood plasma
d) white blood cells

40.2.1.2 (2559)
The respiratory process consists mainly of
a) the diffusion of oxygen through the respiratory membranes into the blood, transportation to the cells, diffusion into the cells and elimination of carbon dioxide from the body
b) the transportation of oxygen to the cell and the elimination of carbon monoxide
c) the transportation of oxygen to the cell and the elimination of nitrogen
d) the transportation of carbon dioxide to the cell and elimination of oxygen

40.2.1.2 (2560)
Inhaling carbon monoxide can be extremely dangerous during flying. Which of the following statement(s) is/are correct?
a) Carbon monoxide is odourless and cannot be smelled.
b) Carbon monoxide increases the oxygen saturation in the blood.
c) With increasing altitude the negative effects of carbon monoxide poisoning will be compensated.
d) Small amounts of carbon monoxide are harmless.

40.2.1.2 (2561)
Carbon monoxide poisoning
a) is more likely to occur in aeroplanes where the cabin heat is technically supplied by coating the exhaust
b) is more likely to occur in aeroplanes with twin-engines because of high engine efficiency
c) only occurs in jet-driven aeroplanes
d) occurs only above 15 degrees OAT

40.2.1.2 (2562)
In the following list you will find several symptoms listed for hypoxia and carbon monoxide poisoning. Please mark those referring to carbon monoxide poisoning.
a) Headache, increasing nausea, dizziness.
b) High levels of arousal, increased error proneness, lack of accuracy.
c) Euphoria, accomodation problems, blurred vision.
d) Muscular spasms, mental confusion, impairment of hearing.

40.2.1.2 (2563)
A pilot, climbing in a non-pressurised aircraft and without using supplemental oxygen will pass the ""critical threshold"" at approximately:

a) 22 000 ft
b) 16 000 ft
c) 18 000 ft
d) 38 000 ft

40.2.1.2 (2564)
Breathing 100% will lift the pilot's physiological safe altitude to approximately:
a) 38 000 ft
b) 10 000
c) 22 000 ft
d) 45 000 ft

40.2.1.2 (2565)
The most dangerous symptoms of hypoxia at altitude are
a) euphoria and impairment of judgement
b) hyperventilation
c) sensation of heat and blurred vision
d) breathlessness and reduced night vision

40.2.1.2 (2566)
When consciously breathing fast or hyperventilating due to high arousal or overstress, the carbon dioxide level in the blood is lowered, resulting in:
a) less oxygen to be diffused into the cells
b) a poor saturation of oxygen in the blood
c) a delay in the onset of hypoxia when flying at high altitudes
d) the activation of the respiratory centre, which in turn causes hypoxia

40.2.1.2 (2567)
With hyperventilation, caused by high levels of arousal or overstress:
a) an increased amount of carbon dioxide is exhaled causing muscular spasms and even unconsciousness
b) finger nails and lips will turn blue (""cyanosis"")
c) more oxygen will reach the brain
d) peripherical and scotopic vision will be improved

40.2.1.2 (2568)
Breathing 100% oxygen at 38000 ft is equivalent to breathe ambient air at :
a) 10 000 ft
b) 8 000 ft
c) 14 000 ft
d) 18 000 ft

40.2.1.2 (2569)
At what altitude (breathing 100% oxygen without pressure) could symptoms of hypoxia be expected?
a) Approximately 38 - 40 000 ft.
b) Approximately 10 - 12 000 ft.
c) 22 000 ft
d) Approximately 35 000 ft.

40.2.1.2 (2570)
To safely supply the crew with oxygen, at which altitude is it necessary to breathe 100% oxygen plus pressure after a rapid decompression ?
a) Approximately 38 000 ft.
b) Approximately 14 000 ft.
c) Approximately 20 000 ft.
d) Approximately 45 000 ft.

40.2.1.2 (2571)
When the pilot suffers from hypothermia (loss of cabin heating):
a) his need for oxygen will be increased as long as he stays conscious
b) his oxygen need will not be affected
c) his oxygen need will be reduced giving him a better tolerance to hypoxia at higher altitudes
d) his oxygen need will be raised and his tolerance to hypoxia will be increased

40.2.1.2 (2572)
""Tunnel vision"" (loss of peripherical vision) can be observed if a pilot is subjected to more than:
a) + 3.5 Gz
b) - 3.5 Gz
c) + 3.5 Gx
d) - 3.5 Gy

40.2.1.2 (2573)
""Grey out"" can be observed if a pilot is subjected to more than:
a) + 3 Gz
b) - 3 Gz
c) + 3 Gx
d) + 3 Gy

40.2.1.2 (2574)
The negative (radial) acceleration of an airplane affects the sitting pilot with inertia along :
a) the vertical body axis upwards
b) the vertical body axis downwards
c) the transverse body axis to the right
d) the transverse body axis to the left

40.2.1.2 (2575)
How can a pilot increase his tolerance to +Gz ?
a) Tightening of muscles, ducking the head and perform a kind of pressure breathing.
b) Tighten shoulder harness.
c) Take an upright seat position.
d) Relax the muscles, ducking the head and lean upper body forward.

40.2.1.2 (2576)
Oxygen in the blood is primarily transported by
a) the hemoglobin in the red blood cells
b) the blood plasma

c) attaching itself to the hemoglobin in the red blood plasma
d) attaching itself to the hemoglobin in the white blood cells

40.2.1.2 (2577)
Large amounts of carbon dioxide are eliminated from the body when hyperventilating. This causes the blood
a) to become more alkaline increasing the amount of oxygen to be attached to the hemoglobin at lung area
b) to turn more acid thus eliminating more oxygen from the hemoglobin
c) to accelerate the oxygen supply to the brain
d) not to change at all

40.2.1.2 (2578)
Hypoxia is caused by
a) reduced partial oxygen pressure in the lung
b) reduced partial pressure of nitrogen in the lung
c) an increased number of red blood cells
d) a higher affinity of the red blood cells (hemoglobin) to oxygen

40.2.1.2 (2579)
Hypoxia can be caused by:1. low partial pressure of oxygen in the atmosphere when flying at high altitudes without pressurisation and supplemental oxygen2. a decreased saturation of oxygen in the blood due to carbon monoxide attached to the hemoglobin3. blood pooling in the lower extremities due to inertia (+ Gz)4. malfunction of the body cells to metabolize oxygen (i.e. after a hangover)
a) 1, 2, 3 and 4 are correct
b) 1 and 2 are correct, 3 and 4 are false
c) 1 is false, 2, 3 and 4 are correct
d) 1, 2, 3 are correct, 4 is false

40.2.1.2 (2580)
A pilot will get hypoxia
a) after decompression at high altitude and not taking additional oxygen in time
b) after decompression to 30 000 feet and taking 100 % oxygen via an oxygen mask
c) if his rate of climb exceeds 5 000 ft/min
d) if he is flying an unpressurized airplane at an altitude of 15 000 feet and breathing 100 % oxygen

40.2.1.2 (2581)
Why is hypoxia especially dangerous for pilots flying solo?
a) Since the first signs of hypoxia are generally hard to detect (hypoxia of the brain), the solo pilot may not be able to react in time (i.e. activate his emergency oxygen system)
b) Hypoxia does not cause a loss of control in steering the plane.
c) Hypoxia improves vision at night, so the pilot will have no indication of danger.
d) The pilot may loose control when he is using the oxygen mask.

40.2.1.2 (2582)
In the following list you find some symptoms for hypoxia and carbon monoxide poisoning. Please mark those indicating hypoxia:
a) Visual disturbances, lack of concentration, euphoria.
b) Nausea and barotitis.
c) Dull headache and bends.
d) Dizziness, hypothermia.

40.2.1.2 (2583)
Which of the following is a/are symptom(s) of hypoxia ?
a) Lack of concentration, fatigue, euphoria
b) Pain in the joints
c) Low blood pressure
d) Excessive rate and depth of breathing combined with pains in the chest area

40.2.1.2 (2584)
A symptom comparison for hypoxia and hyperventilation is:
a) cyanosis (blue color of finger-nail and lips) exists only in hypoxia
b) there are great differences between the two
c) altitude hypoxia is very unlikely at cabin pressure altitudes above 10 000 ft
d) symptoms caused by hyperventilation will immediately vanish when 100% oxygen is given

40.2.1.2 (2585)
Which statement applies to hypoxia?
a) sensitivity and reaction to hypoxia varies from person to person
b) carbon monoxide increases the tolerance of the brain to oxygen deficiency
c) you may become immune to hypoxia when exposed repeatedly to hypoxia
d) it is possible to prognose when, how and where hypoxia reaction starts to set in

40.2.1.2 (2586)
Hypoxia can also be caused by
a) a lack of red blood cells in the blood or decreased ability of the hemoglobin to transport oxygen
b) a lack of nitrogen in ambient air
c) too much carbon dioxide in the blood
d) increasing oxygen partial pressure used for the exchange of gases

40.2.1.2 (2587)
Which symptom of hypoxia is the most dangerous for conducting safe flight ?
a) The interference of reasoning and perceptive functions.
b) Dizziness.
c) Lack of adaptation.
d) Lack of accomodation.

40.2.1.2 (2588)
Which of the following applies to carbon monoxide poisoning?
a) Several days are needed to recuperate from a carbon monoxide poisoning.
b) A very early symptom for realising carbon monoxide poisoning is euphoria.
c) The human body shows no sign of carbon monoxide poisoning.
d) Inhaling carbon monoxide leads to hyperventilation.

40.2.1.2 (2589)
The momentum of gas exchange in respiration is
a) dependent on the pressure gradient between the participating gases during

respiration
b) the excess pressure caused by inhaling
c) independent from the partial pressures of the participating gases
d) depending on the active transportation of nitrogen into the alveoli

40.2.1.2 (2590)
Which component(s) is/are transporting the oxygen in the blood?
a) Hemoglobin in the red blood cells.
b) White blood cells.
c) Plasma.
d) Blood fat.

40.2.1.2 (2591)
Affinity to hemoglobin is best with:
a) carbon monoxide
b) nitrogen
c) oxygen
d) carbon dioxide

40.2.1.2 (2592)
Which of the following is true concerning carbon monoxide?
a) It is to be found in the smoke of cigarettes lifting up a smoker's ""physiological altitude"".
b) It combines 5 times faster to the hemoglobin than oxygen.
c) It has no physiological effect when mixed with oxygen.
d) It is always present in the lungs.

40.2.1.2 (2593)
The rate and depth of breathing is primarily controlled by:
a) the amount of carbon dioxide in the blood
b) the amount of carbon monoxide in the blood
c) the amount of nitrogen in the blood
d) the total atmospheric pressure

40.2.1.2 (2594)
In the alveoli gas exchange takes place (external respiration). Which gas will diffuse from the blood into the lungs?
a) Carbon dioxide.
b) Ambient air.
c) Oxygen.
d) Carbon monoxide.

40.2.1.2 (2595)
Which statement is correct ?
a) Oxygen diffusion from the blood into the cells depends on their partial oxygen pressure gradient.
b) The blood plasma is transporting the oxygen.
c) The gradient of diffusion is higher at altitude than it is at sea-level.
d) Oxygen diffusion from the lungs into the blood does not depend on partial oxygen pressure.

40.2.1.2 (2596)
A good method to treat hyperventilation is to:
a) talk oneself through the relevant procedure aloud to emotionally calm down and reduce the rate of breathing simultaneously
b) don an oxygen mask
c) excecute the valsalva manoeuvre
d) close the eyes and relax

40.2.1.2 (2597)
What could cause hyperventilation ?
a) Fear, anxiety and distress
b) Abuse of alcohol
c) Extreme low rate of breathing
d) Fatigue

40.2.1.2 (2598)
A pilot who is hyperventilating for a prolonged period of time may even get unconscious. Hyperventilation is likely to occur, when:
a) the pilot is emotionally aroused
b) there is a low CO-pressure in the blood
c) he is flying a tight turn
d) there is an increased blood flow to the brain

40.2.1.2 (2599)
Hyperventilation can cause unconsciousness, because:
a) blood circulation to the brain is slowed down
b) oxygen saturation of the blood is decreased
c) not enough time is left to exchange oxygen in the lungs
d) oxygen saturation of the blood is increased and the brain will be supplied with more blood than normal

40.2.1.2 (2600)
At what altitude (""threshold for compensatory reactions"") does the human organism start with remarkable measures to compensate for the drop in pO2 when climbing?At about:
a) 6000-7000 FT
b) 8000-9000 FT
c) 9000-10000 FT
d) 10000-12000 FT

40.2.1.2 (2601)
Where is the ""critical threshold"" at which a pilot not using oxygen reaches the critical or lethal zone?It starts at:
a) 22000 FT.
b) 18000 FT
c) It25000 FT
d) It38000 FT

40.2.1.2 (2602)
Short term memory can already be affected when flying as low as:
a) 8000 FT

b) 12000 FT
c) 15000 FT
d) 20000 FT

40.2.1.2 (2603)
Breathing pure oxygen (without pressure) will be sufficient up to an altitude of:
a) 38000 FT
b) 45000 FT
c) 60000 FT
d) 80000 FT

40.2.1.2 (2604)
After a decompression at high altitude
a) nitrogen gas bubbles can be released in the body fluids causing gas embolism, bends and chokes
b) automatically oxygen is deployed into the cabin
c) temperature in the cockpit will increase
d) pressure differentials will suck air into the cabin

40.2.1.2 (2605)
In airline operations decompression sickness symptoms
a) may develop after a decompression from 7000 FT cabin pressure altitude to 30000 FT flight altitude
b) may develop when being decompressed from MSL to 15 000 FT
c) appear only in air crew, previously engaged in diving activities
d) may affect people with defect tympanic membrane

40.2.1.2 (2606)
Symptoms of decompression sickness
a) are bends, chokes, skin manifestations, neurological symptoms and circulatory shock
b) are only relevant when diving
c) can only develop at altitudes of more than 40000 FT
d) are flatulence and pain in the middle ear

40.2.1.2 (2607)
Decompression sickness symptoms may develop due to
a) cabin pressure loss when flying at higher altitudes (above 18000 FT)
b) sudden pressure surges in the cabin at altitudes below 18000 FT
c) emergency descents after a cabin pressure loss
d) fast flights from a high-pressure zone into a low pressure area when flying an unpressurized aeroplane

40.2.1.2 (2608)
The eustachian tube serves for the pressure equalization between
a) middle ear and external atmosphere
b) sinuses of the nose and external atmosphere
c) nose and pharyngeal cavity and external atmosphere
d) frontal, nose and maxillary sinuses

40.2.1.2 (2609)
Disturbances of pressure equalization in air-filled cavities of the head (nose, ear etc.) are called:
a) barotrauma
b) ebulism
c) hypoxia
d) hyperventilation

40.2.1.2 (2610)
Barotrauma caused by gas accumulation in the stomach and intestinals can lead to:
a) pressure pain or flatulence
b) barotitis
c) decompresion sickness
d) barosinusitis

40.2.1.2 (2611)
What counter-measure can be used against a barotrauma of the middle ear (aerotitis)?
a) Close the mouth, pinch the nose tight and blow out thereby increasing the pressure in the mouth and throat. At the same time try to swallow or move lower jaw (Valsalva)
b) Increase rate of descent
c) Stop climbing, start descent
d) Pilots should apply anti-cold remedies prior every flight to prevent barotrauma in the middle ear

40.2.1.2 (2612)
How can you determine if a person is suffering from a barotrauma of the sinuses of the nose (aerosinusitis) or the middle ear (aerotitis) ?
a) Hearing difficulties will normally accompany aerotitis
b) Aerosinusitis will never develop during descent
c) Barotrauma of the middle ear will not effect hearing
d) There is no difference

40.2.1.2 (2613)
Please mark the counter-measure a pilot can use against a barotrauma of the middle ear (aerotitis).
a) Stop descending, climb again and then descend with reduced sink rate
b) Increase the rate of descent
c) Stop chewing and swallowing movements (""Valsalva"")
d) Use drugs against a cold

40.2.1.2 (2614)
Barotrauma of the middle ear most likely will occur
a) when descending rapidly
b) during a long high altitude flight
c) when climbing
d) in sudden steep turns

40.2.1.2 (2615)
Barotrauma of the middle ear is usually accompanied by
a) a reduction in hearing ability and the feeling of increasing pressure
b) dizziness
c) noises in the ear
d) pain in the joints

40.2.1.2 (2616)
The effect of hypoxia to vision
a) is stronger with the rods
b) is usual stronger with the cones
c) can only be detected when smoking tobacco
d) does not depend on the level of illumination

40.2.1.2 (2617)
When oxygen is beeing transferred from the blood into the tissues and carbon dioxide from the body cells into the blood, it is called:
a) internal respiration
b) external respiration
c) ventilation
d) hyperventilation

40.2.1.2 (2618)
Through which part of the ear does the equalization of pressure take place, when altitude is changed?
a) Eustachian tube
b) Cochlea
c) Tympanic membrane
d) External auditory canal

40.2.1.2 (2619)
Which of the following symptoms can mark a beginning hyperventilation?
a) Dizzy feeling
b) Slow heart beat
c) Slow rate of breathing
d) Cyanosis (blueing of lips and finger nails)

40.2.1.2 (2620)
Out of the list of possible measures to counteract hyperventilation, the most effective measure against hyperventilation tetany is:
a) breathe into a plastic or paper bag
b) hold breath
c) avoid strenuous flight manoeuvres
d) speak soothingly and get the person to breathe slowly

40.2.1.2 (2621)
What event can cause a hyperventilation (not required by physical need)?1. Pressure breathing.2. Anxiety or fear.3. Overstress.4. Strong pain.5. Jogging.
a) 1,2,3 and 4 are correct, 5 is false
b) Only 2 and 3 are correct
c) 1,2,3,4 and 5 are correct
d) 1and 5 are both false

40.2.1.2 (2622)
Which of the following could a pilot experience when he is hyperventilating?1. Dizziness2. Muscular spasms3. Visual disturbances4. Cyanosis
a) 1,2 and 3 are correct, 4 is false
b) 1,2 and 4 are correct, 3 is false
c) 1 is false, all others are correct
d) 2 and 4 are false

40.2.1.2 (2623)
TUC (Time of Useful Consciousness) is:
a) the length of time during which an individual can act with both mental and physical efficiency and alertness, measured from the moment at which he is exposed to hypoxia
b) the time before becoming unconscious at a sudden pressure loss
c) the time after pressure loss until decompression sickness sets in
d) the time between the start of hypoxia and death

40.2.1.2 (2624)
The ""Effective Performance Time"" or ""Time of Useful Consciousness"" after a decompression at 35 000 ft is:
a) between 30 and 60 seconds
b) approximately 3 minutes
c) approximately 5 minutes
d) less than 20 seconds

40.2.1.2 (2625)
The time between inadequate oxygen supply and incapacitation is called TUC (Time of Useful Consciousness). It
a) varies individually and depends on cabin pressure altitude
b) is the same amount of time for every person
c) is not dependent on physical or psychological pressure
d) varies individually and does not depend on altitude

40.2.1.2 (2626)
After a decompression to 43 000 FT the TUC (Time of Useful Consciousness) will be approximately:
a) 5-15 seconds
b) 30-45 seconds
c) 45-60 seconds
d) 60-90 seconds

40.2.1.2 (2627)
Flights immediately after SCUBA-diving (compressed gas mixtures, bottles) (>10 m depth)
a) are forbidden
b) can be performed without any danger
c) are allowed, if 38000 FT are not exceeded
d) should be avoided because hypoxia may develop

40.2.1.2 (2628)
Pain in the Joints (""bends""), which suddenly appear during a flight , are symptoms of
a) decompression sickness
b) barotrauma
c) air-sickness
d) hypoxia

40.2.1.2 (2629)
After a cabin pressure loss in approximately 35 000 FT the TUC (Time of Useful Consciousness) will be approximately:
a) 30 -90 seconds
b) 10-15 seconds
c) 3-4 minutes
d) 5 minutes or more

40.2.1.2 (2630)
You suffered a rapid decompression without the appearance of any decompression sickness symptoms.How long should you wait until your next flight?
a) 12 hours
b) 24 hours
c) 36 hours
d) 48 hours

40.2.1.2 (2631)
Flying immediately following a dive with SCUBA diving equipment (> 10 m depth)
a) can cause decompression sicknesss even when flying at pressure altitudes below 18 000 FT
b) prevents any dangers caused by aeroembolism (decompression sickness) when climbing to altitudes not exceeding 30 000 FT
c) has no influence on altitude flights
d) is forbidden for the flight crew, because it leads to hypoxia

40.2.1.2 (2632)
Barotrauma of the sinuses of the nose (aerosinusitis)
a) is caused by a difference in pressure existing between the sinus cavity and the ambient air
b) is only caused by the flying sport, not by the diving sport
c) is an irritation of sinuses by abuse of nose sprays
d) is only caused by colds and their effects

40.2.1.2 (2633)
Barodontalgia
a) arises especially with irritations of the sensitive tissues close to the root of a tooth
b) arises only at higher altitudes and after decompression
c) even arises with healthy teeth
d) arises in combination with a cold and very high rates of descent

40.2.1.2 (2634)
At a high altitude flight (no cabin pressure system available), a pilot gets severe flatulence due to trapped gases. The correct counter-measure is:
a) descend to lower altitude
b) climb to a higher altitude
c) perform ""valsalva maneouvre""
d) use supplemental oxygen

40.2.1.2 (2635)
A barotrauma of the middle ear (aerotitis)
a) is more likely, when the pilot is flying with a respiratory infection and during descent
b) is only caused by large pressure changes during climb
c) causes severe pain in the sinuses
d) is to be expected during rapid decompressions, but an emergency descent immediately following the decompression will eliminate the problem

40.2.1.2 (2636)
Trapped intestinal gases can cause severe pain. When is this the case?
a) More frequent when flying above 18 000 FT in a non-pressurized aircraft.
b) At lower altitudes.
c) Only in pressurized aircraft when flying at higher flight levels.
d) During descent as well as during climb, when the cabin pressure altitude is exceeding 2 000 FT

40.2.1.2 (2637)
The risk of a barotrauma of the middle ear is more likely to occur
a) with colds and rapid descents
b) with colds and fast climbs
c) with colds and slow ascents
d) after a decompression

40.2.1.2 (2638)
Equalization of pressure is limited between the middle ear and the ambient, when:
a) the eustachian tube is blocked
b) the nose is pinched
c) you breath through the mouth
d) barotrauma exists in the sinuses

40.2.1.2 (2639)
A barotrauma of the middle ear is
a) an acute or chronic trauma of the middle ear caused by a difference of pressure on either side of the eardrum
b) a bacterial infection of the middle ear
c) a dilatation of the eustachian tube
d) an infection of the middle ear caused by rapid decompression

40.2.1.2 (2640)
The eustachian tube is the passage way between the
a) nasopharynx and the middle ear
b) nose, pharynx and inner ear
c) nose, pharynx and the external auditory canal
d) sinuses and the pharynx

40.2.1.2 (2641)
Which part of the ear could be affected due to air pressure changes during climb and/or descent?
a) The eustachian tube and the tympanic membrane (ear drum)
b) The semicircular canals
c) The cochlea
d) The sacculus and utriculus

40.2.1.2 (2642)
Hypoxia effects visual performance.A pilot may:
a) get blurred and/or tunnel vision
b) have a reduction of 25% in visual acuity at 8000 FT AGL
c) be unable to maintain piercing vision below 5000 FT AGL
d) get colour blindness accompanied by severe headache

40.2.1.2 (2643)
Which of the following symptoms could a pilot get, when he is subjected to hypoxia?1. Fatigue.2. Euphoria.3. Lack of concentration.4. Pain in the joints.5. Sensation of suffocation.
a) 1, 2 and 3 are correct
b) 4 and 5 are correct
c) 1, 2, 3 and 4 are correct
d) Only 5 is false

40.2.1.2 (2644)
In relation to hypoxia, which of the following paraphrase(s) is (are) correct?
a) This is a physical condition caused by a lack of oxygen to meet the needs of the body tissues, leading to mental and muscular disturbances, causing impaired thinking, poor judgement and slow reactions
b) This is a condition of lacking oxygen in the brain causing the circulatory system to compensate by decreasing the heart rate.
c) Hypoxia is often produced during steep turns when pilots turn their heads in a direction opposite to the direction in which the aircraft is turning
d) This is a physical condition caused by a lack of oxygen saturation in the blood while hyperventilating.

40.2.1.2 (2645)
Hyperventilation is due to an excessive rate of breathing and can produce the following symptoms:
a) dizziness, tingling sensation in the fingers and toes, nausea and blurred vision
b) reduced heart rate and increase in visual acuity
c) a state of overconfidence and reduced heart rate
d) blue finger-nails and lips

40.2.1.2 (2646)
In order to get rid of excess nitrogen following scuba diving, subsequent flights should be delayed
a) 24 hours
b) 3 hours after non decompression diving
c) 36 hours after any scuba diving
d) 48 hours after a continuous ascent in the water has been made

40.2.1.2 (2647)
The cabin pressure in airline operation is
a) normally not exceeding 6 000 to 8 000 feet
b) normally not exceeding 2 000 to 3 000 feet
c) normally not exceeding 4 000 to 5 000 feet
d) always equivalent to sea level

40.2.1.2 (2648)
The type of hypoxia, which occurs at altitude is a explained by:
a) Dalton´s law
b) Boyle Mariotte´s law
c) Henry´s law
d) Graham´s law

40.2.1.2 (2649)
Gaseous exchange in the human body depends on:1. diffusion gradients between the participating gases2. permeable membranes3. partial pressure of oxygen in the alveolus air4. acid-base balance in the blood
a) 1, 2, 3 and 4 are correct
b) 1, 2 and 3 are correct, 4 is false
c) 2 and 3 are false
d) only 1 is correct

40.2.1.2 (2650)
Hyperventilation causes
a) a lack of carbon dioxide in the blood
b) an excess of carbon dioxide in the blood
c) acidosis
d) hypochondria

40.2.1.2 (2651)
Anxiety and fear can cause
a) hyperventilation
b) hypoxia
c) spatial disorientation
d) hypoglycemia

40.2.1.2 (2652)
Symptoms of decompression sickness
a) sometimes can appear with a delay after the airplane is on the ground
b) always begin immediately after the decompression during the flight
c) normally take 2 or 3 days to appear after exposure to a hypobaric atmosphere
d) disappear on landing and never appear again

40.2.1.2 (2653)
The first effect to be noticed on gradual exposure to high positive radial accelerations is
a) grey-out
b) loss of consciousness
c) black-out
d) red-vision

40.2.1.2 (2654)
Decompression sickness occurs in association with exposure to reduced atmospheric pressure.The evolution of bubbles of nitrogen coming out of solution in body tissues can be derived from:
a) Henry´s law
b) Boyle Mariotte´s law
c) Dalton´s law
d) Gay Lussac´s law

40.2.1.2 (2655)
The normal rate of breathing is
a) 20 to 30 cycles a minute
b) 12 to 16 cycles a minute
c) 32 to 40 cycles a minute
d) 60 to 100 cycles a minute

40.2.1.2 (2656)
The main function of the red blood cells is
a) to transport oxygen
b) to participate in the process of coagulation of the blood
c) the cellular defense of the organism
d) to contribute to the immune response of the organism

40.2.1.2 (2657)
Altitude-hypoxia, when breathing ambient air, should not occur (indifferent phase)
a) below 3 000 m
b) up to 5 000 m
c) between 3 000 m and 5 000 m
d) between 5 000 m and 7 000 m

40.2.1.2 (2658)
""The Bends"" as a symptom of decompression sickness consists of:
a) pain in the joints
b) pain in the thorax and a backing cough
c) CNS-disturbances
d) loss of peripheral vision

40.2.1.2 (2659)
One of the most frequent symptom(s) of decompression sickness emerging after a decompression in airline operation
a) are the bends
b) are the chokes
c) is a shock
d) are neurological damages to the CNS

40.2.1.2 (2660)
Which phenomenon is common to hypoxia and hyperventilation?
a) Tingling sensations in arms or legs.
b) Cyanosis (blueing of lips and finger-nails).
c) Severe headache.
d) Euphoria.

40.2.1.2 (2661)
1. Euphoria can be a symptom of hypoxia. 2. Someone in an euphoric condition is more prone to error.
a) 1 and 2 are both correct
b) 1 is correct, 2 is not correct
c) 1 is not correct, 2 is correct
d) 1 and 2 are both not correct

40.2.1.2 (2662)
Incapacitation caused by barotrauma from gaseous expansion after decompression at high altitude may be associated with the following part(s) of the body:1 the digestive tract2 the ears3 the eyes4 the sinuses
a) 1
b) 1,2,3
c) 2,3,4
d) 2,4

40.2.1.2 (2663)
Of the following alternatives, which objective effects are due to positive acceleration (+ Gz)?- 1: Decrease in heart rate- 2: Pooling of blood into lower parts of the body- 3: Drop in blood pressure above heart-level- 4: Downward displacement or deformation of soft or mobile organs
a) 2,3,4
b) 1,2,3
c) 1
d) 1,3,4

40.2.1.2 (2664)
What is hypoxia ?
a) Any condition where the oxygen concentration of the body is below normal limits or where the oxygen available to the body cannot be used due to some pathological condition
b) The total absence of oxygen in the air
c) The respiratory symptom associated with altitude decompression sickness
d) A state charcterised by an excessive supply of oxygen which may be due to maladjustment of the mask

40.2.1.2 (2665)
What could be symptoms of hypoxia (when flying without oxygen) above 12,000 ft?
a) Headache, fatigue, dizziness, lack of coordination
b) Headache, thirst, somnolence, collapse
c) Euphoria, headache, improvement in judgement, loss of consciousness
d) Trembling, increase in body temperature, convulsions,slowing of the rate of breathing

40.2.1.2 (2666)
You climb from 0 to 50.000 ft and measure the decrease of the pressure per 5.000 ft. The absolute difference in barometric pressure is greatest between :
a) 0 and 5.000 feet
b) 5.000 and 10.000 feet

c) 10.000 and 15.000 feet
d) 45.000 and 50.000 feet

40.2.1.2 (2667)
Physiological problems due to increasing altitude are caused by :
a) decreased atmospherical pressure
b) disorientation
c) accelerations
d) increased atmospherical pressure

40.2.1.2 (2668)
Air at an altitude of 18.000 feet contains, approximately :
a) 21% oxygen
b) 5% oxygen
c) 15% oxygen
d) 10% oxygen

40.2.1.2 (2669)
Dry air is a mixture of gases. Their volume percentage is about:
a) 21% oxygen,78% nitrogen, 1% other gases
b) 18% oxygen, 80% nitrogen, 2% other gases
c) 19% oxygen, 80% nitrogen, 1% other gases
d) 25% oxygen, 74% nitrogen, 1% other gases

40.2.1.2 (2670)
The occurrence of pain in the joints (bends) during decompression can be explained by the principle that:
a) the quantity of a gas dissolved in a fluid is proportional to the pressure of that gas above the fluid (Henry's Law)
b) a volume of gas is inversely proportional to the pressure of this gas at constant temperature (Boyle's law)
c) the total pressure of a mixture of gases is equal to the sum of the partial pressures of the separate gases (Dalton's Law)
d) the molecules of a gas will move from an area of higher concentration or partial pressure to an area of lower concentration or partial pressure (law of diffusion)

40.2.1.2 (2671)
Pain in the joints caused by gas bubbles following a decompression is called:
a) bends
b) chokes
c) creeps
d) leans

40.2.1.2 (2672)
What are the main clinical signs of hypoxia during explosive decompression ?
a) Increase in heart and respiratory rates, euphoria, impairment of judgement, memory disorders
b) Headaches, fatigue, somnolence, palpitations
c) Increase in heart rate, decrease in body temperature impairment of judgement
d) Headaches, articular pain, speeding-up of the respiratory rate, memory disorders

40.2.1.2 (2673)
Which is the procedure to be followed when symptoms of decompression sickness occur?
a) Descend to the lowest possible level and land as soon as possible
b) Descend to the lowest possible level and wait for the symptoms to disappear before climbing again
c) Only medical treatment is of use
d) Only the prompt supply of oxygen is necessary

40.2.1.2 (2674)
What is decompression sickness ?
a) An sickness resulting from the formation of nitrogen bubbles in bodily tissues and fluids after a cabin pressure loss at high altitude
b) A frequent disorder in commercial aviation due to the pressurisation curve of modern aircraft
c) A disorder which is solely encountered below 18,000 ft
d) The formation of air bubbles in bodily tissues, with no consequences for people's capabilities

40.2.1.2 (2675)
Which of the following statements are correct:-1: Scuba diving may be practiced without restriction-2: Many medicines have effects which are incompatible with flight safety-3: An adequate amount of fluid should be drunk when flying-4: Diet has no repercussion on health
a) 2 and 3 are correct
b) 1, 2 and 3 are correct
c) 2, 3 and 4 are correct
d) 1, 3 and 4 are correct

40.2.1.2 (2676)
A pressurized cabin helps to prevent:1. decompression sickness2 .the problem of expansion of gases in the intestines3. hypoxia4. coronary desease
a) 1, 2 and 3 are correct.
b) 1, 2 and 4 are correct.
c) 2, 3 and 4 are correct.
d) 1, 3 and 4 are correct.

40.2.1.2 (2677)
Healthy people are usually capable to compensate for a lack of oxygen up to
a) 10.000 - 12.000feet
b) 15.000 feet
c) 20.000 feet
d) 25.000 feet

40.2.1.2 (2678)
When flying above 10.000 feet hypoxia arises because:
a) the partial oxygen pressure is lower than at sea level.
b) the composition of the blood changes
c) the composition of the air is different from sea level
d) the percentage of oxygen is lower than at sea level

40.2.1.2 (2679)
Saturation of oxygen in the blood at sea level is 98%. This saturation decreases with:1. decreasing air pressure2. carbon monoxide poisoning3. increasing altitude4. increasing air pressure
a) 1, 2 and 3 are correct, 4 is false
b) 1, 2 and 4 are correct, 3 is false
c) 2, 3 and 4 are correct, 1 is false
d) 1, 3 and 4 are correct, 2 is false

40.2.1.2 (2680)
Hypoxia is a situation in which the cells
a) have a shortage of oxygen
b) are saturated with nitrogen
c) are saturated with oxygen
d) have a shortage of carbon dioxide

40.2.1.2 (2681)
The severity of hypoxia depends on the:1. rate of decompression2. physical fitness3. flight level4. individual tolerance
a) 1,2,3 and 4 are correct
b) 1,2 and 3 are correct, 4 is false
c) 2,3 and 4 are correct, 1 is false
d) 1 and 3 are correct, 2 and 4 are false

40.2.1.2 (2682)
Which of the following statements concerning hypoxia is correct?
a) It is a potential threat to safety.
b) It is never a problem at altitudes below 25.000 ft.
c) It activates the senses and makes them function better.
d) It has little effect on the body, because the body can always compensate for it.

40.2.1.2 (2683)
Early symptoms of hypoxia could be: 1. euphoria 2. decreased rate and depth of breathing 3. lack of concentration 4. visual disturbances
a) 1,3 and 4 are correct
b) 1,2,3 and 4 are correct
c) 1,2 and 3 are correct
d) 1,2 and 4 are correct

40.2.1.2 (2684)
One of the most dangerous symptoms of hypoxia concerning flight safety is:
a) impaired judgement, disabling the pilot to recognize the symptoms
b) reduced coordination of limb movements, causing the pilot to spin
c) cyanosis, reducing then pilots ability to hear
d) hyperventilation, causing emotional stress

40.2.1.2 (2685)
Which of the following symptoms can indicate the beginning of hypoxia?1. Blue lips and finger nails.2. Euphoria.3. Flatulence.4 .Unconsciousness..
a) 1, 2 and 4 are correct.
b) 1, 2 and 3 are correct.
c) 2, 3 and 4 are correct.
d) 1, 3 and 4 are correct.

40.2.1.2 (2686)
Among the functions below, which is the most sensitive to hypoxia?
a) Night vision.
b) Motor coordination.
c) Hearing.
d) Speech.

40.2.1.2 (2687)
You are crossing the Alps in a non-pressurised aircraft at an altitude of 15.000 feet. You do not use the oxygen mask because you feel fine. This is unsafe, because:
a) your judgement could be impaired
b) the blood-pressure can get too high
c) the blood-pressure can get too low
d) you will get the bends

40.2.1.2 (2688)
During a night flight at 10,000 feet you notice that your acuity of vision has decreased. In this case you can increase your acuity by:
a) breathing extra oxygen through the oxygen mask.
b) closing one eye
c) scanning sectors of the field of vision
d) dim the instrument lights

40.2.1.2 (2689)
During flight all crewmembers have one or more of the following symptoms: 1. blue lips 2. mental disturbances 3. tingling sensations in arms and/or legs 4. reduction of peripheral visionWhich is the possible cause?
a) Hypoxia.
b) Glaucoma.
c) Hypothermia.
d) Hypoglycaemia.

40.2.1.2 (2690)
Which measure(s) will help to compensate hypoxia?1. Descend below 10 000 FT.2. Breathe 100 % oxygen.3. Climb to or above 10 000 FT.4. Reduce physical activities.
a) 1, 2 and 4 are correct
b) 1, 2 and 3 are correct
c) only 1 is correct
d) 1 and 2 are correct, 3 and 4 are false

40.2.1.2 (2691)
Hypoxia can be prevented when the pilot
a) is using additional oxygen when flying above 10.000 feet
b) is relying on the body's built in warning system recognizing any stage of hypoxia
c) is swallowing, yawing and applying the Valsalva method
d) will not exceed 20 000 FT cabin pressure altitude

40.2.1.2 (2692)
Hypoxia can occur because:
a) you are hyperventilating
b) you are getting toomuch solar radiation
c) you inhale too much nitrogen
d) the percentage of oxygen is lower at altitude

40.2.1.2 (2693)
You should not despense blood without prior information from your flight surgeon. The most important reason for this advise is:
a) you are more susceptible to hypoxia after a blood-donation.
b) the chance you get the bends is higher after blood-donation
c) your blood-pressure is too low after blood-donation
d) your heart frequency is too low after blood-donation

40.2.1.2 (2694)
Hyperventilation is:
a) an increased lung ventilation
b) a too high percentage of nitrogen in the blood
c) a decreased lung ventilation
d) a too high percentage of oxygen in the blood.

40.2.1.2 (2695)
Hyperventilation is:
a) a normal compensatory physiological reaction to a drop in partial oxygen pressure (i.e. when climbing a high mountain)
b) an accellerated heart frequency caused by an increasing blood pressure
c) an accellerated heart frequency caused by a decreasing blood-pressure
d) a reduction of partial oxygen pressure in the brain

40.2.1.2 (2696)
What is the procedure above 10.000 ft altitude when faced with explosive decompression?
a) Don an oxygen mask and descend to below 10,000 ft
b) First inform ATC
c) Descend to below 10,000 ft and signal an emergency
d) Check the cabin altitude, don an oxygen mask and maintain level flight

40.2.1.2 (2697)
What is the average Time of Useful Consciousness after a rapid decompression at 40,000 ft ?
a) About 12 seconds
b) Between 20 seconds and 1 minute
c) About 40 secods
d) More than 1 minute

40.2.1.2 (2698)
What is the Time of Useful Consciouness ?
a) The length of time during which an individualcan act with both mental and physical efficiency and alertness, measured from the moment at which he loses his available oxygen supply
b) The time taken to become aware of hypoxia due to gradual decompression
c) The pilot's reaction time when faced with hypoxia
d) The period of time between the start of hypoxia and the moment that the pilot becomes aware of it

40.2.1.2 (2699)
Which of the folllowing statements concerning barotrauma are correct? They are:
a) due to pressure differentials between gases in hollow cavities of the body and the ambient pressure
b) caused by an increase in the partial pressure of oxygen associated with a decrease in altitude
c) more likely to occur during ascent then during a rapid descent
d) mainly associated with a sink rate which exceeds the ability of the body to balance its internal pressures

40.2.1.2 (2700)
Decompression sickness may occur as from :- 1: an altitude of more than 18,000 ft- 2 : an altitude of more than 5,500 ft- 3 : a rate of climb of more than 500 ft/min exceeding 18,000 ft- 4 : a temperature of more than 24°C
a) 1,3
b) 2,3
c) 1,3,4
d) 2,4

40.2.1.2 (2701)
With regard to decompression sickness associated with flight, we know that :
a) age, obesity and scuba diving are risk factors
b) scuba diving does not pose any problem for a subsequent flight
c) sex is the prime risk factor, with two out of every three women being sensitive to it
d) physical activity after decompression reduces the risks of decompression sickness symptoms to appear

40.2.1.2 (2702)
The procedure to be followed in the event of decompression when flying above 10,000 ft must :
a) allow for the rapid supply of oxygen in order to prevent the pilot becoming hypoxic
b) allow for a rapid descent independent from sufficient supply of oxygen in order to prevent disorders due to hypoxia
c) make it possible to prevent hyperventilation owing to the inhalation of 100 % oxygen
d) make it possible to eliminate the risk of fogging due to the sudden pressure changes

40.2.1.2 (2703)
What is the ""Time of Useful Consciousness"" for a rapid decompression at 25,000 ft ?
a) Between 3 and 5 minutes depending on the physical activities of the subjected pilot
b) About 18 seconds
c) Between 25 seconds and 1 minute 30 seconds
d) About 30 seconds

40.2.1.2 (2704)
A passenger complains about a painful inflated belly at 8.000 feet. You advise him to:1. unbuckle and massage the belly2. stand up and let go the gases out of the intestines3. eat less gas forming food and avoid carbonhydrated beverages before flight in the future4. drink a lot of water throughout the flight
a) 1, 2 and 3 are correct
b) 2, 3 and 4 are correct
c) 1 and 3 not advisable
d) only 4 is correct

40.2.1.2 (2705)
On ascent the gases in the digestive tract will
a) expand
b) stay the same
c) shrink
d) be absorbed by tissues and blood

40.2.1.2 (2706)
Pain in the middle ear during descent may be eased by:
a) leveling off and possibly climbing
b) blocking the effected ear with the palm of your hand
c) increasing the rate of descent
d) using an oxygen mask

40.2.1.2 (2707)
The Time of Useful Consciousness may vary according to :1 : physical activity of the subjected crew2 : the experience of the pilot on the type of aircraft in question3 : the strength and time of decompression4 : the cabin temperature
a) 1,3
b) 1,2
c) 3,4
d) 4

40.2.1.2 (2708)
During a climb, we can observe the following with regard to the partial oxygen pressure :
a) an identical decrease to that for atmospheric pressure
b) a decrease which is three times faster than the decrease in atmospheric pressure
c) an increase up to 10,000 ft followed by a sudden pressure drop above that altitude
d) an increase which is inversely proportional to the decrease in atmospheric pressure

40.2.1.2 (2709)
The following may occur during gradual depressurisation between 12,000 and 18,000 ft :
a) a loss of coordination associated with fatigue and headache
b) a rapid decrease in blood pressure which will lead to headache and also to a loss of coordination
c) sudden visual hyperacuity associated with headache
d) a rapid decrease in blood pressure leading to considerable somnolence

40.2.1.2 (2710)
What is the main problem caused by positive (+Gz) accelerations?
a) A pooling of blood in the lower portions of the body, and hence less blood available
b) An improvement of peripheral vision
c) An increase in blood pressure in the upper part of the body (above heart-level)
d) Hyperoxygenation of the blood which may lead to sensory disorders

40.2.1.2 (2711)
What type of acceleration has the most significant physiological effect upon the pilot?
a) Radial acceleration (+ Gz)
b) Linear acceleration (+ Gx)
c) Transverse acceleration (+ Gy)
d) Combined linear and transverse acceleration

40.2.1.2 (2712)
Under normal circumstances, which gas will diffuse from the blood to the alveoli:
a) carbon dioxide
b) carbon monoxide
c) nitrogen
d) oxygen

40.2.1.2 (2713)
In the pulmonary artery there is :
a) oxygen poor and carbon dioxide rich blood
b) oxygen poor and carbon dioxide poor blood
c) oxygen rich and carbon dioxide poor blond
d) oxygen rich and carbon dioxide rich blood

40.2.1.2 (2714)
The thin walls of capillaries are permeable for :
a) gases
b) platelets
c) protein
d) red blood cells

40.2.1.2 (2715)
The circulatory system, among other things, allows for :1. transportation of oxygen and carbon dioxide2. transportation of information by chemical substances
a) 1 and 2 are correct
b) 1 is correct and 2 is false
c) 1 is false and 2 is correct
d) both are false

40.2.1.2 (2716)
The part of blood without cell is called :
a) plasm
b) lymph
c) serum
d) water

40.2.1.2 (2717)
Haemoglobin is:
a) in the red blood cells
b) in the platelets
c) dissolved in the plasma
d) in the white blood cells

40.2.1.2 (2718)
Someone who has anaemia has:
a) not enough functional hemoglobin
b) not enough platelets
c) not enough plasma
d) not enough white blood cells

40.2.1.2 (2719)
The average pulse of a healthy adult in rest is about:
a) 60 to 80 beats/min
b) 30 to 50 beats/min
c) 90 to 100 beats/min
d) 110 to 150 beats/min

40.2.1.2 (2720)
Pulse rate is influenced by the following factors:1. Adrenalin2. Cortisol3. Physical exercise.4. Glucose concentration in the blood
a) 1,3 and 4 are correct, 2 is false
b) 1,2,3 and 4 are correct
c) 2,3 and 4 are correct, 1 is false
d) 1,2 and 4 are correct, 3 is false

40.2.1.2 (2721)
With a heart rate of 72 beats per minute and a stroke volume of 70 ml the cardial output is about:
a) 5 liters/min
b) 6 liters/min
c) 7 liters/min
d) 8 liters/min

40.2.1.2 (2722)
At rest the cardial output (the quantity of blood the heart pumps in one minute) of an adult is approximately:
a) 5 liters/min
b) 450 ml/min
c) 45 liters/min
d) 75 liters/min

40.2.1.2 (2723)
The heart muscle is supplied with blood from:
a) the coronary arteries
b) the auricles
c) ventricles
d) the pulmonary veins

40.2.1.2 (2724)
The normal arterial blood-pressure of a healthy adult is (systolic/diastolic):
a) 120/80 mm Hg
b) 80/20 mm Hg
c) 180/120 mm Hg
d) 220/180 mm Hg

40.2.1.2 (2725)
Which of the following statements is correct?The blood-pressure which is measured during flight medical checks is the pressure
a) in the artery of the upper arm (representing the pressure at heart level)
b) in all the blood-vessels of the body (representing the pressure in the whole body)
c) in the mussles of the upper arm
d) in the veins of the upper arm

40.2.1.2 (2726)
Blood-pressure depends on: 1. the cardiac output 2. the resistance of the capillaries (peripheral resistance)
a) 1 and 2 are correct
b) 1 is correct 2 is false
c) 1 is false 2 is correct
d) 1 and 2 are both false

40.2.1.2 (2727)
The blood-pressure depends on: 1. the work of the heart 2. the peripheral resistance 3. the elasticity of the arterial walls 4. the bloode volume and viscosity
a) 1,2,3 and 4 are correct
b) 1,2 and 3 are correct, 4 is false
c) 1,3 and 4 are correct, 2 is false
d) 2,3 and 4 are correct, 1 is false

40.2.1.2 (2728)
Changes in blood-pressure are measured by:
a) pressoreceptors
b) arteriols
c) adrenal glands
d) pacemakers

40.2.1.2 (2729)
The pressoreceptors are located in
a) the carotid and aortic arterial vessels
b) the intestines
c) the heart
d) the lungs

40.2.1.2 (2730)
When the pressoreceptors signal a lowering of the blood-pressure there are adaptation mechanisms which result in:1. an increase of respiratory activity2. the arteriols to constrict3. an increase of cardiac output4. the heart rate to rise
a) 2,3 and 4 are correct, 1 is false
b) 1,3 and 4 are correct, 2 is false

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

40.2.1.2 (2731)
The physiological effects of accelerations to the human body depend on:1. the duration of the G-forces 2. the onset rate of the G-forces3. the magnitude of the G-forces 4. the direction of the G-forces.
a) 1,2,3 and 4 are correct
b) 1,2,3 are correct, 4 is false
c) 2,3 and 4 are correct, 1 is false
d) 1and 4 are correct, 3 is false

40.2.1.2 (2732)
Inertia in the direction head => feet will cause the blood-pressure in the brain to:
a) decrease
b) remain constant
c) increase
d) first increase, then decrease

40.2.1.2 (2733)
During sustained positive G-forces the order of symptoms you can expect is:
a) grey-out, tunnel vision, black-out and unconsciousness.
b) unconsciousness, black-out, tunnel vision and grey out.
c) black-out, grey-out, tunnel vision and unconsciousness.
d) grey-out, unconsciousness, black-out and tunnel vision

40.2.1.2 (2734)
Which of the following measures can reduce the chance of a black-out during positive G-manoeuvres?
a) A tilt back seat.
b) Breathing oxygen.
c) Sit in upright position and keep relaxed.
d) Hyperventilation.

40.2.1.2 (2735)
The normal rate of breathing of an adult at rest is about:
a) 16 cycles per minute
b) 4 cycles per minute
c) 32 cycles per minute
d) 72 cycles per minute

40.2.1.2 (2736)
The volume of air beeing exchanged during a normal breathing cycle (tidal volume) is about:
a) 500 ml of air
b) 350 ml of air
c) 150 ml of air
d) 75 ml of air

40.2.1.2 (2737)
When exhaling, the expired air contains:
a) more carbon dioxide than the inspired air
b) more nitrogen than the inhaled air
c) less water vapour than the inhaled air
d) more oxygen than the inhaled air

40.2.1.2 (2738)
The primary factor to control the rate and depth of breathing is the:
a) pressure of carbon dioxide in the blood
b) partial pressure of nitrogen
c) partial pressure of oxygen in the blood
d) total air pressure in the blood

40.2.1.2 (2739)
The transfer of oxygen from the alveoli to the blood can be discribed by:
a) the law of diffusion
b) Boyle's Law
c) Dalton's Law
d) Henry's Law

40.2.1.2 (2740)
The transfer of carbon dioxide from the blood to the alveoli can be described by:
a) the law of diffusion
b) Boyles Law
c) Dalton's Law
d) Henry's Law

40.2.1.2 (2741)
The partial pressure of carbon dioxide in the alveoli is:
a) lower than in the blood
b) almost the same as in the atmospheric air
c) higher than the pressure of carbon dioxide in the blood
d) lower than the pressure of carbon dioxide in the atmospheric air.

40.2.1.2 (2742)
The symptoms of hyperventilation are caused by a:
a) surplus of CO2 in the blood
b) surplus of O2 in the blood
c) shortage of CO in the blood
d) shortage of CO2 in the blood

40.2.1.2 (2743)
If somebody starts breathing faster and deeper without physiological need
a) the blood turns less more alkaline
b) the blood turns more acid
c) the acid-base balance of the blood will not change
d) the blood pressure in the brain will rise significantly

40.2.1.2 (2744)
During running your muscles are producing more CO2, raising the CO2 level in the blood. The consequence is:
a) hyperventilation (the rate and depth of breathing will increase)
b) cyanosis
c) hypoxia
d) vertigo

40.2.1.2 (2745)
During a final approach under bad weather conditions, you feel dizzy, get tingling sensations in your hands and a rapid heart rate. These symptoms could indicate:
a) hyperventilation
b) disorientation
c) hypoxia
d) carbon monoxide poisoning

40.2.1.2 (2746)
During final approach under bad weather conditions you are getting uneasy, feel dizzy and get tingling sensations in your hands. When hyperventilating you should
a) control your rate and depth of breathing
b) descend
c) apply the Valsalva method
d) use the oxygen mask

40.2.1.2 (2747)
A pilot can overcome hyperventilation by:
a) controlling the rate and depth of breathing, breathing into a bag or speaking with a loud voice
b) depending on instruments
c) increasing the rate and depth of breathing to eliminate harmful carbon dioxide
d) the use of drugs stabilizing blood pressure

40.2.1.2 (2748)
You can overcome hyperventilation by breathing into a plastic or paper bag. The intention is:
a) to raise the level of CO2 in the blood as fast as possible
b) to prevent you from exhaling too much oxygen
c) to increase the amount of nitrogen in the lung
d) to reduce blood pressure

40.2.1.2 (2749)
Which symptom does not belong to the following list:
a) leans
b) bends
c) chokes
d) creeps

40.2.1.2 (2750)
The symptoms caused by gas bubbles under the skin following a decompression are called:
a) creeps
b) bends
c) chokes
d) leans

40.2.1.2 (2751)
Symptoms caused by gas bubbles in the lungs, following a decompression are called:
a) chokes
b) bends
c) creeps
d) leans

40.2.1.2 (2752)
Some hours after a rapid decompression at FL 300 you experience pain in the joints. Which of following answers is correct?
a) You should ask for medical advice (flight surgeon) since this is a symptom of decompression sickness.
b) This symptom indicates decompression sickness and will disappear when you take some exercise.
c) This phenomenon is treated by physiotherapy.
d) This phenomenon is treated by breathing 100% nitrogen.

40.2.1.2 (2753)
Tolerance to decompression sickness is decreased by:1. SCUBA-Diving2. Obesity3. Age4. Body height
a) 1, 2 and 3 are correct
b) 2 and 4 are correct
c) 1, 3 and 4 are correct
d) only 4 is correct

40.2.1.2 (2754)
Decompression symptoms are caused by:
a) dissolved gases from tissues and fluids of the body
b) low carbon dioxide pressure of inhaled air
c) low oxygen pressure of inhaled air
d) release of locked gases from joints

40.2.1.2 (2755)
In the event of rapid decompression the first action for the flight deck crew is:
a) don oxygen masks and ensure oxygen flow
b) descent to the higher of 10000 ft or MSA
c) transmit mayday call
d) carry out check for structural damage

40.2.1.2 (2756)
After a rapid decompression at an altitude of 30.000 FT the first action of the pilot shall be:
a) maintaining aircraft control and preventing hypoxia (use of oxygen mask)
b) informing ATC
c) informing the cabin crew
d) preventing panic of the passengers

40.2.1.2 (2757)
The following actions are appropriate when faced with symptoms of decompression sickness:1. climb to higher level2. descent to the higher of 10000 ft or MSA and land as soon as possible3. breathe 100 % oxygen4. get medical advice about recompression after landing
a) 2, 3 and 4 are correct
b) 1, 2 and 3 are correct
c) 1 and 4 are correct
d) 1 and 3 are correct

40.2.1.2 (2758)
Decompression sickness can be prevented by:1. avoiding cabin altitudes above 18 000 FT2. maintaining cabin pressure below 8 000FT when flying at high altitudes3. performing physical exercises before and during the flight4. breathing 100 % oxygen for 30 min prior and during the flight
a) 1, 2 and 4 are correct
b) 1, 2 and 3 are correct
c) 2 and 3 are correct, 4 is false
d) only 3 is correct

40.2.1.2 (2759)
What is the TUC at 20 000 FT?
a) about 30 minutes
b) 1 to 2 minutes
c) 1to 2 hours
d) 5 to 10 minutes

40.2.1.2 (2760)
Following a rapid decompression at 30.000 feet, the time of useful consciousness would be about:
a) 1 to 2 minutes
b) 3 to 5 minutes
c) 5 to 10 minutes
d) 10 to 12 minutes

40.2.1.2 (2761)
After a rapid decompression at 35 000 feet, the time of useful consciousness is about:
a) 30 to 60 seconds
b) 15 seconds or less
c) 5 minutes.
d) 10 minutes.

40.2.1.2 (2762)
After SCUBA diving (more than 30 feet of depth) you have to wait a period of time before flying again. This period is at least:
a) 24 hours
b) 6 hours
c) 12 hours
d) 48 hours

40.2.1.2 (2763)
Flying immediately after SCUBA diving involves the risk of getting:
a) decompression sickness without having a decompression
b) hyperventilation
c) hypoxia
d) stress

40.2.1.2 (2764)
If someone hyperventilates due to stress his blood will get:
a) more alkaline
b) less satured with oxygen
c) more satured with carbon dioxide
d) more acid

40.2.1.3 (2765)
The ozone-layer is situated in the
a) stratosphere
b) troposphere
c) thermosphere
d) ionosphere

40.2.1.3 (2766)
Which of the following statements are correct ?-1: Modern aircraft allow for 50 - 60% relative humidity in the cabin air under any conditions of flight, which is satisfactory for the body-2: Thirst is a belated symptom of dehydration-3: Dehydration may lead to clinical manifestations such as dizziness and fatigue-4: Drinking excessive quantities of water must be avoided since resistance to periods of low hydration will otherwise be lost
a) 2,3
b) 2,3,4
c) 1,2,4
d) 1,4

40.2.1.3 (2767)
With regard to the humidity of air in current in a pressurized cabin, we know that it :-1 : varies between 40 and 60%-2 : varies between 5 and 15%-3 : may cause dehydration effecting the performance of the crew-4 : has no special effects on crew members
a) 2,3
b) 1,3
c) 2,3,4
d) 1,4

40.2.2.0 (2768)
Which of the following statements is correct ?
a) 70% of information processed by man enters via the visual channel
b) Hearing is the sense which collects most information in man
c) 40% of information processed by man enters via the visual channel
d) The kinesthetic channel provides the most important information for flying

40.2.2.1 (2769)
Once we have constructed a mental model we tend
a) to give undue weight to information that confirms the model
b) to give undue weight to information that contradicts the model
c) to give equal weight to contradicting and confirming information
d) to alter that model unnecessarily frequently

40.2.2.1 (2770)
The rate and depth of breathing is primary regulated by the concentration of:
a) carbon dioxide in the blood
b) nitrogen in the air
c) water vapour in the alveoli
d) oxygen in the cells

40.2.2.1 (2771)
Rising the perceptual threshold of a sensory organ means:
a) a lesser sensitivity
b) a greater sensitivity
c) a greater selectivity
d) a lesser selectivity

40.2.2.1 (2772)
Subcutaneous pressure receptors are stimulated by:
a) the pressure created on the corresponding body parts when sitting, standing or lying down
b) a touch on the skin indicating the true vertical
c) environmental stressors
d) the condition of the body itself

40.2.2.1 (2773)
The kinesthetic sense does not orient an individual to his surroundings, but informs him of
a) the relative motion and relative position of his body parts
b) a touch on the skin
c) our surroundings
d) the condition in the body itself

40.2.2.1 (2774)
A stereotype and involuntary reaction of the organism on stimulation of receptors is called:
a) reflex
b) data processing
c) control system
d) change of stimulation level

40.2.2.2 (2775)
Vibrations can cause blurred vision. This is due to tuned resonance oscillations of the:
a) eyeballs
b) optic nerve
c) cristalline lens
d) photosensitive cells

40.2.2.2 (2776)
Depth perception when objects are close (< 1 m) is achieved through
a) seeing with two eyes (binocular vision)
b) good visibility only
c) visual memory only
d) the ""blind spot"" at the retina

40.2.2.2 (2777)
Adaptation is
a) the adjustment of the eyes to high or low levels of illumination
b) the change of the diameter of the pupil
c) the reflection of the light at the cornea
d) the adjustment of the crystalline lens to focus light on the retina

40.2.2.2 (2778)
The time required for complete adaptation is
a) for high levels of illumination 10 sec and for full dark adaptation 30 min
b) for high levels of illumination 10 minutes and for low levels of illumination 30 minutes
c) for day and night: 30 min
d) for night 10 sec and for day 30 min

40.2.2.2 (2779)
The requirement of good sunglasses is to
a) absorb enough visible light to eliminate glare without decreasing visual acuity, absorb UV and IR radiation and absorb all colors equally
b) fit to the pilots individual taste
c) eliminate distortion in aircraft windshields
d) increase the time for dark adaptation

40.2.2.2 (2780)
Why does a deficiency in vitamin A cause night-blindness?
a) Vitamin A is essential to the regeneration of visual purple
b) Accomodation is destroyed
c) Vitamin A deficiency interrupts the oxygen supply to the photosensitive cells
d) The transfer of light stimulus from the rods to a nerve impulse depends on vitamin A

40.2.2.2 (2781)
Scanning at night should be performed by:
a) slight eye movements to the side of the object
b) scanning with one eye open
c) concentrated fixation on an object (image must fall on the fovea centralis)
d) avoiding food containing Vitamin A

40.2.2.2 (2782)
Flickering light when reflected from spinning rotor blades
a) can cause spatial disorientation and/or nausea, when looked at for a longer period of time

b) can be neglected
c) can be avoided when the strobe-lights are switched on
d) should be avoided, because it may destroy the optical nerve

40.2.2.2 (2783)
What impression do you have when outside references are fading away (e.g. fog, darkness, snow and vapor)?
a) It is difficult to determine the size and speed of objects
b) Objects seem to be closer than in reality
c) Objects seem to be much bigger than in reality
d) There is no difference compared with flying on a clear and sunny day

40.2.2.2 (2784)
Hypoxia will effect night vision
a) at 5000 FT
b) less than day vision
c) and causes the autokinetic phenomena
d) and causes hyperventilation

40.2.2.2 (2785)
What does not impair the function of the photosensitive cells?
a) Fast speed
b) Oxygen deficiency
c) Acceleration
d) Toxic influence (alcohol, nicotine, medication)

40.2.2.2 (2786)
The fovea centralis is
a) the area of best day vision and no night vision at all
b) the area of the blind spot (optic disc)
c) where the optic nerves come together with the pupil
d) the area of best day vision and best night vision

40.2.2.2 (2787)
The retina of the eye
a) is the light-sensitive inner lining of the eye containing the photoreceptors essential for vision
b) filters the UV-light
c) is the muscle, changing the size of the crystalline lens
d) only regulates the light that falls into the eye

40.2.2.2 (2788)
Vitamin A and possibly vitamins B and C are chemical factors and essential to good night vision:1. Vitamin deficiencies may decrease night vision performance2. An excess intake of vitamin A will improve night vision performance significantly3. Pilots should be carefully concerned to take a balaced diet containing sufficient vitamin A4. Vitamin deficiencies may decrease visual acuity in photopic vision but not in scotopic vision
a) 1 and 3 are correct, 2 and 4 are false
b) 1, 2, 3 and 4 are correct
c) Only 4 is false
d) 1 and 3 are false, 2 and 4 are correct

40.2.2.2 (2789)
What should a pilot do to keep his night vision (scotopic vision)?
a) Not smoke before start and during flight and avoid flash-blindness
b) Avoid food containing high amounts of vitamin A
c) Wait at least 60 minutes to night-adapt before he takes off
d) Select meals with high contents of vitamin B and C

40.2.2.2 (2790)
Why should a pilot turn his attention to the instruments when approaching on a snowed up, foggy or cloudy winterday? Because
a) perception of distance and speed is difficult in an environment of low contrast
b) his attention will be distracted automatically under these conditions
c) the danger of a ""greying out"" will make it impossible to determine the height above the terrain
d) pressure differences can cause the altimeter to give wrong information

40.2.2.2 (2791)
Illuminated anti-collision lights in IMC
a) can cause disorientation
b) can cause colour-illusions
c) will improve the pilots depth perception
d) will effect the pilots binocular vision

40.2.2.2 (2792)
A shining light is fading out (i. e. when flying into fog, dust or haze). What kind of sensation could the pilot get?
a) The source of light moves away from him
b) The source of light stands still
c) The source of light is approaching him with increasing speed
d) The light source will make the pilot believe, that he is climbing

40.2.2.2 (2793)
To prevent the ""autokinetic phenomena"", the following can be done:
a) look out for additional references inside and/or outside the cockpit using peripheral vision also
b) fixate the source of light, first with one eye, then with the other
c) look sideways to the source of light for better fixation
d) turn down cabin light and shake head simultaneously

40.2.2.2 (2794)
Autokinesis is
a) the apparent movement of a static single light when stared at for a relatively long period of time in the dark
b) the phenomenon of spinning lights after the abuse of alcohol
c) the change in diameter of the pupil, when looking in the dark
d) the automatical adjustment of the crystalline lens to objects situated at different distances

40.2.2.2 (2795)
The time for dark adaptation is
a) 30 min
b) 10 sec
c) 1/10 sec
d) 10 min

40.2.2.2 (2796)
Sunglasses with variable filtration (phototrope glasses)
a) can have disadvantages when used in the cockpit due to their dependence on ultraviolet light which is screened by the cockpit glass
b) are generally forbidden for pilots
c) are ideal, as long as there are no polarisation effects
d) are advantageous for pilots

40.2.2.2 (2797)
What misjudgement may occur if an airplane is flying into fog, snow or haze?
a) Objects seem to be farther away than in reality
b) Objects will appear closer than they really are
c) Objects will appear bigger in size than in reality
d) Objects seem to move slower than in reality

40.2.2.2 (2798)
The peripheral vision is important for:
a) detecting moving objects
b) visual acuity
c) binocular vision
d) colour vision

40.2.2.2 (2799)
Although we have a field of vision of more than 180° it is important during flight to use the scan ning technique, because
a) only in the foveal area resolution is good enough to see an object clearly
b) it is tiring to look continually in the same direction
c) only in the peripheral area of the retina resolution is good enough to see an object clearly
d) the reduction in the field of vision with decreasing altitude is due to a lack of vitamin A

40.2.2.2 (2800)
When flying at night the first sense to be affected by a slight degree of hypoxia is the
a) vision
b) cochlea
c) sense of balance
d) proprioceptive sensitivity

40.2.2.2 (2801)
The part(s) of the eye responsible for night vision
a) are the rods
b) are the cones
c) are rods and cones
d) is the cornea

40.2.2.2 (2802)
The fovea
a) is an area in which cones predominate
b) is sensitive to very low intensities of light
c) is an area in which rods predominate
d) is the area responsible for night vision

40.2.2.2 (2803)
When the optical image forms in front of the retina, we are talking about
a) myopia
b) hypermetropia
c) presbyopia
d) astigmatism

40.2.2.2 (2804)
The time an eye needs to adapt fully to the dark is about:
a) 25 - 30 minutes
b) 5 minutes
c) 10 minutes
d) 10 seconds

40.2.2.2 (2805)
The photosensitive cells beeing responsible for night vision are called:
a) the rods
b) the fovea
c) the cones
d) the cones and the rods

40.2.2.2 (2806)
When flying through a thunderstorm with lightning you can protect yourself from flashblindness by:a) turning up the intensity of cockpit lightsb) looking inside the cockpitc) wearing sunglassesd) using face blinds or face curtains when installed
a) a), b), c) and d) are correct
b) a), b) and c) are correct, d) is false
c) a) and b) are correct, c) and d) are false
d) c) and d) are correct, a) and b) are false

40.2.2.2 (2807)
Which scanning technique should be used when flying at night?
a) Look to the side (15 - 20 deg) of the object.
b) Look directly at the object.
c) Blink your eyes.
d) Look with one eye.

40.2.2.2 (2808)
Rods (scotopic visual cells) allow for :
a) good night-vision after adaptation to darkness (30 min)
b) good, virtually instantaneous night-vision (scotopic vision)
c) precise vision of contours and colours
d) red vision, both during the day and at night

40.2.2.2 (2809)
To optimise one's night-vision performance, it is necessary :- 1 : to spend some time getting adapted to low levels of illumination- 2 : to increase the instrument panel lighting by reducing the cockpit lighting- 3 : not to focus on the point to be observed- 4 : to avoid blinding
a) 1,3,4
b) 1,2,4
c) 2,3,4
d) 2

40.2.2.2 (2810)
Visual perception of depth at close to medium distance is primarily due to
a) binocular vision
b) interactions between cones and rods
c) peripheral vision
d) the high sensitivity of the retina

40.2.2.2 (2811)
With regard to central vision, which of the following statements are correct ?-1: It is due to the functioning of rods-2: It enables details, colours and movement to be seen-3: Its very active both during the day and at night-4: It represents a zone where about 150.000 cones per mm are located to give high resolution capacity
a) 2,4
b) 1,2,4
c) 2,3,4
d) 1,3

40.2.2.2 (2812)
The ability of the human eye to read alphanumeric information (piercing vision):
a) is limited to the foveal area of the retina
b) is limited to daytime using the rod cells
c) is almost equally shared by the entire retina
d) is governed by peripheral vision over an area of approximately 20 degrees of angle

40.2.2.2 (2813)
Which of the following statement(s) is/are correct ?- 1: The retina has rods on its peripheral zone and cones on its central zone- 2: The retina has cones and the crystalline lens has rods- 3: The rods allow for night-vision- 4: The cones are located on the peripheral zone of the retina
a) 1,3
b) 1
c) 2,3
d) 4

40.2.2.2 (2814)
In order to get colour vision, it is necessary :-1 : for there to be considerable amount of light (ambient luminosity)-2 : at night to look at the point to be observed at an angle of 15°-3 : to allow the eye a period of time to get used to the light-4 : to avoid white light
a) 1
b) 1,2,3
c) 2,4
d) 3

40.2.2.2 (2815)
The retina allows for the acquisition of colours as a result of the:
a) cones located in its central part
b) rods located in its central part
c) crystalline lens
d) rods located in its peripheral zone

40.2.2.2 (2816)
The phenomenon of accommodation, which enables a clear image to be obtained, is accomplished by which of the following ?
a) The crystalline lens
b) The rods
c) The cones
d) The retina

40.2.2.2 (2817)
We know that, in the mechanism of sight, the retina allows for :
a) the acquisition of the visual signal and its coding into physiological data
b) the acquisition of the visual signal and the accommodation process
c) binocular vision
d) the analysis of visual signals

40.2.2.2 (2818)
We know that transverse accelerations (Gy)- 1 : are above all active in turns and pull-outs- 2 : are present during take-off and landing- 3 : are rare during routine flights- 4 : often lead to loss of consciousness
a) 3
b) 1,4
c) 2,3
d) 1,2,3

40.2.2.2 (2819)
Empty field myopia is caused by:
a) lack of distant focal points
b) atmospheric perspective
c) ozone at altitude
d) flying over mountainous terrain

40.2.2.2 (2820)
The amount of light which strikes the retina is controlled by:
a) the pupil
b) the ciliary body
c) the cornea
d) the lens

40.2.2.2 (2821)
When focussing on near objects:

a) the shape of lens gets more spherical
b) the shape of lens gets flatter
c) the cornea gets smaller
d) the pupil gets larger

40.2.2.2 (2822)
The ability of the lens to change its shape is called:
a) accomodation
b) binocular vision
c) depth perception
d) adaptation

40.2.2.2 (2823)
The mechanism of accomodation is caused by:
a) the functioning of the ciliary muscle aroud the lens
b) the elasticity of the optic nerves
c) the functioning of the muscles of the eye
d) the diameter of the pupil

40.2.2.2 (2824)
Presbyopia is:
a) far sightedness linked with age
b) short sightedness
c) myopia
d) high intraocular pressure

40.2.2.2 (2825)
Glaucoma1. can lead to total blindness2. can lead to undetected reduction of the visual field3. reduces visual acuity in its final stage
a) 1, 2 and 3 are correct
b) 1 and 3 are correct, 2 is false
c) 2 and 3 are correct, 1 is false
d) 1 is correct, 2 and 3 are false

40.2.2.2 (2826)
Glaucoma is:
a) high intra-ocular pressure
b) disturbed colour vision
c) disturbed adaptation
d) disturbed night vision

40.2.2.2 (2827)
Glaucoma is characterised by: 1. disturbed light adaptation 2. progressive narrowing of the visual field 3. insidious onset and concealed progression 4. an increase in intra-ocular pressure
a) 2, 3 and 4 are correct ,1 is false
b) 1, 2, 3 and 4 are correct
c) 1, 2 and 3 are correct, 4 is false
d) 1, 3 and 4 are correct, 2 is false

40.2.2.3 (2828)
Which is the audible range to human hearing?
a) Between 16 Hz and 20 KHz
b) Between 16 MHz and 20 000MHz
c) Between 16 KHz and 20 KHz
d) Between 16 Hz and 20 MHz

40.2.2.3 (2829)
Which of the following components belong to the middle ear?
a) Ossicles
b) Otoliths
c) Endolymph
d) Semicircular canals

40.2.2.3 (2830)
Which part of the inner ear is responsible for the perception of noise?
a) The cochlea
b) The semicircular canals
c) The sacculus and utriculus
d) The eustachian tube

40.2.2.3 (2831)
The group of tiny bones (the hammer, anvil and stirrup) are situated in
a) the middle ear
b) the inner ear
c) the outer ear
d) the maxillary sinus

40.2.2.3 (2832)
Any prolonged exposure to noise in excess of 90 db can end up in
a) noise induced hearing loss
b) conductive hearing loss
c) presbycusis (eefects of aging)
d) a ruptured ear drum

40.2.2.3 (2833)
All pilots are going to suffer some hearing deterioration as part of the process of growing old.The effects of aging
a) are to cut out the high tones first
b) are to cut out the low tones first
c) are to cut out all tones equally
d) will not affect a pilot's hearing if he is wearing ear-plugs all the time

40.2.2.3 (2834)
The human ear is capable of perceiving vibrations between the frequencies
a) 16 - 20,000 Hz
b) 0 - 16 Hz
c) 20,000 - 40,000 Hz
d) 30 - 15000 dB

40.2.2.3 (2835)
The intensity of a sound is measured in
a) decibels
b) hertz
c) cycles per second
d) curies

40.2.2.3 (2836)
The Eustachian tube connects:
a) the middle ear and the pharynx
b) the auditory duct and the inner ear
c) the semi circular canals
d) the middle ear and the inner ear

40.2.2.3 (2837)
Excessive exposure to noise damages:
a) the sensitive membrane in the cochlea
b) the semi circular canals
c) the ossicles
d) the eardrum

40.2.2.4 (2838)
Vibrations within the frequency band of 1/10 to 2 Hertz are a factor contributing to air-sickness, because they
a) upset the vestibular apparatus
b) interfere with those of the own blood thus causing circulation problems
c) interfere with the frequencies of the central nervous system
d) make the stomach and its contents vibrating at the same frequency

40.2.2.4 (2839)
What is understood by air-sickness?
a) A sensory conflict within the vestibular system accompanied by nausea, vomiting and fear
b) An illness caused by evaporation of gases in the blood
c) An illness caused by reduced air pressure
d) An illness caused by an infection of the middle ear

40.2.2.4 (2840)
When spinning an aircraft, the predominating type of acceleration will be
a) angular acceleration
b) radial acceleration
c) linear acceleration
d) vertical acceleration

40.2.2.4 (2841)
Tuned resonance of body parts, distressing the individual, can be caused by
a) vibrations from 1 to 100 Hz
b) vibrations from 16 Hz to 18 kHz
c) acceleration along the longitudonal body axis
d) angular velocity

40.2.2.4 (2842)
What could the crew do in order to avoid air-sickness with passengers?1. Avoid turbulences.2. Avoid flying through rough weather.3. Seat passenger close to the center of gravity.4. Give pertinent information.
a) 1, 2, 3 and 4 are correct
b) 1, 2 and 3 are correct, 4 is false
c) 3 and 4 are correct, 1 and 2 are false
d) Only 4 is correct

40.2.2.4 (2843)
The probability to suffer from air-sickness is higher, when
a) the passenger or student is afraid and/or demotivated to fly
b) the passenger has taken anti-motion sickness remedies prior flight
c) the student ist motivated and adapted to the specific stimuli of flying
d) the student has good outside visual reference

40.2.2.4 (2844)
Which force(s) affect(s) the otoliths in the utriculus and sacculus?
a) Gravity and linear acceleration
b) Gravity alone
c) Linear acceleration and angular acceleration
d) Angular acceleration

40.2.2.4 (2845)
The semicircular canals of the inner ear monitor
a) angular accelerations
b) movements with constant speeds
c) relative speed and linear accelerations
d) gravity

40.2.2.4 (2846)
Which part of the vestibular apparatus is affected by changes in gravity and linear acceleration?
a) The sacculus and utriculus
b) The semicircular canals
c) The cochlea
d) The eustachian tube

40.2.2.4 (2847)
Which part of the vestibular apparatus is responsible for the impression of angular acceleration?
a) The semicircular canals
b) The cochlea
c) The sacculus and utriculus
d) The eustachian tube

40.2.2.4 (2848)
The vestibular organ
a) reacts to linear/angular acceleration and gravity
b) gives the impression of hearing

c) reacts to pressure changes in the middle ear
d) reacts to vibrations of the cochlea

40.2.2.4 (2849)
The cupula in the semicircular canal will be bent, when a rotation begins. This is because
a) the fluid (endolymph) within the semicircular canal lags behind the accelerated canal walls
b) the cupula will stay in place and give the correct impression
c) the fluid (endolymph) will preceed the accelerated canal walls
d) the cupula will bend on constant angular speeds

40.2.2.4 (2850)
The semicircular canals monitor
a) angular accelerations
b) relative speed
c) horizontal and vertical accelerations
d) gravity

40.2.2.4 (2851)
Changes in ambient pressure and accelerations during flight are important physiological factors limiting the pilots performance if not taken into consideration. Linear accelerations along the long axis of the body
a) change blood presssure and blood volume distribution in the body
b) will have an effect on blood pressure and blood flow if the accelerative force acts across the body at right angles to the body axis
c) will not stimulate any of the vestibular organs
d) are of no interest when performing aerobatics

40.2.2.4 (2852)
The semicircular canals form part of the
a) inner ear
b) middle ear
c) ear drum
d) external ear

40.2.2.4 (2853)
Angular accelerations are picked up in the inner ear by
a) the semicircular canals
b) the tympanum
c) the saccule and the utricle
d) the cochlea

40.2.2.4 (2854)
The semicircular canals detect
a) angular accelerations
b) sound waves
c) linear accelerations
d) changes in arterial pressure

40.2.2.4 (2855)
Angular accelerations are perceived by:
a) the semi circular canals
b) the cochlea
c) the otholits
d) the receptors in the skin and the joints

40.2.2.4 (2856)
The otoliths in the inner ear are sensitive to:
a) linear acceleration and gravity
b) angular acceleration
c) angular speed
d) constant speed only

40.2.2.4 (2857)
Which of the following systems are involved in the appearance of motion sickness ?-1 : Hearing-2 : The vestibular system-3 : Vision-4 The proprioceptive senses ""Seat-of-the-Pants-Sense"")-5 : The gastrointestinal system
a) 2,3,4
b) 1,2,3
c) 2,3,4,5
d) 1,2,5

40.2.2.4 (2858)
Perceptual conflicts between the vestibular and visual systems are :1 - classic and resistant when flying in IMC2 - sensed via impressions of rotation3 - sensed via distorted impressions of the attitude of the aircraft4 - considerable during prolonged shallow turns under IMC
a) 1,2,3,4
b) 2,3,4
c) 1,3
d) 3,4

40.2.2.4 (2859)
The vestibular system is composed of-1: two ventricles-2 : a saccule-3 : an utricle-4 : three semicircular channels
a) 2,3,4
b) 1,4
c) 2,3
d) 1,3,4

40.2.2.4 (2860)
The inner ear is able to perceive: 1. angular acceleration 2. linear acceleration 3. noise
a) 1 and 2 and 3 are correct
b) 2 and 3 are correct, 1 is false
c) 1 and 2 are correct, 3 is false
d) 2 is correct, 1 and 3 are both false

40.2.2.5 (2861)
Flying a coordinated level turn will

a) make the body`s pressure receptors feel an increased pressure along the body`s vertical axis
b) first give the impression of climb , then the impression of descent
c) make the blood being pooled in the head
d) make the seat-of-the-pants sense feel a decreased pressure along the body`s vertical axis

40.2.2.5 (2862)
Being pressed into the seat can cause illusions and/or false reactions in a pilot lacking visual contact to the ground, because this sensation
a) corresponds with the sensation a pilot gets when starting a climb or performing a level turn
b) corresponds with the sensation a pilots gets, when flying straight and level or starting a descent
c) makes the pilot to pull up the nose to compensate for level flight
d) will not stimulate the ""seat-of-the-pants"" sense

40.2.2.5 (2863)
Which sensations does a pilot get, when he is rolling out of a coordinated level turn?
a) Descending and turning into the opposite direction
b) Flying straight and level
c) Climbing
d) Turning into the original direction

40.2.2.5 (2864)
How can a pilot prevent ""pilots-vertigo""?
a) Avoid steep turns and abrupt flight maneouvers and maintain an effective instrument cross check.
b) Practise an extremely fast scanning technique using off-center vision.
c) Use the autopilot and disregard monitoring the instruments.
d) Maintain orientation on outside visual references as long as possible and rely upon the senses of balance..

40.2.2.5 (2865)
How can a pilot overcome a vertigo, encountered during a real or simulated instrument flight?1. Establish and maintain an effective instrument cross-check.2. Always believe the instruments, never trust your sense of feeling.3. Ignore arising illusions.4. Move the head sidewards and back and forth to ""shake-off"" illusions.
a) 1, 2 and 3 are correct
b) 1and 2 are correct, 3 and 4 are false
c) Only 4 is correct
d) 1, 2, 3 and 4 are correct

40.2.2.5 (2866)
The proprioceptive senses (seat-of-the-pants sense) are important for motor coordination. They
a) are completely unreliable for orientation when flying in IMC
b) indicate the difference between gravity and G-forces
c) allow the pilot to determine the absolute vertical at flight condition
d) are important senses for flight training in IMC

40.2.2.5 (2867)
The so-called ""Seat-of-the-Pants"" sense is
a) not suitable for spatial orientation when outside visual references are lost
b) only to be used by experienced pilots with the permission to fly in IMC
c) useful for instrument and contact flight
d) the only sense a pilot can rely on, when flying in IMC

40.2.2.5 (2868)
Sensory input to the ""Seat-of-the-Pants"" sense is given by
a) subcutaneous pressure receptors and kinesthetic muscle activity sensors
b) blood rushing into legs
c) acceleration of the stomach (nausea)
d) pressure of the heart on the diaphragm

40.2.2.5 (2869)
Approaches at night without visual references on the ground and no landing aids (e.g. VASIS) can make the pilot believe of beeing
a) higher than actual altitude with the risk of landing short (""ducking under"")
b) higher than actual altitude with the risk of overshooting
c) lower than actual altitude with the risk of overshooting
d) lower than actual altitude with the risk of ducking under

40.2.2.5 (2870)
A pilot is used to land on wide runways only. When approaching a smaller and/or narrower runway, the pilot may feel he is at a
a) greater height than he actually is with the tendency to land short
b) lower than actual height with the tendency to overshoot
c) greater height and the impression of landing short
d) lower height and the impression of landing slow

40.2.2.5 (2871)
A pilot approaching a runway which is narrower than normal may feel he is at a greater height than he actually is. To compensate he may fly a
a) flatter than normal approach with the tendency to undershoot
b) compensatory glide path and land long
c) compensatory glide path and stall out
d) higher than normal approach with the tendency to overshoot

40.2.2.5 (2872)
The proprioceptive senses (""Seat of-the-Pants-Sense"")
a) give wrong information, when outside visual reference is lost
b) is a natural human instinct, always indicating the correct attitude
c) can be used, if trained, to avoid spatial disorientation in IMC
d) can neither be used for motor coordination in IMC and VMC

40.2.2.5 (2873)
The most probable reason for spatial disorientation is
a) a poor instrument cross-check and permanently transitioning back and forth between instruments and visual references
b) the lack of attention to the vertical speed indicator

c) to rely on instruments when flying in and out of clouds
d) to believe the attitude indicator

40.2.2.5 (2874)
What should a pilot do if he has no information about the dimensions of the runway and the condition of the terrain underneath the approach? He should
a) make an instrument approach and be aware of the illusory effects that can be induced
b) be aware that approaches over downsloping terrain will make him believe that he is higher than actual
c) make a visual approach and call the tower for assistance
d) be aware that approaches over water always make the pilot feel that he is lower than actual height

40.2.2.5 (2875)
Orientation in flight is accomplished by1. eyes2. utriculus and sacculus3. semicircular canals4. Seat-of-the-pants-Sense
a) 1, 2, 3 and 4 are correct
b) only 1 and 4 are correct
c) 2, 3 and 4 are correct , 1 is false
d) 2, 3 and 4 are false, only 1 is correct

40.2.2.5 (2876)
The ""Seat-of-the-Pants-Sense""
a) can give false inputs to body orientation when visual reference is lost
b) is a natural human instinct which will always indicate the correct body position in space
c) can be used, if trained, to avoid disorientation in space
d) can be used as a reference for determining attitude when operating in visual and instrument meteorological conditions

40.2.2.5 (2877)
The Seat-of-the-Pants Sense is including receptors in the
a) muscles, tendons and joints sensitive to the position and movement of body parts
b) semicircular canals
c) utriculus and sacculus
d) skin of the breech only

40.2.2.5 (2878)
A pilot is used to land on small and narrow runways only. Approaching a larger and wider runway can lead to :
a) an early or high ""round out""
b) a steeper than normal approach dropping low
c) a flatter than normal approach with the risk of ""ducking under""
d) the risk to land short of the overrun

40.2.2.5 (2879)
The impression of an apparent movement of light when stared at for a relatively long period of time in the dark is called
a) ""autokinesis""
b) ""white out""
c) ""oculogyral illusion""
d) ""oculografic illusion""

40.2.2.5 (2880)
Which problem may occur, when flying in an environment of low contrast (fog, snow, darkness, haze)?Under these conditions it is:
a) difficult to estimate the correct speed and size of approaching objects
b) impossible to detect objects
c) no problem to estimate the correct speed and size of approaching objects
d) improbable to get visual illusions

40.2.2.5 (2881)
A pilot approaching an upslope runway
a) may feel that he is higher than actual. This illusion may cause him to land short.
b) is performing a steeper than normal approach, landing long
c) establishes a higher than normal approach speed
d) establishes a slower than normal approach speed with the risk of stalling out

40.2.2.5 (2882)
The area in front of a threshold descends towards the threshold.Possible danger is:
a) approach is higher than normal and may result in a long landing
b) to drop far below the glide path
c) approach is lower than normal and may result in a short landing
d) to misjudge the length of the runway

40.2.2.5 (2883)
Dizziness and tumbling sensations, when making head movements in a tight turn, are symptoms of
a) ""Pilot`s vertigo""
b) ""Nystagmus""
c) ""Flicker-vertigo""
d) ""Oculogravic illusion""

40.2.2.5 (2884)
""Pilot's vertigo""
a) is the condition of dizziness and/or tumbling sensation caused by contradictory impulses to the central nervous system (CNS)
b) is the sensation to keep a rotation after completing a turn
c) is the sensation of climbing caused by a strong linear acceleration
d) announces the beginning of airsickness

40.2.2.5 (2885)
What can a pilot do to avoid ""Flicker vertigo"" when flying in the clouds?
a) Switch strobe-lights off
b) Dim the cockpit lights to avoid reflections
c) Engage the autopilot until breaking the clouds
d) Fly straight and level and avoid head movements

40.2.2.5 (2886)
What do you do, when you are affected by ""pilot`s vertigo""?1. Establish and

maintain an effective instrument cross-check.2. Believe the instruments.3. Ignore illusions.4. Minimize head movements.
a) 1, 2, 3 and 4 are correct
b) 1, 2 and 3 are correct, 4 is false
c) 1 and 2 are correct, 3 and 4 are false
d) Only 4 is false

40.2.2.5 (2887)
A pilot is prone to get vertigo, as visibility is impaired (dust, smoke, snow). What is the correct action to prevent vertigo?
a) Depend on the instruments
b) Reduce rate of breathing until all symptoms disappear, then breathe normal again
c) Concentrate on the vertical speedometer
d) Depend on information from the semicircular canals of the inner ear, because those are the only ones giving correct information

40.2.2.5 (2888)
The risk of getting a spatial disorientation is growing, when
a) there is contradictory information between the instruments and the vestibular organs
b) the pilot is buckled too tight to his seat and cannot sense the attitude changes of the aircraft by his Seat-of-the-Pants-Sense
c) the pilot is performing an effective instrument cross-check and is ignoring illusions
d) informations from the vestibular organ in the inner ear are ignored

40.2.2.5 (2889)
Vertigo is the result of
a) ""Coriolis-effect""
b) ""Oculogyral illusion""
c) ""Autokinetic-illusion""
d) ""Elevator illusion""

40.2.2.5 (2890)
Which flight-maneouvre will most likely induce vertigo? Turning the head while
a) banking
b) climbing
c) descending
d) flying straight and level

40.2.2.5 (2891)
With ""vertigo"" the instrument-panel seems to tumble . This is due to
a) the coriolis effect in the semicircular canals
b) tuned resonance caused by vibration
c) conflicting information between the semicircular canals and the tympanic membrane
d) oxygen deficiency

40.2.2.5 (2892)
""Pilot's vertigo"":
a) is a sensation of rotation during flight due to multiple irritation of several semicircular canals at the same time
b) the impression of flying straight and level while the aircraft is spinning
c) a sudden loss of visual perception during flight due to multiple irritation of the utriculus and sacculus at the same time
d) the impression of climbing when banking

40.2.2.5 (2893)
What is the name for the sensation of rotation occuring during flight and which is caused by multiple irritation of several semicircular canals at the same time?
a) ""Pilot's"" Vertigo.
b) Sudden incapacitation.
c) ""Seat-of-the-Pants"" illusions.
d) Graveyard spin.

40.2.2.5 (2894)
Without visual reference, what illusion could the pilot get, when he is stopping the rotation to recover from a spin? He will get the illusion of
a) spinning into the opposite direction
b) spinning into the same direction
c) straight and level flight
d) climbing and turning into the original direction of the spin

40.2.2.5 (2895)
Starting a coordinated level turn can make the pilot believe to
a) climb
b) descent
c) turn into the opposite direction
d) increase the rate of turn into the same direction

40.2.2.5 (2896)
When accelerating forward the otoliths in the utriculus/sacculus will
a) give the illusion of climbing (body tilting backwards, nose of the a/c going up)
b) give the illusion of banking
c) give the illusion of straight and level flight
d) give the illusion of descending (body tilting downwards, or forwards, nose of the airplane going down)

40.2.2.5 (2897)
A pilot, accelerating or decelerating in level flight may get:
a) the illusion of climbing or descending
b) the feeling of rotation
c) the illusion to turn
d) the impression of stationary objects moving to the right or left

40.2.2.5 (2898)
To prevent vertigo in flight we should
a) not move the head suddenly while we are turning
b) look towards the sides when we make a turn
c) breath deeply but control the respiratory frequency
d) keep breathing normally

40.2.2.5 (2899)
When stopping the rotation of a spin we have the sensation
a) that we are starting a spin into the opposite direction
b) of turning in the same direction
c) of the sharp dipping of the nose of the aircraft
d) of the immediate stabilization of the aircraft

40.2.2.5 (2900)
When accelerating in level flight we could experience the sensation of a
a) climb
b) descent
c) turn
d) spin

40.2.2.5 (2901)
During flight in IMC, the most reliable sense which should be used to overcome illusions is the:
a) visual sense, interpreting the attitude indicator
b) ""Seat-of-the-pants-Sense""
c) vestibular sense
d) visual sense by looking outside

40.2.2.5 (2902)
Spatial disorientation will be most likely to occur during flight:
a) if the brain receives conflicting informations and the pilot does not believe the instruments
b) when flying in and out of clouds and the pilot maintains good instrument cross check
c) when flying in light rain below the ceiling
d) when flying in bright sunlight above a cloud layer

40.2.2.5 (2903)
Autokinetic illusion is:
a) an illusion in which a stationary point of light, if stared at for several seconds in the dark, may - without a frame of reference - appear to move
b) the sensation during a radial acceleration of seeing a fixed reference point moving into the opposite direction of the acceleration
c) a conflict between the visual system and bodily sensations
d) poor interpretation of the surrounding world

40.2.2.5 (2904)
With regard to illusions due to perceptive conflicts, it may be said that they:
a) are mainly due to a sensory conflict concerning perception of the vertical and the horizontal between the vestibular and the visual system
b) originate from a conflict between instrument readings and external visual perceptions
c) are caused by the absence of internal visual cues exclusively
d) are caused by a conflictual disagreement concerning attitudinal perception between the various members of a crew

40.2.2.5 (2905)
Visual disturbances can be caused by:1. hyperventilation2. hypoxia3. hypertension4. fatigue
a) 1, 2 and 4 are correct
b) 1, 2, 3 and 4 are correct
c) 1, 2 and 3 are correct
d) 2, 3 and 4 are correct

40.2.2.5 (2906)
Desorientation is more likely to occur when the pilot is:1. flying in IMC2. frequently changing between inside and outside references3. flying from IMC into VMC4. having a cold
a) 1, 2 and 4 are correct
b) 1, 2 and 3 are correct
c) 2, 3 and 4 are correct
d) 1, 3 and 4 are correct

40.2.2.5 (2907)
Positive linear accelleration when flying in IMC may cause a false sensation of:
a) pitching up
b) pitching down
c) apparent sideward movement of objects in the field of vision
d) vertigo

40.2.2.5 (2908)
Linear accelleration when flying straight and level in IMC may give the illusion of:
a) climbing
b) descending
c) yawing
d) spinning

40.2.2.5 (2909)
Coriolis illusion, causing spatial disorientation is the result of:
a) simultaneous head movements during aircraft manoeuvres
b) undergoing positive G
c) gazing in the direction of a flashing light
d) normal deterioration of the semicircular canals with age

40.2.2.5 (2910)
When turning in IMC , head movements should be avoided as much as possible. This is a prevention against:
a) coriolis illusion
b) autokinesis
c) oculogyral illusion
d) pressure vertigo

40.2.2.5 (2911)
Which of the following illusions are brought about by conflicts between the visual system and the vestibular system ?-1: Illusions concerning the attitude of the aircraft-2: Autokinetic illusion (fixed point viewed as moving)-3: Illusions when estimating the size and distance of objects-4 : Illusions of rotation
a) 1,4
b) 2,3,4

c) 2
d) 3,4

40.2.2.5 (2912)
A pilot, trying to pick up a fallen object from the cockpit floor during a tight turn, experiences:
a) coriolis illusion
b) autokinetic illusion
c) barotrauma
d) pressure vertigo

40.2.2.5 (2913)
When a pilot is starring at an isolated stationary light for several seconds in the dark he might get the illusion that:
a) the light is moving
b) the size of the lightis varying
c) the intensity of the light is varying
d) the colour of the light is varying

40.2.2.5 (2914)
When you stare at a single light against the dark (f.e. an isolated star) you will find the light appears to move after some time. This phenomenon is called:
a) autokinetic phenomenon
b) black hole illusion
c) coriolis illusion
d) leans

40.2.2.5 (2915)
How is haze effecting your perception?
a) Objects seem to be further away than in reality.
b) Objects will give better contrast.
c) Haze makes the eyes to focus at infinity
d) Objects seem to be closer than in reality.

40.2.2.5 (2916)
The 'Black hole' phenomenon occurs during approaches at night and over water, jungle or desert. When the pilot is lacking of visual cues other than those of the aerodrome there is an illusion of
a) being too high and too far away, dropping low and landing short
b) being too close, landing long
c) climbing
d) being too low, flying a steeper approach than normal

40.2.2.5 (2917)
You fly VFR from your home base (runway width 27 m), to an international airport (runway width 45 m). On reaching your destination there is a risk of performing a:
a) high approach with overshoot
b) high approach with undershoot
c) low approach with overshoot
d) low approach with undershoot

40.2.2.5 (2918)
You fly VFR from your home base (runway width 45 m) to a small airfield (runway width 27 m). On reaching your destination there is a risk of performing a:
a) low approach with undershoot
b) high approach with overshoot
c) high approach with undershoot
d) low approach with overshoot

40.2.2.5 (2919)
1. In case of conflicting information you can always trust your Seat- of-the-Pants-Sense.2. In case of conflicting information between the sensory organs and the instruments you must believe the instruments.
a) 1 is false, 2 is correct
b) 1 and 2 are correct
c) 1 is correct, 2 is false
d) 1 and 2 are false

40.2.2.5 (2920)
How can spatial disorientation in IMC be avoided? By
a) maintaining a good instrument cross check.
b) believing your body senses only.
c) moving the head into the direction of the resultant vertical.
d) looking outside whenever possible ignoring the attitude indicator.

40.2.2.5 (2921)
Which procedure is recommended to prevent or overcome spatial disorientation?
a) Rely entirely on the indications of the flight instruments.
b) Tilt your head to the side to get better informations from the semicircular canals.
c) Rely on the Seat-of-the-Pants-Sense.
d) Get adapted to low levels of illumination before flying and use off-center vision all the time.

40.2.2.5 (2922)
How can a pilot prevent spatial disorientation in flight?
a) Establish and maintain a good instrument cross check.
b) Always try to catch outside visual cues.
c) Rely on good situational awareness believing your natural senses.
d) Rely on the kinaesthetic sense.

40.2.2.5 (2923)
If you are subjected to an illusion during night flying you should:
a) continue on instruments
b) dim the cockpit lighting
c) scan the surroundings
d) use your oxygen mask

40.2.2.5 (2924)
If you are disorientated during night flying you must:
a) relay on instruments
b) look outside
c) descend
d) check your rate of breathing - do not breathe too fast

40.2.3.0 (2925)
Which of the following statements are correct ?1 Hypothermia affects physical and mental abilities.2 Man has effective natural protection against intense cold.3 Shivering makes it possible to combat the cold to a certain extent, but uses up a lot of energy4 Disorders associated with hypothermia appear at a body temperature of less than 35°C
a) 1,3,4
b) 1,2,3
c) 2,4
d) 2,3,4

40.2.3.0 (2926)
Our body takes its energy from :1: minerals2: protein3: carbonhydrates4: vitamines
a) 2,3
b) 1,2,3,4
c) 1,4
d) 1,3

40.2.3.0 (2927)
Which of the following mechanisms regulate body temperature when expored to extreme high environmental temperatures?-1 : Shivering-2 : Vasoconstriction of peripheral blood vessels-3 : Sweating-4 : Vasodilation of peripheral blood vessels
a) 3,4
b) 1,3,4
c) 2,3
d) 1

40.2.3.0 (2928)
The following can be observed when the internal body temperature falls below 35°C :
a) shivering, will tend to cease, and be followed by the onset of apathy
b) the appearance of intense shivering
c) mental disorders, and even coma
d) profuse sweating

40.2.3.0 (2929)
We can observe the following in relation to a state of hypothermia :
a) reasoning problems as soon as body temperature falls below 37°C
b) a substantial increase in internal body temperature whereas peripheral temperature at the skin is stable
c) a rapid fall in ambient temperature
d) greater capacity for adaptation than in a hot atmosphere

40.2.3.0 (2930)
What is meant by metabolism ?
a) The transformation by which energy is made available for the uses of the organism
b) Information exchange
c) Transfer of chemical messages
d) Exchange of substances between the lung and the blood

40.2.3.0 (2931)
One of the waste products of the metabolic process in the cell is :
a) water
b) protein
c) sugar
d) fat

40.2.3.0 (2932)
The body loses water via:1. the skin and the lungs2. the kidneys
a) 1 and 2 are correct
b) 1 is correct and 2 is not correct
c) 1 is not correct and 2 is correct
d) both are false

40.2.3.2 (2933)
It is inadvisable to fly when suffering from a cold. The reason for this is:
a) pain and damage to the eardrum can result, particularly during fast descents
b) gentle descents at high altitude can result in damage to the ear drum
c) swollen tissue in the inner ear will prevent the air from ventilating through the tympanic membrane
d) swollen tissue in the Eustachian tube will cause permanent hearing loss

40.2.3.2 (2934)
It is inadvisable to fly when suffering from a cold. The reason for this is:
a) the tissue around the nasal end of the Eustachian tube is likely to be swollen thus causing difficulty in equalising the pressure within the middle ear and the nasal/throat area. Pain and damage to the eardrum can result, particularly during fast descents
b) although the change in air pressure during a climb at lower altitudes is very small, it increases rapidly at high altitudes. If the tissue in the Eustachian tube of the ear is swollen, gentle descents at high alltitude would result in damage to the ear drum
c) swollen tissue in the inner ear will increase the rate of metabolic production resulting in hyperventilation
d) because it will seriously affect peripheral vision

40.2.3.2 (2935)
Exchange of gasses between the body and the environment takes place at the:
a) lungs
b) heart
c) muscles
d) central nervous system

40.2.3.2 (2936)
The following occurs in man if the internal body temperature increases to 38°C :
a) impairment of physical and mental performance
b) apathy
c) considerable dehydration
d) nothing signifiant happens at this temperature. The first clinical signs only start to appear at 39°C

40.2.3.2 (2937)
Having a serious cold it is better not to fly, due to the extra risk of:1. flatulence2. pain in the ear during descent3. pressure vertigo4. pain in the nasal sinuses
a) 2,3 and 4 are correct
b) 1 and 2 are correct
c) 1,3 and 4 are correct
d) 1,2 and 4 are correct

40.2.3.2 (2938)
Having a serious cold, you are going to fly. What can you expect:
a) pain in the sinuses
b) bends
c) chokes
d) hypoxia

40.2.3.3 (2939)
Which of the following factors may have an influence on medical disqualification?
a) High and low blood pressure as well as a poor condition of the circulatory system.
b) High blood pressure only.
c) Blood pressure problems cannot occur in aircrew because they always can be treated by in-flight medication.
d) Low blood pressure only.

40.2.3.3 (2940)
When assessing an individuals risk in developing coronary artery disease, the following factors may contribute:1.obesity2.distress3.smoking4.family history
a) 1, 2, 3 and 4 are correct
b) 2 and 3 are correct, 1 and 4 are false
c) Only 3 is correct, 1, 2 and 4 are false
d) 1, 2 and 3 are correct, 4 is false

40.2.3.3 (2941)
Noise induced hearing loss is influenced by
a) the duration and intensity of a noise
b) the duration of a noise but not its intensity
c) the suddenness of onset of a noise
d) the intensity of the noise but not its duration

40.2.3.3 (2942)
To reduce the risk of coronary artery disease, exercise should be
a) double the resting heart rate for at least 20 minutes, three times a week
b) avoided since raising the heart rate shortens the life of the heart
c) double the resting heart rate for at least an hour, five times a week
d) triple the resting heart rate for 20 minutes, once a week

40.2.3.3 (2943)
Which of the following is most true?
a) Regular exercise is beneficial to general health, but the most efficient way to lose weight is by reducing caloric consumption
b) Regular exercise is an impediment to losing weight since it increases the metabolic rate
c) Regular exercise is beneficial to general health, and is the only effective way to lose weight
d) Regular exercise and reduction in caloric consumption are both essential in order to lose weight

40.2.3.3 (2944)
Conductive hearing loss can be caused by: 1. damage to the ossicles in the middle ear caused by infection or trauma 2. a damage of the auditory nerve 3. an obstruction in the auditory duct 4. a ruptured tympanic membrane
a) 1,2,3 and 4 are correct
b) 2,3 and 4 are correct, 1 is false
c) 1,2 and 3 are correct, 4 is false
d) 1,3 and 4 are correct, 2 is false

40.2.3.3 (2945)
Noise induced hearing loss (NIHL) is caused by:
a) damage of the sensitive membrane in the cochlea due to overexposure to noise
b) a blocked Eustachian tube
c) pressure differences on both sides of the eardrum
d) reduced mobility of the ossicles

40.2.3.3 (2946)
Which of the following statements about hyperthermia is correct ?
a) Complete adaption to the heat in a hot country takes about a fortnight.
b) Vasodilation is the only regulant which is capable of reducing body temperature.
c) Evaporation is more effective when ambient humidity is high.
d) Performance is not impaired by an increase in body temperature to 40°C or more.

40.2.3.3 (2947)
Visual acuity during flight at high altitudes can be affected by: 1. anaemia 2. smoking in the cockpit 3. carbon monoxide poisoning 4. hypoxia
a) 1, 2, 3 and 4 are correct
b) 1,2 and 3 are correct
c) 2,3 and 4 are correct
d) 1,3 and 4 are correct

40.2.3.4 (2948)
Alcohol, even when taken in minor quantities
a) can make the brain cells to be more susceptible to hypoxia
b) will stimulate the brain, making the pilot resistant to hypoxia
c) will have no effect at all
d) may improve the mental functions, so that the symptoms of hypoxia are much better to be identified

40.2.3.4 (2949)
Concerning flying and blood alcohol content the following statement is correct:
a) no flying under the influence of alcohol
b) flying with up to 0.05 % blood alcohol
c) flying with up to 0.15 % blood alcohol
d) flying with up to 0.08 % blood alcohol is safe, since driving is safe up to this limit

40.2.3.4 (2950)
The metabolisation of alcohol
a) is a question of time
b) is quicker when used to it
c) can be accelerated even more by coffee
d) can be influenced by easy to get medication

40.2.3.4 (2951)
Concerning the effects of drugs and pilot´s performance
a) the primary and the side effects have to be considered
b) the side effects only have to be considered
c) medication has no influence on pilot´s performance
d) only the primary effect has to be considered, side effects are negligable

40.2.3.4 (2952)
Drugs against allergies (antihistamines), when taken by an aviator can cause the following undesirable effects:1. Drowsiness, dizziness2. Dry mouth3. Headaches4. Impaired depth perception5. Nausea
a) 1, 2, 3, 4 and 5 are correct
b) only 3, 4 and 5 are correct
c) 2, 3 and 4 are correct
d) only 1 is correct

40.2.3.4 (2953)
The consumption of medicines or other substances may have consequences on qualification to fly for the following reasons:1. The desease requiring a treatment may be cause for disqualification.2. Flight conditions may modify the reactions of the body to a treatment.3. Drugs may cause adverse side effects impairing flight safety.4. The effects of medicine do not necessarily immediately disappear when the treatment is stopped.
a) 1, 2, 3 and 4 are correct
b) 1, 2 and 3 are correct, 4 is false
c) 3 and 4 are false, 1 and 2 are correct.
d) Only 2 is false.

40.2.3.4 (2954)
Cigarette smoking has particular significance to the flyer, because there are long-term and short-term harmful effects. From cigarette smoking the pilot can get:
a) a mild carbon monoxide poisoning decreasing the pilot´s tolerance to hypoxia
b) a mild carbon dioxide poisoning increasing the pilot's tolerance to hypoxia
c) a mild carbon monoxide poisoning increasing the pilot´s tolerance to hypoxia
d) a suppressed desire to eat and drink

40.2.3.4 (2955)
A pilot who smokes will loose some of his capacity to transport oxygen combined with hemoglobin. Which percentage of his total oxygen transportation capacity would he give away when he smokes one pack of cigarettes a day?
a) 5 - 8%
b) 0.5 - 2%
c) 12 - 18%
d) 20 - 25%

40.2.3.4 (2956)
Flying at pressure altitude of 10 000 ft, a pilot, being a moderate to heavy smoker, has an oxygen content in the blood equal to an altitude
a) above 10 000 FT
b) of 10 000 FT
c) lower than 10 000 FT
d) of 15000 FT when breathing 100% oxygen

40.2.3.4 (2957)
Which of the following applies when alcohol has been consumed?
a) Even after the consumption of small amounts of alcohol, normal cautionary attitudes may be lost
b) Drinking coffee at the same time will increase the elimination rate of alcohol
c) Small amounts of alcohol increase visual performance
d) Acute effects of alcohol cease immediately when 100% oxygen is taken

40.2.3.4 (2958)
Alcohol, when taken simultaneously with drugs, may
a) intensify the effects of the drugs
b) compensate for side effects of drugs
c) show undesired effects only during night flights
d) increase the rate of alcohol elimination from the blood

40.2.3.4 (2959)
Alcohol metabolism (elimination rate)
a) is approx. 0.015% per hour and cannot be expedited
b) is approx. 0.3% per hour
c) depends on wether you get some sleep in between drinks
d) definitely depends on the amount and composition of food which has been eaten

40.2.3.4 (2960)
When drugs against sleep disorders and/or nervosity have been taken and the pilot intends to fly, attention has to be payed to
a) the effect they have on reaction time and perceptional awareness
b) the effect they have on hearing
c) the fact that there is no difference in the quality of sleep produced under the influence of those drugs compared to normal drug-free sleep
d) schedule only those pilots, who show no reactions to these medications

40.2.3.4 (2961)
The rate of absorption of alcohol depends on many factors. However, the rate of metabolism or digestion of alcohol in the body is relatively constant. It is about
a) 0,01 - 0,015 mg % per hour
b) 0,02 - 0,05 mg % per hour
c) 0,2 - 0,25 mg % per hour
d) 0,3 - 0,35 mg % per hour

40.2.3.4 (2962)
A slight lack of coordination which can make it difficult to carry out delicate and precise movements occurs when the level of alcohol in the blood is exceeding
a) 0.05 % blood alcohol

b) 0.1 % blood alcohol
c) 0.15 % blood alcohol
d) 0.2 % blood alcohol

40.2.3.4 (2963)
The carcinogen (a substance with the ability to produce modifications in cells which develop a cancer) in the bronchi of the lungs is
a) tar
b) nicotine
c) carbon monoxide
d) lead

40.2.3.4 (2964)
One of the substances present in the smoke of cigarettes can make it significantly more difficult for the red blood cells to transport oxygen and as a consequence contributes to hypoxia. Which substance are we referring to?
a) Carbon monoxide
b) Carbonic anhydride
c) Tar
d) Carbon dioxide

40.2.3.4 (2965)
The so-called Coriolis effect (a conflict in information processing in the brain) in spatial disorientation occurs:
a) on stimulating several semicircular canals simultaneously
b) on stimulating the saccule and the utricle of the inner ear
c) on stimulating the cochlea intensely
d) when no semicircular canal is stimulated

40.2.3.4 (2966)
The chemical substance responsible for addiction to tobacco is
a) nicotine
b) carbon monoxide
c) tar
d) the combination of nicotine, tar and carbon monoxide

40.2.3.4 (2967)
A large number of medical preparations can be bought without a doctor´s prescription. In relation to using these preparations, which of the following is correct:
a) A pilot using any of these preparations should get professional advice from a flight surgeon if he intends to fly and self-medicate at the same time
b) They have no side effects which would give problems to a pilot during flight
c) The side effects of these types of preparations are sufficiently negligible as to be ignored by pilots
d) They will cause a condition of over-arousal

40.2.3.4 (2968)
Carbon monoxide, a product of incomplete combustion, is toxic because
a) it competes with oxygen in its union with haemoglobin
b) it prevents the absorption of food from the digestive tract
c) it prevents the excretion of catabolites in the kidneys
d) it disturbs gaseous diffusion at the alveoli capillary membrane

40.2.3.4 (2969)
Carbon monoxide is always present in the exhaust gases of engines. If a pilot is exposed to carbon monoxide, which of the following responses is correct?
a) A short exposure to relatively high concentrations of carbon monoxide can seriously affect a pilot´s ability to operate an aircraft.
b) Carbon monoxide is easily recognised by odour and taste.
c) Carbon monoxide can only affect pilots if they are exposed to them for a long period of time.
d) When exposed to carbon monoxide for a long period of time, the body will adapt to it and no adverse physical effects are experienced

40.2.3.4 (2970)
Adverse effects of carbon monoxide increase as:
a) altitude increases
b) altitude decreases
c) air pressure increases
d) relative humidity decreases

40.2.3.4 (2971)
Which statement is correct regarding alcohol in the human body?
a) Judgement and decision making can be affected even by a small amount of alcohol.
b) A small amount of alcohol increases visual acuity.
c) An increase of altitude decreases the adverse effect of alcohol.
d) When drinking coffee, the human body metabolizes alcohol at a faster rate than normal.

40.2.3.4 (2972)
Which statement is correct? 1. Smokers have a greater chance of suffering from coronary heart disease 2. Smoking tobacco will raise the individuals pysiological altitude during flight3. Smokers have a greater chance of decreasing ung cancer
a) 1,2 and 3 are correct
b) 1 and 2 are correct, 3 is false
c) 1 and 3 are correct, 2 is false
d) 2 and 3 are correct, 1 is false

40.2.3.4 (2973)
Smoking cigarettes reduces the capability of the blood to carry oxygen. This is because:
a) hemoglobin has a greater affinity for carbon monoxide than it has for oxygen
b) carbon monoxide in the smoke of cigarettes assists diffusion of oxygen in the alveoli
c) carbon monoxide increases the partial pressure of oxygen in the alveoli
d) the smoke of one cigarette can cause an obstruction in the respiratory tract

40.2.3.4 (2974)
CO (carbon monoxide) present in the smoke of cigarettes can lead to: 1. reduction of time of usefull consciousness 2. hypoxia at a much lower altitude than normal
a) 1 and 2 are both correct
b) 1 is correct, 2 is false

c) 1 is false, 2 is correct
d) 1 and 2 are both false

40.2.3.4 (2975)
Carbon monoxide in the human body can lead to: 1. loss of muscular power2. headache 3. impaired judgement 4. pain in the joints 5. loss of consciousness
a) 1, 2 , 3 and 5 are correct
b) 1, 2 and 4 are correct
c) 2 and 3 are correct, 1 is false
d) 1, 2, 3, 4 are correct

40.2.3.6 (2976)
Incapacitation is most dangerous when it is :
a) insinuating
b) obvious
c) sudden
d) intense

40.3.1.0 (2977)
The human information processing system is highly efficient compared to computers because of its
a) flexibility
b) speed
c) working memory capacity
d) independancy from attention

40.3.1.0 (2978)
In an abnormal situation the pilot has an apparently correct explanation for the problem. The chance that he/she now ignores or devalues other relevant information, not fitting into his/her mental picture is:
a) increasing
b) the same, no matter if he/she has already made up his/her mind
c) not applicable with old and experienced pilots
d) decreasing

40.3.1.0 (2979)
Many pilots think up systems to deal with affairs so they don't have to think up every time what they have to do.
a) this has to be posetively appreciated for it increases consistency in action
b) this is dangerous for every situation is different
c) this has to be rejected for the company draws the rules and the procedures they have to comply with
d) this has to be advised against for it reduces flexibility at a moment a problem has to be solved by improvisation.

40.3.1.1 (2980)
Mental schemes correspond to:
a) memorised representations of the various procedures and situations which can be reactivated by the pilot at will
b) the memorisation of regulatory procedures associated with a particular situation
c) memorised procedures which develop and change rapidly during change-over to a new machine
d) daily planning of probable dangerous situations

40.3.1.1 (2981)
The acquisition of expertise comprises three stages (Anderson model):
a) cognitive, associative and autonomous
b) cognitive, associative and knowledge
c) associative, autonomous and expert
d) automatic, cognitive and knowledge

40.3.1.1 (2982)
A pilot can be described as being proficient, when he/she:
a) has automated a large part of the necessary flight deck routine operations in order to free his/her cognitive resources
b) is able to reduce his/her arousal to a low level during the entire flight
c) knows how to invest the maximum resources in the automation of tasks in real time
d) is capable of maintaining a high level of arousal during a great bulk of the flight

40.3.1.1 (2983)
The ability of detecting relevant information which is not presented in an actively monitored input channel is known as
a) attention
b) perception
c) sensation
d) appreciation

40.3.1.1 (2984)
According to Wicken's theory, the human brain has:
a) different reservoirs of resources depending on whether one is in the information-gathering, information-processing or action phase
b) unlimited information-processing resources
c) cognitive resources which are centered on action
d) processing capabilities which function at peak level when different tasks call for the same resources

40.3.1.1 (2985)
The available cognitive resources of the human brain:
a) are limited and make it impossible to perform two attentional tasks at the same time
b) are limited but make it possible to easily perform several tasks at the same time
c) are virtually unlimited
d) allow for twin-tasks operation without any loss of effectiveness

40.3.1.1 (2986)
Concentration is essential for pilots.
a) However, capacity of concentration is limited
b) It only takes a little willpower to increase one's capacity of concentration without limits
c) Vigilance is all that is required to be attentive
d) All intellectual processes, including very routined ones, make demands on resources and therefore on one's concentration

40.3.1.1 (2987)
The 'cocktail party effect' is
a) the ability to pick up relevant information unintentionally
b) the ability to drink too much at social gathering
c) the tendency to believe information that reinforces our mental model of the world
d) the tendency not to perceive relevant information

40.3.1.1 (2988)
Which of the following tasks are possible to do simultaneously without mutual interference?
a) Maintain manual straight and level flight and solve a problem.
b) Listen attentively and solve a problem.
c) Talk and rehearse a frequency in working memory.
d) Read and listen attentively.

40.3.1.1 (2989)
A selective attentional mechanism is required
a) because of the limited capacity of the central decision maker and working memory
b) because the capacity of the long term memory is limited
c) because of the limitations of the sense organs
d) because of limitations in our store of motor programmes

40.3.1.1 (2990)
If a pilot has to perform two tasks requiring the allocation of cognitive resources :
a) the sharing of resources causes performance on each task to be reduced
b) a person reaches his limits as from simultaneous tasks, and performance will then tail off
c) the only way of not seeing performance tail off is to switch to knowledge-based mode for the two tasks
d) the only way of not seeing performance tail off is to switch to rules-based mode for the two tasks

40.3.1.1 (2991)
Which of the following are the most favourable solutions to manage phases of reduced or low vigilance (hypovigilance)?1. Healthy living2. Use of amphetamines3. Reducing the intensity of the light4. Organising periods of rest during the flight
a) 1,4
b) 1,2
c) 1,3
d) 3,4

40.3.1.1 (2992)
What are main signs indicating the loss of vigilance ?1. Decrease in sensory perception2. Increase in selective attention3. Sensation of muscular heaviness4. Decrease in complacency
a) 1,3
b) 1,4
c) 2,3
d) 2,4

40.3.1.1 (2993)
What is ""divided attention""?
a) Alternative management of several matters of interest
b) Ease of concentrating on a particular objective
c) Difficulty of concentrating on a particular objective
d) The adverse effect of motivation which leads to one's attention being dispersed

40.3.1.1 (2994)
Which of the following statements concerning hypovigilance is correct ? Hypovigilance :
a) may occur at any moment of the flight
b) essentially occurs several minutes after the intense take-off phase
c) tends to occur at the end of the mission as a result of a relaxation in the operators' attention
d) only affects certain personality types

40.3.1.1 (2995)
What are the main factors which bring about reduced or low vigilance (hypovigilance) ?1. The monotony of the task2. Tiredness,the need for sleep3. A lack of stimulation4. Excessive stress
a) 1,2,3
b) 2,4
c) 1,3
d) 3,4

40.3.1.1 (2996)
With regard to the level of automation of behaviours in the attention mechanism, we know that :
a) the more behaviour is automated, the less it requires conscious attention and thus the more it frees mental resources
b) the more behaviour is automated, the more it requires attention and the more it frees resources
c) the more behaviour is automated, the more it requires attention and the less it frees resources
d) the less behaviour is automated, the less it requires attention and the more it frees resources

40.3.1.1 (2997)
What are the various factors which guide attention ?1. The level of automation of behaviour2. Response time3. The salience of the information4. Expectations
a) 1,3,4
b) 1,4
c) 1,2
d) 2,3,4

40.3.1.1 (2998)
Check the following statements:1. The first information received determines how subsequent information will be evaluated.2. If one has made up one's mind, contradictory information may not get the attention it really needs.3. With increasing stress, channelizing attention is limiting the flow of information to the central decision maker (CNS).

a) 1, 2 and 3 are correct
b) 1and 3 are correct
c) 1 and 2 are correct
d) 2 and 3 are correct

40.3.1.2 (2999)
Conscious perception
a) is a mental process involving experience and expectations
b) relies upon the development of intuition
c) involves the transfer of information from the receptor to the brain only
d) relates to the correct recognition of colours

40.3.1.2 (3000)
The first stage in the information process is
a) sensory stimulation
b) perception
c) selective attention
d) the recognition of information

40.3.1.2 (3001)
Our mental model of the world is based
a) on both our past experiences and the sensory information we receive
b) entirely on the sensory information we receive
c) entirely on past experiences
d) on both our past experiences and our motor programmes

40.3.1.2 (3002)
What is the main adverse effect of expectations in the perception mechanism ?
a) Expectations often guide the focus of attention towards a particular aspect, while possible alternates are neglected
b) They always lead to routine errors
c) The unconscious mechanism of attention leads to focus on all relevant information
d) The attention area is enlarged, thus it will lead to an uncertainty in regard to necessary decisions

40.3.1.2 (3003)
Which of the following provides the basis of all perceptions?
a) The intensity of the stimuli.
b) The aural or visual significance attributed in short term memory.
c) The aural or visual significance attributed in long term memory.
d) The seperation of figure and background.

40.3.1.2 (3004)
The ""gestalt laws ""formulates :
a) basic principles governing how objects are mentally organized and perceived
b) basic principles governing the relationship between stress and performance
c) basic principles governing the effects of habit and experience
d) basic principles regarding to the relationship between motivation and performance

40.3.1.2 (3005)
Illusions of interpretation (cognitive illusions) are :
a) associated with the task of mental construction of the environment
b) due mainly to a conflict between the various sensory systems
c) due mainly to a poor interpretation of instrumental data
d) solely induced in the absence of external reference points

40.3.1.2 (3006)
In the absence of external reference points, the sensation that the vehicle in which you sitting is moving when it is in fact the vehicle directly alongside which is moving is called :
a) illusion of relative movement
b) autokinetic illusion
c) cognitive illusion
d) somato-gravic illusion

40.3.1.3 (3007)
The maximum number of unrelated items that can be stored in working memory is:
a) about 7 items
b) very limited - only 3 items
c) about 30 items
d) unlimited

40.3.1.3 (3008)
The capacity of the short-term memory is
a) about 7 items
b) very limited - only one item
c) about 30 items
d) unlimited

40.3.1.3 (3009)
Information stays in the short-term memory
a) about 20 seconds
b) less than 1 second
c) from 5 to 10 minutes
d) around 24 hours

40.3.1.3 (3010)
Working memory :
a) is sensitive to interruptions which may erase all or some of its content
b) is unlimited in size
c) is unlimited in duration
d) varies considerably in size between an expert pilot and a novice pilot

40.3.1.3 (3011)
Long-term memory is an essential component of the pilot's knowledge and expertise.
a) It is desirable to pre-activate knowledge stored in long-term memory to have it available when required
b) The capacity of long-term memory is limited

c) Long-term memory stores knowledge on a temporary basis
d) The recovery of information from long-term memory is immediate and easy

40.3.1.3 (3012)
Motor programmes are:
a) stored routines that enable patterns of behaviour to be executed without continuous conscious control
b) rules that enable us to deal with novel situations
c) rules that enable us to deal with preconceived situations
d) stored routines that enable patterns of behaviour to be executed only under continuous conscious control

40.3.1.3 (3013)
Working memory enables us, for example,
a) to remember a clearance long enough to write it down
b) to store a large amount of visual information for about 0.5 seconds
c) to ignore messages for other aircraft
d) to remember our own name

40.3.1.3 (3014)
In the short-term-memory, information is stored for approximately
a) 20 seconds
b) 5 minutes
c) 1 hour
d) a couple of days

40.3.1.3 (3015)
The main limit(s) of long-term memory is (are):
a) Data retrieval as a result from a loss of access to the stored information
b) the quantity of data which may be stored
c) the instantaneous inputting in memory of all information collected during the day, which comes to saturate it
d) the data storage time

40.3.1.3 (3016)
What are the main limits of short-term memory ?It is :-1 : very sensitive to interruptions and interference-2 : difficult to access-3 : limited in size-4 : subject to a biochemical burn-in of information
a) 1,3 ,4
b) 1,2 ,3
c) 2 ,3
d) 2,4

40.3.1.3 (3017)
Which of the following characteristics apply to short-term memory ?- 1 : It is limited in time and size- 2 : It is unlimited in time and limited in size- 3 : It is stable and insensitive to disturbances- 4 : It is limited in time and unlimited in size
a) 1
b) 1,3
c) 3,4
d) 2,3

40.3.1.3 (3018)
With regard to short-term memory, we can say that :
a) it is made up of everyday information for immediate use, and is limited in its capacity for storing and retaining data
b) it is made up of everyday information for immediate use, and is limited in terms of the time for which it retains data but not in its storage capacity
c) it is a stable form of working memory, and thus not very sensitive to any disturbance
d) it mainly contains procedural knowledge

40.3.1.3 (3019)
Which of the following statements about long-term memory are correct?-1: Information is stored there in the form of descriptive, rule-based and schematic knowledge.-2: The period of time for which information is retained is limited by the frequency with which this same information is used.-3: It processes information quickly and has an effective mode of access in real time.-4: Pre-activation of necessary knowledge will allow for a reduction in access time.
a) 1 and 4 are correct
b) 1 and 2 are correct
c) 2, 3 and 4 are correct
d) 2 and 4 are correct

40.3.1.3 (3020)
To facilitate and reduce the time taken to access information in long-term memory, it is helpful to:
a) mentally rehearse information before it is needed
b) learn and store data in a logical and structured way
c) structure irrelevant information as much as possible before committing it to memory
d) avoid to rehearse information which we know we will need soon

40.3.1.3 (3021)
Concerning the capacity of the human long-term memory
a) its storage capacity is unlimited
b) it is structurally limited in terms of storage capacity, but unlimted in terms of storage time
c) it is structurally limited in terms of storage time but not in terms of capacity
d) its mode of storing information is passive, making memory searches effective

40.3.1.4 (3022)
Young pilots or pilots with little experience of airplanes differ from experienced pilots in the following way :
a) unexperienced pilots refer to information more than experts when carrying out the same task
b) experienced pilots are less routine-minded than young pilots because they know that routine causes mistakes
c) task for task, an expert's workload is greater than a novice's one
d) flight planning performance decreases with age, and experience is unable to mask this deficiency

40.3.1.4 (3023)
In order to provide optimum human performance it is advisable to
a) establish strategies for planning, automating and managing resources (in real time)

b) plan a maximum of objectives and non-automated actions
c) avoid powerful behaviour expedient of automating tasks
d) plan future actions and decisions at least a couple of days in advance

40.3.1.4 (3024)
The planning and anticipation of future actions and situations makes it possible to:-1 : create a precise reference framework.-2 : avoid saturation of the cognitive system.-3 : automate planned actions.-4 : activate knowledge which is considered necessary for the period to come.The correct statement(s) is (are):
a) 1, 2 and 4 are correct
b) 1 and 2 are correct
c) 2 and 4 are correct
d) 3 and 4 are correct

40.3.1.4 (3025)
Pre-thought action plans may be said to:-1 : ease access to information which may be necessary.-2 : sensitize and prepare for a possible situation to come.-3 : be readily interchangeable and can therefore be reformulated at any time during the flight.-4 : define a framework and a probable strategy for the encountered situation.The combination of correct statements is:
a) 1, 2 and 4 are correct
b) 1, 2 and 3 are correct
c) 2 and 4 are correct
d) 2, 3 and 4 are correct

40.3.1.4 (3026)
The workload may be said to:-1 : be acceptable if it requires more than 90 % of the crew resources.-2 : be acceptable if it requires about 60 % of the crew resources.-3 : depend on the pilot's expertise.-4 : correspond to the amount of resources availableThe combination of correct statements is:
a) 2, 3 and 4 are correct
b) 1, 3 and 4 are correct
c) 1 and 3 are correct
d) 2 and 4 are correct

40.3.1.4 (3027)
Motivation is a quality wich is often considered vital in the pilot's work to maintain safety.
a) However, excessive motivation leads to stress wich adversly affects performance
b) Motivation reduces the intensity of sensory illusions
c) A high degree of motivation makes it possible to make up for insufficient knowledge in complete safety
d) A high degree of motivation lowers the level of vigilance

40.3.1.4 (3028)
The quality of learning :
a) is promoted by feedback on the value of one's own performance
b) depends on long-term memory capacity
c) is independent of the level of motivation
d) is independent of age

40.3.1.4 (3029)
Mental training, mental rehearsal of cognitive pretraining is called the inner, ideomotor simulation of actions.
a) It is most important for the acquisition of complex perceptual motor skills
b) It is most important for selfcontrol
c) It is most effective, if it is practiced on an abstract level if imagination
d) It is more effective than training by doing

40.3.1.4 (3030)
How can the process of learning be facilitated?
a) By reinforcing successful trials
b) By increasing the psychological pressure on the student
c) By punishing the learner for unsuccessful trials
d) By reinforcing errors

40.3.1.4 (3031)
Learning is called each lasting change of behaviour due to
a) practice and experience
b) innate mechanisms
c) maturation
d) drug influence

40.3.1.4 (3032)
Mental training is helpful to improve flying skills
a) at all levels of flying proficiency
b) only for student pilots
c) only for instructor pilots
d) only at a certain level of flying experience

40.3.1.4 (3033)
Which of the following are primary sources of motivation in day-to-day professional life ?1. Beeing in control of one's own situation2. Fear of punishment3. Success (achievement of goals)4. Social promotion, money
a) 1,2,3,4
b) 1,2,3
c) 3,4
d) 2,4

40.3.1.4 (3034)
Which of the following statements summarises the impact that motivation may have on attention ?
a) It increases the mobilisation of energy and thus facilitates the quality of alertness and attention
b) It only facilitates attention in extreme cases (risk of death)
c) Motivation has only a small effect on attention, but it facilitates alertness
d) It stimulates attention but may lead to phases of low arousal

40.3.1.4 (3035)
The effect of experience and habit on performance
a) can both be beneficial and negative
b) is always negative

c) is never negative
d) is always beneficial

40.3.1.4 (3036)
Murphy's law states :
a) If equipment is designed in such a way that it can be operated wrongly, then sooner or later, it will be
b) Response to a particular stressful influence varies from one person to another
c) Expectation has an influence on perception
d) Performance is dependent on motivation

40.3.1.4 (3037)
The needs of an individual lead to :
a) a change in the individuals motivation and consequently to an adaptation of the behaviour
b) preservation from dangers only if social needs are beeing satisfied
c) no change in his motivation and conrequently to the persistence of the individuals behaviour in regard to the desired outcome
d) prolonged suppression of all basic needs in favour of high self-actualization

40.3.1.4 (3038)
Whilst flying a coordinated turn, most of your activity is
a) skill based behaviour
b) coping behaviour
c) knowledge based behaviour
d) rule based behaviour

40.3.1.4 (3039)
If you approach an airfield VFR at a prescribed altitude, exactly following the approach procedure, and you encounter no inexpected or new problems you show:
a) skill based behaviour
b) knowledge based behaviour
c) rule based behaviour
d) rule and skill based behaviour

40.3.1.4 (3040)
The choice of the moment you select flaps depending on situation and conditions of the landing is:
a) skill based behaviour
b) knowledge based behaviour
c) pressure based behaviour
d) rule based behaviour

40.3.1.4 (3041)
The readiness for tracing information which could indicate the development of a critical situation
a) is necessary to maintain good situational awareness
b) is dangerous, because it distracts attention from flying the aircraft
c) makes no sense because the human information processing system is limited anyway
d) is responsible for the development of inadequate mental models of the real world

40.3.1.4 (3042)
1. Lively information is easier to take into consideration for creating a mental picture than boring information.2.The sequence in which information is offered is also important for the use the pilot makes of it.
a) 1 and 2 are both correct
b) 1 is correct, 2 is not correct
c) 1 is not correct, 2 is correct
d) 1 and 2 are both not correct

40.3.1.4 (3043)
The development of procedures makes pilots more effective and more reliable in their actions. This is called:
a) procedural consistency
b) mental model
c) knowledge-based behaviour
d) procedural confusion

40.3.2.0 (3044)
What means can be used to combat human error?-1 : Reducing error-prone mechanisms.-2 : Improving the way in which error is taken into account in training.-3 : Sanctions against the initiators of error.-4 : Improving recovery from errors and its consequences.The combination of correct statements is:
a) 1, 2 and 4
b) 3 and 4
c) 1 and 2
d) 2, 3 and 4

40.3.2.0 (3045)
It is desirable to standardize as many patterns of behaviour (operating procedures) as possible in commercial aviation mainly because
a) such behaviour reduces errors even under adverse circumstances
b) this lowers the ability requirement in pilot selection
c) this reduces the amount of training required
d) it makes the flight deck easier to design

40.3.2.0 (3046)
Human errors are frequent and may take several forms :
a) an error can be described as the mismatch between the pilots intention and the result of his/her actions
b) an error of intention is an error of routine
c) an violation is an error which is always involuntary
d) representational errors in which the pilot has properly identified the situation and is familiar with the procedure

40.3.2.0 (3047)
What is meant by the term 'complacency'?
a) Careless negligence or unjustified self-confidence
b) To question possible solutions
c) An agreement between captain and co-pilot due to Crew Resources Management
d) Physiological consequences on pilots because of fear of flying

40.3.2.0 (3048)
What would be the priority aim in the design of man-machine interfaces and in the creation of their application procedures for combatting problems associated with human error ?
a) To reduce the risks of the appearance or non-detection of errors entailing serious consequences
b) To eliminate the risk of latent errors occuring
c) To cater systematically for the consequences of errors in order to analyse their nature and modify ergonomic parameters
d) To put in place redundant alarm systems

40.3.2.1 (3049)
How can man cope with low error tolerant situations?
a) By constantly complying with cross-over verification procedures (cross monitoring)
b) By increasing error detection in all circumstances
c) By randomly applying a combination of optimum detection, warning and monitoring systems
d) By generally avoiding situations in which tolerance to error is low

40.3.2.1 (3050)
What are the various means which allow for better error detection?-1 : Improvement of the man-machine interface.-2 : Development of systems for checking the consistency of situations.-3 : Compliance with cross-over redundant procedures by the crew.-4 : Adaptation of visual alarms to all systems.The correct statement(s) is (are):
a) 1, 2 and 3
b) 1and 3
c) 2, 3 and 4
d) 3 and 4

40.3.2.1 (3051)
Why must flight safety considerations consider the human error mechanism? -1 : It is analysis of an incident or accident which will make it possible to identify what error has been committed and by whom. It is the process whereby the perpetrator is made responsible which may lead to elimination of the error.-2 : If we have a better understanding of the cognitive error mechanism, it will be possible to adapt procedures, aircraft interfaces, etc. -3 : It is error management procedure which enables us to continuously adjust our actions. The better we understand the underlying mechanism of an error, the better will be our means for detecting and adapting future errors.-4 : Since error is essentially human, once it has been identified by the use of procedures, a person will be able to anticipate and deal with it automatically in the future.The correct statement(s) is (are):
a) 2 and 3
b) 3 and 4
c) 2 and 4
d) 1 and 4

40.3.2.1 (3052)
Improvement of human reliability should entail:
a) an effort to understand the causes and find means of recovery for errors committed
b) in aviation, the elimination of errors on the part of front-line operators
c) the elimination of latent errors before they can effect performance
d) the analysis of modes of human failures

40.3.2.1 (3053)
An excessive need for safety
a) hampers severly the way of pilot decision making
b) is absolute necessary for a safe flight operation
c) is the most important attribute of a line pilot
d) guarantees the right decision making in critical situations

40.3.2.1 (3054)
Studies of human error rates during the performance of simple repetitive task have shown, that errors can normally be expected to occur about
a) 1 in 10 times
b) 1 in 50 times
c) 1 in 100 times
d) 1 in 250 times

40.3.2.1 (3055)
Which of the following human error rates can be described as both realistic and pretty good, after methodical training
a) 1 in 100 times
b) 1 in 1000 times
c) 1 in 10000 times
d) 1 in 100000 times

40.3.2.1 (3056)
Situations particularly vulnerable to ""reversion to an earlier behaviour pattern"" are :1. when concentration on a particular task is relaxed2. when situations are characterised by medium workload3. when situations are characterised by stress
a) 1. and 3.
b) 1. and 2.
c) 3.
d) 2. and 3.

40.3.2.2 (3057)
The most dangerous characteristic of the false mental model is, that it
a) is frequently extremely resistant to correction
b) will mainly occur under conditions of relaxation
c) will only occur under conditions of stress
d) can easily be changed

40.3.2.3 (3058)
Which of the following statements best fits the definition of an active error?Active error is:
a) produced by the operator and can be rapidly detected via the effects and consequences which it induces on the overall action
b) produced either by a front-line operator or by a remote operator and results in a hidden or latent consequence at a specific moment of the action
c) essentially results from the application of a bad rule or the poor application of a good rule

by airplane designers
d) rare in front-line actions and difficult to detect owing to the fact that it usually occurs in a complex system of uncontrolled and involuntary deviations

40.3.2.3 (3059)
What are the main consequences of latent errors? They:-1 : remain undetected in the system for a certain lenght of time.-2 : may only manifest themselves under certainl conditions.-3 : are quickly detectable by the front-line operator whose mental schemas on the instantaneous situation filter out formal errors.-4 : lull the pilots into security.The correct statement(s) is (are):
a) 1,2 and 4
b) 1 and 2
c) 1 and 3
d) 2, 3 and 4

40.3.2.3 (3060)
Which of the following statements fits best the concept of latent error?Latent errors:
a) have been present in the system for a certain lenght of time and are difficult to understand as a result of the time lag between the generation and the occurence of the error
b) are rarely made by front-line operators, and are consequently readily identified and detected by the monitoring, detection and warning links
c) are mainly associated with the behaviour of front-line operators and are only detected after advanced problem-solving
d) rapidly may be detected via their immediate consequences on the action in progress

40.3.2.3 (3061)
A system is all the more reliable if it offers good detectability. The latter is the result of:-1 : tolerance of the various systems to errors.-2 : the sum of the automatic monitoring, detection and warning facilities.-3 : the reliability of the Man-Man and Man-Machine links.-4 : the alerting capability of the Man-Machine interface.The combination of correct statements is:
a) 2 and 4
b) 1, 2 and 4
c) 1 and 3
d) 3 and 4

40.3.2.3 (3062)
According to Rasmussen's model, errors in rule-based control mode are of the following type(s) :
a) errors of technical knowledge
b) routine errors
c) handling errors
d) creative errors

40.3.2.3 (3063)
According to Rasmussen's model, errors are of the following type(s) in skill-based control mode:
a) routine errors
b) knowledge errors
c) handling errors
d) creative errors

40.3.2.3 (3064)
When can a system be said to be tolerant to error?When:
a) the consequences of an error will not seriously jeopardise safety
b) its safety system is too permeable to error
c) its safety system has taken account of all statistically probable errors
d) latent errors do not entail serious consequences for safety

40.3.2.3 (3065)
Once detected, an error will result in cognitive consequences which:
a) make it possible to modify behaviour with a view to adaptation
b) destabilize cognitive progress and maintain the error
c) are prompted by inductive factors
d) have virtually no interaction with behaviour

40.3.2.3 (3066)
Human behaviour is determined by:
a) biological characteristics, social environment and cultural influences
b) biological characteristics
c) the social environment
d) cultural influences

40.3.2.3 (3067)
The level of automation of behaviour-patterns facilitates the saving of resources and therefore of attention. On the other hand, it may result in :
a) routine errors (slips)
b) mistakes
c) decision-making errors
d) errors in selecting an appropriate plan of action

40.3.2.3 (3068)
In problem-solving, what determines the transition from rules-based activities to a knowledge-based activity ?
a) The unsuitability of the known rules for the problem posed
b) Attentional capture
c) Knowledge of rules which apply to the problem posed
d) The unsuitability of the automated actions

40.3.2.3 (3069)
Which of the following errors occur at rules-based level ?1.Omission2.The application of a poor rule3. Attentional capture4. The poor application of a good rule
a) 2,4
b) 1,2
c) 3,4
d) 1,3

40.3.2.3 (3070)
The descriptive aspect of errors according to Hollnagel's model describes various directly observable types of erroneous actions which are :1. Repetition and omission2. The forward leap and the backward leap3. Intrusion and anticipation4. Intrusion
a) 1,2,4
b) 1,3
c) 2,4
d) 1,2,3

40.3.2.3 (3071)
What happens in problem-solving when the application of a rule allows for the situation to be resolved ?
a) Actions return to an automatic mode
b) A switch is made to knowledge mode in order to refine the results
c) A switch is made to knowledge- based mode in order to continue monitoring of the problem
d) A second monitoring rule must be applied

40.3.2.4 (3072)
To avoid wrong decisions by the pilot, an aircraft system should at least be able to
a) report its malfunction
b) report the deviation
c) correct the deviation
d) tolerate the deviation

40.3.2.4 (3073)
Analysis of accidents involving the human factor in aviation shows that :
a) there is hardly ever a single cause responsible
b) only front-line operators are involved
c) only pilot training will make it possible to improve the situation
d) failure of the human factor is always connected with technical breakdowns

40.3.2.4 (3074)
What does the 'End Deterioration Effect'('Home-itis') mean?
a) The tendency to sudden, imperceptible errors shortly before the end of a flight
b) The result of a poor preflight planning
c) The potential risk of loosing orientation after flying in clouds
d) The breakdown of crew coordination due to interpersonal tensions between captain and co-pilot

40.3.2.4 (3075)
'Environmental capture' is a term used to describe which of the following statements?1.The tendency for a skill to be executed in an environment in which it is frequently exercised, even if it is inappropriate to do so2.The tendency for a skill acquired in one aircraft type to be executed in a new aircraft type, even if it is inappropriate to do so3. The tendency for people bo behave in different ways in different social situations4. The gaining of environmental skills
a) 1 and 2 are correct
b) 1, 2 and 3 are correct
c) 2 and 3 are correct
d) 4 is correct

40.3.2.4 (3076)
Under what circumstances will a pilot change from automated level to rule-based level ?
a) When detecting, that an automated behaviour will no longer lead to the intended outcome
b) Failure of all the known rules
c) The appearance of a situation or problem which is unknown and completely new
d) An automated cognitive check procedure

40.3.2.4 (3077)
Errors which occur during highly automated actions may result from :1. the capture of a poor action subprogram2. a mistake in the decision making process3. the application of a poor rule4. an action mode error
a) 1,4
b) 1,2
c) 3,4
d) 2,3,4

40.3.2.4 (3078)
What are the main characteristics of active errors ?They :1. are detectable only with difficulty by first-line operators2. have rapid and direct consequences on the action in progress3. are down to first-line operators4. have an impact on the overall action whose timing may be affected significantly
a) 2,3
b) 1,2
c) 3,4
d) 1,4

40.3.2.4 (3079)
The relationship which exists between crew error and flight safety :
a) is dependent on the social and technical system and also on the operational context created by the system
b) is a linear relationship which introduces crew training as the main factor
c) is independent of the operational context, with the latter being identical for any flight operation
d) has been evolving for 40 years and has now become independent of the social and technical system

40.3.2.4 (3080)
The effects of sleep deprivation on performance:1. increase with altitude2. decrease with altitude3. increase with higher workload4. decrease with higher workload
a) 1 and 3 are correct
b) 1,2 and 3 are correct
c) 1, 3 and 4 are correct
d) 2, 3 and 4 are correct

40.3.2.4 (3081)
What may be the origins of representation errors ?1. Perception errors2. The catering for all available information 3. Incorrect information from the observed world4. The receipt of a bad piece of information

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

40.3.3.0 (3082)
When a pilot is facing a problem during flight he should
a) take as much time as he needs and is available to make up his mind
b) always make up his mind quickly to give himself as much spare time as possible
c) avoid making up his mind until the very last minute
d) make up his mind before consulting other crew members

40.3.3.0 (3083)
The decision making in emergency situations requires firstly:
a) distribution of tasks and crew coordination
b) speed of reaction
c) informing ATC thoroughly about the situation
d) the whole crew to focus on the problem

40.3.3.0 (3084)
Which of the following abilities will not improve efficient decision making on the cockpit?
a) Ability to persuade others to follow the own point of view.
b) Communicational skills and social competence.
c) Ability to search for and examine all available information regarding a situation.
d) Ability to think ahead and specify alternative courses of action.

40.3.3.0 (3085)
The assessment of risk in a particular situation will be based on
a) subjective perception and evalutation of situational factors
b) external factors only
c) the emergency checklist only
d) situational factors only

40.3.3.0 (3086)
Once a pilot has developed a certain way of thinking about a problem he will probably
a) find it difficult to get out of that way of thinking and difficult to try a different interpretation of the data
b) find it difficult to stick to his/her interpretation of the data
c) find it easy to interpret the data in different ways
d) find it impossible to get out of that way of thinking, whatever happens

40.3.3.0 (3087)
To maintain good situational awareness you should:(1) believe only in your own interpretation of the data(2) gather as much datas as possible from every possible source before making inferences(3) question whether your hypothesis still fits the situation as events progress and try to make time to review the situation(4) consider ways of testing your situational hypothesis to see whether it is correct
a) 2, 3 and 4 are correct
b) all answers are correct
c) 1 and 4 are correct
d) 1 and 3 are correct

40.3.3.1 (3088)
Most accidents are mainly caused by lack of:
a) good judgement
b) physical skills
c) interpersonal relations
d) good maintenance of aircraft

40.3.3.1 (3089)
Judgement is based upon:
a) a process involving a pilot´s attitude to take and to evaluate risks by assessing the situation and making decisions based upon knowledge, skill and experience
b) a decision making process involving physical sensations and their transfer to manually operate the aircraft controls
c) the development of skills from constant practice of flight manoeuvres
d) the ability to interpret the flight instruments

40.3.3.1 (3090)
Which of the following statements is correct regarding decision making?
a) Deciding means choosing between alternatives.
b) Deciding means being able to come up with original solutions.
c) Deciding means imposing one's point of view.
d) Deciding means applying an automatic procedure.

40.3.3.1 (3091)
Which problem may be overlooked in the process of making a decision?
a) Owing to great haste, bypassing analysis of the current actual situation in order to apply the decision prepared beforehand
b) Preparing decisions often leads to strategies of minimum commitment
c) Preparing decisions promotes the appearance of inflexibilities
d) The captain's superior knowledge, justified by his/her status

40.3.3.1 (3092)
In terms of decision-making, the intention to become integrated into the team, to be recognised as the leader or to avoid conflicts may lead to :
a) the attempt to agree on decisions made by other crew members
b) an authoritarian approach thus demonstrating ones own ability to lead
c) the improvement of internal risk assessment capabilities
d) the suggestion of a sequential solution in which everyone can contribute what he/she knows

40.3.3.1 (3093)
What strategy should be put in place when faced with an anticipated period of time pressure ?
a) A strategy of preparing decisions
b) A non-sequential strategy
c) A Laissez-faire strategy
d) A strategy of no commitment

40.3.3.1 (3094)
Which biases relate to human decision making?1. Personal experience tends to alter the perception of the risk of an event occurring2. There is a natural tendency to want to confirm our decision even in the face of facts which contradict it3. The group to which an individual belongs tends to influence the particular decision4. There is natural tending to select only objective facts for decision-making purposes
a) 1,2,3
b) 1,2
c) 3,4
d) 1,2,4

40.3.3.1 (3095)
Habits and routine can influence decision-making in a way that:
a) a tendency to select the most familiar solution first and foremost, sometimes to the detriment of achieving the best possible result
b) one always wants to see previous experience confirmed by new decisions
c) professional pilots will never question established procedures
d) one always selects a choice in accordance with the company's usual practices

40.3.3.1 (3096)
Decision-making can be influenced by the following factors:1. people tend to conform to opinions expressed by a majority within the group they belong to2. people always tend to keep the future decisions in line with those their superiors have made in the past3. people more easily tend to select data which meet the expectations4. people hardly base decisions on their personal preferences but rather on rational information
a) 1,3
b) 2,3
c) 1,4
d) 2,4

40.3.3.1 (3097)
The DECIDE model is based on :
a) a prescriptive generic model, taking into account the method which seems most likely to come up with the solution
b) a prescriptive generic model which is subject to mathematical logic
c) a normative generic model based on mathematical logic
d) a statistical model based on observation of human decision-making

40.3.3.1 (3098)
Decision-making is a concept which represents :
a) a voluntary and conscious process of selection, from among possible solutions, for a given problem
b) an automated or automation-like act of applying defined procedures
c) an automatic process of selection from among the various solutions to a given problem
d) a spontaneous act of seeking the most effective solution in a given situation when faced with a defined problem

40.3.3.1 (3099)
Which of the following characteristics form part of decision-making on the flight deck ?
a) A good decision depends on analysis of the situation
b) A decision is only valid in a defined and delimited time
c) A good decision can always be reversed if its result does not come up to expectations
d) A group decision must always be established prior to action

40.3.3.1 (3100)
In decision-making, the selection of a solution depends :1. on objective and subjective criteria2. on the objective to be achieved3. on the risks associated with each solution4. above all on the personality of the decision-maker
a) 1,2,3,4
b) 1,2,4
c) 1,3
d) 4

40.3.3.1 (3101)
Decision-making results in:
a) a choice between different solutions for achieving a goal
b) a choice always based on the experience of the PIC
c) an objective choice concerning applicable solutions for a given end
d) a subjective choice concerning applicable solutions

40.3.3.1 (3102)
The confirmation bias of decision making is
a) a tendency to ignore that information which indicates that a decision is poor,
b) a tendency not to seek for information which confirms a judgement
c) a tendency not to look for information which would reassure oneself about a decision
d) a tendency to look for facts that confirm expectations before implementing one's decision

40.3.4.1 (3103)
The relevance of check procedures during flight becomes even more important when:
a) flying an unfamiliar type of aircraft and experiencing mental pressure
b) flying an aircraft which you have flown recently
c) conducting a longer flight than you would normally perform
d) flying an aircraft which you have flown many times before

40.3.4.1 (3104)
Which of the following responses is an example of ""habit reversion"" (negative habit transfer):
a) A pilot who has flown many hours in an aircraft in which the fuel lever points forward for the ON position, may unintentionally turn the fuel lever into the false position, when flying a different aircraft, where the fuel lever has to point aft to be in the ON position
b) Turning and aircraft to the left when intending to turn it to the right
c) Incorrect anticipation of an air traffic controller´s instructions
d) habitually missing an item on the checklist or missing the second item when two items are on the same line

40.3.4.1 (3105)
Although the anticipation of possible events is a good attitude for pilots to acquire, it can sometimes lead to hazardous situations. With this statement in mind, select

the response below which could lead to such a hazard:
a) mishearing the contents of a reply from an air traffic controller when a non-standard procedure was given but a standard procedure was anticipated
b) anticipating that the weather may deteriorate
c) anticipating that the flight will take longer time than planned
d) anticipating the sequence of items on a check list.

40.3.4.1 (3106)
The following course of action must be taken if gastrointestinal or cardiopulmonary complaints or pain arise before take-off :-1 : take the standard medicines and advise the doctor on returning from the flight-2 : assess your own ability to fly, if necessary with the help of a doctor-3 : if in doubt about fitness to fly - do not fly!-4 : reduce the cabin temperature, and drink before you are thirsty so as to avoid dehydration
a) 2,3
b) 1,3
c) 1,4
d) 1,2,4

40.3.4.1 (3107)
You are transporting a passenger who has to be at a certain destination for a meeting. The weather forcast at destination tends to be much worse than expected, so you consider to divert. The businessman offers you money if you manage to land there at any case.What is your appropriate way of action? You will
a) decide to divert if you think it is necessary.
b) continue and think about the nice things you can buy from the money
c) divert in any case to demonstrate who' s the man in charge aboard
d) see what you can do and ask the copilot to tolerate any decision

40.3.4.2 (3108)
Doing a general briefing in the preflight phase the captain should emphasize
a) particular requirements in the field of crew coordination due to specific circumstances
b) complete delegation of all duties
c) to depart on schedule
d) to avoid inadequate handling of flight controls

40.3.4.2 (3109)
Which of the following statements are correct with regard to the design of a check list?-1 : The longer a check list, the more it must be subdivided into logical parts.-2 : The trickiest points must be placed in the middle of the check list.-3 : Check lists must be designed in such a way that they can be lumped together with other tasks.-4 : Whenever possible, a panel scan sequence should be applied-5 : Critical points should have redundancies.The combination of correct statements is:
a) 1, 4 and 5 are correct
b) 1, 2 and 3 are correct
c) 1, 2 and 5 are correct
d) 1, 3 and 5 are correct

40.3.4.2 (3110)
The use of check lists must be carried out in such a way that:
a) their execution must not be done simultaneously with other actions
b) their execution may be done simultaneously with other actions
c) their execution is not lumped together with important tasks
d) it may be rejected since redundancy in the following check list will serve as verification

40.3.4.2 (3111)
The purpose of action plans which are implemented during briefings is to:
a) initiate procedures and reactions for situations that are most likely, risky or difficult during the flight
b) define general planning of the flight plan
c) allow everyone to prepare their own reactions in a difficult situation
d) activate a collective mental schema with respect to non-procedural actions to be carried out

40.3.4.2 (3112)
In order to overcome an overload of work during the flight, it is necessary to:-1 : know how to use one's own reserve of resources in order to ease the burden on the crew.-2 : divide up tasks among the crew.-3 : abandon automatic mode and instead process as much information as possible consciously.-4 : drop certain tasks and stick to high-level priorities.The correct statement(s) is (are):
a) 1, 2 and 4 are correct
b) 1 and 3 are correct
c) 1, 2 and 3 are correct
d) 3 and 4 are correct

40.3.4.2 (3113)
Which of the following statements concerning check list is correct?
a) The most important items should be placed at the beginning of a check list since attention is usually focused here
b) The most important items must be placed at the end of check list, allowing them to be kept near at hand so that they are quickly available for any supplementary check
c) The most important items must be placed in the middle of check list so that they come to be examined once attention is focused but before concentration starts to wane
d) All the items of a check list are equally important, their sequence is of no importance

40.3.4.2 (3114)
Of the following statements, which apply to coordinated cooperation?-1 : It allows for synergy in the actions between the captain and the pilot.-2 : It represents the simultaneous execution of a single action by the various members of the crew.-3 : Communication in this mode has the function of synchronizing actions and distributing responsibilities.-4 : Communication must be essentially focussed on temporal and cognitive synchronisation.The correct statement(s) is (are):
a) 1 and 3
b) 1,2 and 4
c) 2 and 3
d) 1 and 4

40.3.4.2 (3115)
What are the advantages of coordination?
a) Redundancy, synergy, clarification of responsibility.
b) Cooperation, cognition, redundancy.

c) Interaction, cognition, redundancy.
d) Redundancy, exploration, risky shift.

40.3.4.2 (3116)
Coaction is a mode of coordination which recommends:
a) working parallel to achieve one common objective
b) working parallel to achieve individual objectives
c) sustained cooperation on actions and the formulation of commitments concerning flight situations
d) the application of procedural knowledge in the conduct of specific actions

40.3.4.2 (3117)
The person with overall responsibility for the flight is the-1 Pilot in Command-2 Co-pilot-3 Navigator-4 Air traffic controllerThe correct statement(s) is (are):
a) 1
b) 1 and 2
c) 2 and 3
d) 4

40.3.4.2 (3118)
Action plans (SOP's) in a cockpit must :
a) be shared by the members of the crew and updated at each modification in order to maintain maximum synergy
b) be tailored to the individual pilot's needs in order to facilitate the normal operation of the aircraft
c) only be tailored to the type of aircraft, regardless of current MCC procedures
d) only follow the manufacturers proposals and not reflect individual operators cockpit philosophies

40.3.4.2 (3119)
The trend in airplane hull-loss rate over the last three decades seems to be related to :
a) the crew
b) the manufacturer
c) the number of engines
d) the year of manufacture

40.3.4.3 (3120)
Mark the two most important attributes for a positive leadership style:(1) dominant behaviour(2) examplary role-behaviour(3) mastery of communication skills(4) ""Laissez-faire"" behaviour
a) 2 and 3
b) 1 and 4
c) 1 and 3
d) 2 and 4

40.3.4.3 (3121)
During the preparational work in the cockpit the captain notices that his copilot on the one hand is rather unexperienced and insecure but on the other hand highly motivated. Which kind of leadership behaviour most likely is inappropriate?
a) The captain lets the copilot fly and observes his behaviour without any comments
b) The captain flies the first leg by himself and explains each action to the copilot in order to keep him informed about his decisions
c) The captain lets the copilot fly and gives him detailled instructions what to do
d) The captain lets the copilot fly and encourages him frankly to ask for any support that needed

40.3.4.3 (3122)
Which one of the following statements characterizes a democratic and cooperative leadership style?If conflicts evolve, the leader
a) tries to clarify the reasons and causes of the conflict with all persons involved
b) mainly tries to reconcile all persons involved in the conflict and tries to reestablish a nice and friendly atmosphere within the team
c) keeps a neutral position and does not participate in arguing
d) decides what to do and pushes his own opinion through

40.3.4.3 (3123)
Which of the following sentences concerning crew-performance is correct?
a) The quality of crew-performance depends on the social-competence of individual team members
b) To be a member of a team can not increase one's own motivation to succeed in coping with task demands
c) Mistakes can always be detected and corrected faster by the individual
d) The quality of crew-performance is not dependent on social-competence of individual team members

40.3.4.3 (3124)
Informal roles within a crew
a) evolve as a result of the interactions that take place among crew members
b) are explicitely set out by the crew
c) do not impair the captain's influence
d) characterize inefficient crews

40.3.4.3 (3125)
Which statement is correct? Crew decision making is generally most efficient, if all crew members concerned
a) adapt their management style to meet the situational demands
b) are always task oriented
c) are always relationship oriented
d) always ask the captain what to do

40.3.4.3 (3126)
Which behaviour does most likely promote a constructive solution of interpersonal conflicts?
a) Active listening.
b) Responding with counter-arguments.
c) Staying to the own point of view.
d) Giving up the own point of view.

40.3.4.3 (3127)
The team spirit of a cockpit-crew most likely depends on

a) both pilots respecting each other and striving for the same goals
b) both pilots wearing the same uniform
c) both pilots flying together very often for a long period
d) both pilots having the same political and ideological attitude

40.3.4.3 (3128)
During the cruising phase of a short-haul flight the captain starts to smoke a cigarette in the cockpit. The flying copilot asks him to stop smoking because he is a non-smoker. The captain tells him: 'This is your problem', and continues smoking. What should the copilot do?
a) He should not further discuss this issue but should come back to this conflict during the debriefing
b) He should learn to accept the captain smoking cigarettes in the cockpit
c) He should repeat his worries about smoking in the cockpit and should argue with the captain about this problem until the conflict is solved
d) He should report the chief pilot about this behaviour of the captain

40.3.4.3 (3129)
How would you call the leadership style of a captain who primarily is interested in a friendly atmosphere within his crew, who is always constructive and encouraging, who usually compromises in interpersonal conflicts, who trusts in the capabilities of his crew-members, and who leaves the crew freedom for own decisions, even if this makes the process more difficult?
a) Low task-orientation and high relationship-orientation
b) High task-orientation and low relationship-orientation
c) High task-orientation and high relationship-orientation
d) Low task-orientation and low relationship-orientation

40.3.4.3 (3130)
If the copilot continuosly feels unfairly treated by the captain in an unjustified way, then he should
a) duly point out the problem, reconcentrate on his duties and clear the matter in a more appropriate occasion
b) freeze the communication and thus avoid immediate confrontation
c) speak up and point at consequencies if unfair behaviour persists
d) internally retire and think positive

40.3.4.3 (3131)
The ""ideal professional pilot"" is, in his behaviour,
a) ""person"" and ""goal"" oriented
b) rather ""person"" than ""goal"" oriented
c) neither ""person"" nor ""goal"" oriented
d) rather ""goal"" than ""person"" oriented

40.3.4.3 (3132)
Pilots are more easily inclined to take greater risks when:
a) they are part of a group of pilots and they feel that they are beeing observed and admired (e.g. air shows)
b) making decisions independently of others
c) they are not constrained by time
d) making a flight over unfamiliar territory

40.3.4.3 (3133)
What are typical consequences of conflicts between crew members?-1 The quality of work performance decreases as a result of the impoverishment of communications-2 A decrease in the quality of communications-3 In the case of a crew made up of experts, conflicts only result in a deterioration in relations between the individuals-4 A decrease in the usage of available resources on the flight deckThe correct statement(s) is (are):
a) 1, 2 and 4 are correct
b) 2, 3 and 4 are correct
c) 1,3 and 4 are correct
d) 1,2 and 3 are correct

40.3.4.3 (3134)
What elements establish synergy within the crew ?
a) Synergy must be built up from the start of the mission (briefing) and be maintained until it comes to an end (debriefing)
b) Synergy establishes itself automatically within the crew, right through from briefing to debriefing
c) Synergy is independent of the natural individual characteristics of the group members (communication, mutual confidence, sharing of tasks, etc.)
d) It is only the captain's status which allows the establishment of synergy within the crew

40.3.4.3 (3135)
Which of the following statements best characterise a synergetic cockpit?1. Decisions are taken by the captain, but prepared by the crew2. There is little delegating of tasks3. Communications are few in number but precise and geared purely to the flight4. Fluid, consensual boundaries exist in regard to leadership-style, which fluctuate between authority and laissez-faire
a) 1,4
b) 1,3,4
c) 2,3
d) 2,4

40.3.4.3 (3136)
Which of the following statements best characterise a self-centered cockpit ?
a) Without taking note of what the other members are doing, each one does his own thing while at the same time assuming that everyone is aware of what is being done or what is going on
b) The egocentric personality of the captain often leads to a synergetic cockpit
c) The communication between crew members always increases when the captain takes charge of a situation
d) While decreasing communication, the independence of each member bolsters the crew's synergy

40.3.4.3 (3137)
What may become the main risk of a ""laissez-faire"" cockpit ?
a) Inversion of authority
b) Lack of communication
c) Appearance of agressiveness
d) Disengagement of the co-pilot

40.3.4.3 (3138)
What is characterized by a ""laissez-faire"" cockpit ?
a) A passive approach by the captain allows decisions, choices and actions by other crew members
b) Each member carries out actions and makes choices without explicity informing the other members about them
c) The captain's authority rules all the actions or decisions associated with the situation
d) The high level of independence granted to each member by the captain quickly leads to tension between the various crew members

40.3.4.3 (3139)
What are the most frequent and the least appropriate reactions on the part of a co-pilot when faced with a highly authoritarian captain ?1. Self-assertion2. A scapegoat feeling3. Delayed reactions to observed discrepancies4. Disengagement
a) 2,3,4
b) 1,2
c) 3,4
d) 1,3,4

40.3.4.3 (3140)
What are the most frequent results of an self-centred captain on the flight deck ?
a) In a two-pilot flight deck, the co-pilot is ignored and may react by disengaging, showing delayed responses or demonstrate the scapegoat effect
b) High group performance despite the strained relations
c) A major risk of authority inversion if the co-pilot is inassertive
d) Performance is very poor as self-centred behaviour leads to an increase of cooperation and efficiency

40.3.4.3 (3141)
An autocratic cockpit is described by :
a) The captain's excessive authority cosiderably reduces communications and consequently the synergy and cohesion of the crew
b) Despite the overly strong authority of the captain, everything functions correctly owing to his natural leadership
c) Each of the members chooses what job to do without telling the others and in the belief that everyone is aware of what he is doing
d) The atmosphere is relaxed thanks to a captain who leaves complete freedom to the various members of the crew

40.3.4.3 (3142)
What optimises crew co-operation ?1. Sharing and common task2. Confidence in each others capability3. Precise definition of functions associated with each crew members role
a) 1,2,3
b) 1
c) 1,2
d) 2,3

40.3.4.3 (3143)
What distinguishes status from role ?
a) While role defines- via behaviour- the functions that must be performed by individuals, status defines the enjoyment of a hierarchical position and its recognition by the group
b) While role defines the enjoyment of a hierarchical position and its recognition by the group, status defines - via behaviour- the functions that must be performed by individuals
c) Unlike status, role is fixed and is not modified either by the situation in flight or by the interactions of a new crew
d) Unlike status, role is fixed and is modified either by the situation in flight or by the interactions of a new crew

40.3.4.3 (3144)
What characterises the notion of role ?
a) The function and behaviour associated with the particular role
b) Only the functions associated with role
c) The characteristic behaviour associated with the description of the various roles of a particular status
d) The hierarchical position of the function and the associated behaviour

40.3.4.3 (3145)
What is synergy in a crew ?
a) The coordinated action of all members towards a common objective, in which collective performance is proving to be more than the sum of the individual performances
b) A behavioural expedient associated with the desynchronisation of the coordinated actions
c) The coordinated action of unrelated individual performances in achieving a non-standard task
d) The uncoordinated action of the crewmembers towards a common objective

40.3.4.3 (3146)
Safety is often improved by applying the principles of CRM, e.g.:
a) expression of one's doubts or different opinion for as long as this doubt can not be rejected on the base of evidence
b) unquestioned obedience to all the Captain's decisions
c) abstention from any suggestion which might be untimely
d) the avoidance of any conflict in order to preserve the crew's synergy

40.3.4.3 (3147)
An efficient flight deck (synergetic cockpit) will be observed when:
a) decisions are taken by the Captain with the help and participation of the other crew members
b) the plan of action is defined by the Captain because of his experience level
c) the Captain delegates the decision making process to other crew members
d) decisions do not need to be discussed because of a common synergy between the crew members

40.3.4.3 (3148)
An non-synergetic cockpit :
a) is characterised by withdrawn crewmembers and unclear communication
b) is characterised by a highly efficient crew, communicating appropriately with the outside
c) always results from an over-relaxed atmosphere
d) is not very dangerous as each person checks everything personally

b) high weight and high speed
c) low weight and low speed
d) low weight and high speed

71.2.8.0 (5176)
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:
a) 1.
b) 3.
c) 2 and 3.
d) 1, 2 and 3.

71.2.8.0 (5177)
Tip vortices which are responsible for wake turbulence appear as soon as the following is established :
a) lift
b) drag
c) spin up
d) lift destruction

71.2.8.0 (5178)
Wake turbulence risk is highest :
a) when a heavy aircraft has just performed a take-off at a closely situated parallel runway with a light crosswind.
b) if, just before landing a much lighter aircraft has landed at the same runway with heavy 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.

71.2.8.0 (5179)
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) 7.4 km (4 NM)
b) 9.3 km (5 NM)
c) 11.1 km (6 NM)
d) 3.7 km (2 NM)

71.2.8.0 (5180)
When taking-off behind a wide-body aircraft, with wind coming from the right side, you adopt a path, whenever possible :
a) distinct from the preceding airplane, by remaining on the right of and above its path.
b) distinct from the preceding airplane, by remaining on the left of and under its path.
c) identical to the one of the preceding airplane.
d) different from the preceding airplane, by remaining behind it and under its path.

71.2.8.0 (5181)
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 left of and above its path.
b) distinct from the preceding airplane, by remaining at the right of and under 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.

71.2.8.0 (5182)
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.

71.2.8.0 (5183)
The wake turbulence:
a) starts during the rotation and stops as soon as the airplane's wheels touch the ground.
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 when pulling out the drag devices and stops when rectracting the drag devices.

71.2.8.0 (5184)
An airplane creates a wake turbulence when :
a) generating lift.
b) flying at high speed.
c) using a high engine R.P.M.
d) flying with its gear and flaps extended.

71.2.8.0 (5185)
The tip vortices circulate about each wing tip :
a) from the underwing toward the upper side of the wing.
b) clockwise.
c) counterclockwise.
d) from the upper side of the wing toward the underwing.

71.2.8.0 (5186)
When taking-off after a widebody aircraft which has just landed, you should take-off :
a) beyond the point where the aircraft's wheels have touched down.
b) in front of 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 .

71.2.8.0 (5187)
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) 9.3 km (5 NM) and 2 minutes
b) 11.1 km (6 NM) and 3 minutes
c) 7.4 km (4 NM) and 2 minutes
d) 9.3 km (5 NM) and 3 minutes

71.2.8.0 (5188)
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) 3 minutes
b) 4 minutes
c) 5 minutess
d) 2 minutes

71.2.8.0 (5189)
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) M
b) H
c) L
d) S

71.2.8.0 (5190)
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) 3 minutes
b) 4 minutes
c) 5 minutes
d) 2 minutes

71.2.8.0 (5191)
Wake turbulence should be taken into account when :
a) 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.
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 preceding aeroplane has performed low altitude high roll rate rolling manoeuvres over the runway.

71.2.8.0 (5192)
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) 3 MIN
b) 1 MIN
c) 2 MIN
d) 4 MIN

71.2.8.0 (5193)
According with DOC 4444 (ICAO), a wake turbulence non-radar separation minima of 3 minutes shall be applied :
a) to LIGHT aircraft taking-off behind a MEDIUM aircraft from an intermediate part of parallel runway separated by less 760 m
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) Between a LIGHT aircraft and a MEDIUM aircraft making a missed approach and the LIGHT aircraft utilizing an opposite-direction runway for take-off

71.2.8.0 (5194)
According DOC 4444 (ICAO), a wake turbulence non-radar separation minima of 2 minutes shall be applied to :
a) MEDIUM aircraft landing behind a HEAVY aircraft
b) MEDIUM aircraft taking-off behind a HEAVY aircraft from an intermediate part of a parallel separated by less than 760 m
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

71.2.8.0 (5195)
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) 5 NM
b) 4 NM
c) 3 NM
d) 2 NM

71.2.8.0 (5196)
According with DOC 4444 (ICAO), a wake turbulence non-radar separation minima of 3 minutes shall be applied to :
a) LIGHT aircraft landing behind a MEDIUM aircraft
b) LIGHT aircraft taking-off behind a MEDIUM aircraft from a parallel runway separated by less than 760 m. (using whole runway)
c) LIGHT aircraft taking -off behind a MEDIUM aircraft when aircraft are using the same runway
d) MEDIUM aircraft landing behind a HEAVY aircraft

71.2.8.0 (5197)
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 MEDIUM aircraft, at the same altitude or less than 300 m (1 000.ft)

b) LIGHT aircraft is crossing behind a HEAVY 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)

71.2.8.0 (5198)
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) 136 000 Kg or more
b) 135 000 Kg or more
c) less than 136 000 Kg but more than 126 000 Kg
d) 146 000 Kg or more

71.2.9.0 (5199)
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

71.2.9.0 (5200)
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 dexcend 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.
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 go down to the level corresponding to the indicated cabin altitude and keep the airplane in a clean configuration until the final approach.

71.2.9.0 (5201)
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 Registry of the aircraft, the State of the operator and ICAO
b) State of Registry of the aircraft and the J.A.A.
c) State of the operator, the J.A.A. and ICAO
d) State of Registry of the aircraft and the State of the operator only

71.2.9.0 (5202)
Following an act of unlawful interference on board an aeroplane, to whom the commander should submit a report of the act to :
a) both the local authority and the Authority of the State of the operator
b) the local authority only
c) the Autority of the State of the operator only
d) the Authority of the State within which the aeroplane is operating at the time of the unlawful interference

71.2.9.0 (5203)
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) contracting State in which the unlawful interference occurs
b) J.A.A.
c) Commander of the aircraft
d) aeroplane's operator

71.2.9.0 (5204)
What transponder code should be used to provide recognition of an aircraft which is being subjected to unlawful interference :
a) code 7500
b) code 7600
c) code 7700
d) code 2000

71.2.9.0 (5205)
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

71.2.9.0 (5206)
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.

71.2.9.0 (5207)
In case of a hi-jack, the squawk code is :
a) 7500
b) 7600
c) 7700
d) 2000

71.2.10.0 (5208)
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.

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

71.2.12.0 (5220)
Products or materials are considered to be dangerous goods if the products or materials in question are defined as such by:
a) The ICAO document entitled ""Technical Instructions for the safe transport of dangerous goods by air"".
b) The UNO document entitled ""Dangerous Goods Regulations"".
c) The directives of the Community Union.
d) The IATA document entitled ""Regulations governing the transportation of dangerous goods by air"".

71.2.12.0 (5221)
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.

71.2.12.0 (5222)
A list of dangerous goods, which may not be transported by air, can be found in :
a) the technical instructions for the safe transport of dangerous goods by air.
b) Annex 18 to the Chicago convention.
c) Annex 6 to the Chicago Convention.
d) the shipper's declaration for dangerous goods.

71.2.12.0 (5223)
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.

71.2.12.0 (5224)
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.

71.2.12.0 (5225)
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.

71.2.12.0 (5226)
(For this question use annex 071-9199A)Considering the two holds of an aircraft :Each one consists of 4 compartments to accommodate freight pallets or luggage containers.You are asked to load :2 pallets of live animals marked ""AVI""2 luggage containers marked ""BAG""1 mortal remains marked ""HUM""1 pallet of food product marked ""EAT""1 pallet of radioactive materials marked ""RRY""1 pallet of toxic materials marked ""RHF""The locations still vacant shall be marked ""XXX""According to the table of compatibility of special freight and hazardous materials given in the appendix, the most operational distribution in the holds shall be :
a) Hold 1 : BAG - RHF - HUM - RRYHold 2 : AVI - AVI - BAG - EAT
b) Hold 1 : EAT - BAG - RRY - RHFHold 2 : BAG - AVI - AVI - HUM
c) Hold 1 : EAT - BAG - AVI - AVIHold 2 : BAG - HUM - RRY - RHF
d) Hold 1 : BAG - BAG - RRY - HUMHold 2 : AVI - AVI - XXX - EAT (RHF disembarked)

71.2.12.0 (5227)
ICAO (International Civil Aviation Organization) Appendix 18 is a document dealing with :
a) the safety of the air transport of hazardous materials
b) the air transport of live animals
c) the noise pollution of aircraft
d) the technical operational use of aircraft

71.2.12.0 (5228)
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.

71.2.12.0 (5229)
The information concerning dangerous products that passengers may carry, are listed in the :
a) ICAO document named ""Technical safety instructions for the air transportation of dangerous products""
b) aircraft's flight manual.
c) IATA document ""Dangerous products transportation"".
d) JAR-OPS documentation.

71.2.12.0 (5230)
A passenger is allowed to carry match-boxes:1. on himself/herself2. in his/her hand luggage3. in his/her checked luggageThe combination regrouping all the correct statements is:
a) 1
b) 1, 2, 3
c) 1, 2
d) 2, 3

71.2.12.0 (5231)
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
b) French
c) Spanish
d) English, French or Spanish

71.2.12.0 (5232)
From the following list :1. Fire extinguishers2. Portable oxygen supplies3. First-aid kits4. Passenger meals5. Alcoholic beveragesWhich 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 3 only
b) 1,2 and 5 only
c) 3,4 and 5 only
d) 2,3 and 4 only

71.2.12.0 (5233)
The authorization for the transport of hazardous materials is specified on the:
a) air carrier certificate.
b) registration certificate.
c) airworthiness certificate.
d) insurance certificate.

71.2.12.0 (5234)
(For this question use appendix)If a packet is marked with the label shown in the appendix it is :
a) a toxic material or gas
b) a corpse
c) an infectious material
d) an explosive material

71.2.12.0 (5235)
Carriage of dangerous goods is allowed, provided that:
a) the airline complies with the Technical Instructions
b) national aviation administration permission has been granted
c) government permission has been granted
d) no passenger is carried on the same flight

71.2.12.0 (5236)
(For this question use appendix)For the two labels represented in the appendix, the principal and secondary risks are respectively:
a) toxic material, corrosive
b) corrosive material, toxic
c) corrosive material, infectious
d) infectious material, corrosive

71.2.13.0 (5237)
The presence of dynamic hydroplaning depends primarily on the :
a) depth of the standing water on the runway.
b) aircraft's weight.
c) strength of the headwind.
d) amount of the lift off speed.

71.2.13.0 (5238)
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) 15%.
b) 20%.
c) 10%.
d) 5%.

71.2.13.0 (5239)
For a given aircraft and runway contamination, increased pressure altitude will:
a) increases the hydroplaning speed.
b) decreases the hydroplaning speed.
c) maintains the hydroplaning speed.
d) maintains or increases the hydroplaning speed.

71.2.13.0 (5240)
Viscous hydroplaning occurs primary if the runway is covered with a thin film of water and:
a) is very smooth and dirty.
b) is very smooth and clean.
c) is rough textured.
d) the tyre treads are not in a good state.

71.2.13.0 (5241)
The touch down areas located at both ends of the runways are typical for the appearance of:
a) viscous hydroplaning.
b) dynamic hydroplaning.
c) rubber reversion hydroplaning.
d) rubber steaming hydroplaning.

71.2.13.0 (5242)
A runway covered with 4 mm thick water, is said to be:
a) contaminated.
b) wet.
c) flooded.
d) damp.

71.2.13.0 (5243)
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 stagnant sheets of water.4. it bears stagnant sheets of water.The combination regrouping all the correct statements is:
a) 1, 3

a) decreases, because VMCG is expressed in IAS and the IAS decreases with TAS constant and decreasing density
b) increases, because at a lower density a larger IAS is necessary to generate the required rudder force
c) increases, because VMCG is related to V1 and VR and those speeds increase if the density decreases
d) 1998-10-05 0:00

81.8.3.3 (5685)
(For this question use annex 081-6262A)Which point marks the value for minimum sink rate?
a) Point c
b) Point a
c) Point b
d) Point d

81.8.3.3 (5686)
(For this question use annex 081-6263A)Which point in the diagram gives the best glide condition?
a) Point b
b) Point a
c) Point c
d) Point d

81.8.3.3 (5687)
(For this question use annex 081-6264A)Which point in the diagram gives the lowest speed in horizontal flight?
a) Point d
b) Point a
c) Point b
d) Point c

81.8.3.3 (5688)
From the polar diagram of the entire aeroplane one can read:
a) the maximum CL/CD ratio and maximum lift coefficient.
b) the minimum drag and the maximum lift.
c) the minimum drag coefficient and the maximum lift.
d) the minimum CL/CD ratio and the minimum drag.

81.8.3.3 (5689)
(CL/CD)max
a) CLmax
b) (CL/CD^2)max
c) (CL^3/CD^2)max
d) 1998-10-05 0:00

91.1.1.0 (5690)
What does the term ""blind transmission"" mean?
a) A transmission from one station to another station in circumstances where two-way communication cannot be established but it is believed that the called station is able to receive the transmission.
b) A transmission of information relating to air navigation that is not addressed to a specific station or stations.
c) A transmission of messages relating to en-route weather information which may affect the safety of aircraft operations that is not addressed to a specific station or stations.
d) A transmission where no reply is required from the receiving station.

91.1.2.0 (5691)
Which abbreviation is used for the term ""control zone""?
a) CTR.
b) CZ.
c) CTZ.
d) CTA.

91.1.2.0 (5692)
What does the abbreviation ""AFIS"" mean?
a) Aerodrome flight information service.
b) Automatic flight information service.
c) Aeronautical flight information system.
d) Aerodrome flashing identification signal.

91.1.2.0 (5693)
What does the abbreviation ""FIR"" mean?
a) Flight information region.
b) Flight information required.
c) Flow information received.
d) Flight information radar.

91.1.2.0 (5694)
What does the abbreviation ""HJ"" mean?
a) Sunrise to sunset.
b) Sunset to sunrise.
c) No specific working hours.
d) Continuous day and night service.

91.1.2.0 (5695)
What does the abbreviation ""HX"" mean?
a) No specific working hours.
b) Sunrise to sunset.
c) Sunset to sunrise.
d) Continuous day and night service.

91.1.2.0 (5696)
Which abbreviation is used for ""Co-ordinated universal time""?
a) UTC.
b) CUT.
c) GMT.
d) COUT.

91.1.3.0 (5697)
What does QTE mean?

a) True bearing from the station.
b) Magnetic bearing from the station.
c) True heading to the station (no wind).
d) Magnetic heading to the station.

91.1.3.0 (5698)
What is the Q-code for ""true bearing from the station""?
a) QTE
b) QDR
c) QDM
d) QFE

91.1.3.0 (5699)
What does QDR mean?
a) Magnetic bearing from the station
b) Magnetic heading to the station (no wind)
c) True bearing from the station
d) True heading to the station

91.1.3.0 (5700)
What is the Q-code for ""magnetic bearing from the station""?
a) QDR
b) QTE
c) QDM
d) QFE

91.1.3.0 (5701)
If you are requested to report your height, to which Q-code-setting would you refer ?
a) QFE
b) QNH
c) QDM
d) QBI

91.1.3.0 (5702)
Which Q-code is used to report altitude ?
a) QNH
b) QFE
c) QFF
d) QNJ

91.1.3.0 (5703)
What does QDM mean?
a) Magnetic heading to the station (no wind)
b) Magnetic bearing from the station
c) True heading to the station (no wind)
d) True bearing from the station

91.1.3.0 (5704)
What is the Q-code for ""magnetic heading to the station (no wind)?
a) QDM.
b) QDR.
c) QNE.
d) QTE.

91.1.4.0 (5705)
A message concerning aircraft parts and material urgently required is:
a) A flight regularity message.
b) An urgency message.
c) A flight safety message.
d) A flight security message.

91.1.4.0 (5706)
Flight safety messages are:
a) Air traffic control messages.
b) Operation messages concerning non-routine landings.
c) Messages concerning the safety of an aircraft, a vessel, any other vehicle or a person.
d) Messages relating to direction finding.

91.1.4.0 (5707)
A message concerning an aircraft being threatened by grave and imminent danger, requiring immediate assistance is called:
a) Distress message.
b) Flight safety message.
c) Urgency message.
d) Class B message.

91.1.4.0 (5708)
Which of the messages listed below shall not be handled by the aeronautical mobile service?
a) Radio teletype messages.
b) Meteorological messages.
c) Flight safety messages.
d) Urgency messages.

91.1.4.0 (5709)
The message to an aeronautical ground station ""please call a taxi-cab for us. We will arrive at 1045"" is:
a) An unauthorized message.
b) A flight regularity message.
c) A flight safety messages.
d) An urgency message.

91.1.4.0 (5710)
The priority of the instruction ""taxi to runway 05"" is:
a) Same as ""line-up runway 07 and wait"".
b) Greater than ""transmit for QDM"".
c) Greater than ""caution, construction work left of taxiway"".
d) Less than ""cleared to land"".

91.1.4.0 (5711)
The message addressed to an Area Control Center ""request radar vectors to circumnavigate adverse weather"" is:
a) A flight safety message.
b) A meteorological message.
c) An urgency message.
d) A message relating to direction finding.

91.1.4.0 (5712)
Air traffic control messages (clearances, instructions, etc.) belong to the category of:
a) Flight safety messages.
b) Class B messages.
c) Flight regularity messages.
d) Service messages.

91.1.4.0 (5713)
The clearance : ""cleared for immediate take-off runway 03"" is:
a) A flight safety message.
b) An urgency message.
c) An unauthorized message.
d) A flight regularity message.

91.1.4.0 (5714)
The order of priority of the following messages in the aeronautical mobile service is:
a) Distress message, urgency message, direction finding message.
b) Direction finding message, distress message, urgency message.
c) Distress message, flight safety message, urgency message.
d) Meteorological message, direction finding message, flight regularity message.

91.1.4.0 (5715)
The order of priority of the following messages in the aeronautical mobile service is:
a) Flight safety message, meteorological message, flight regularity message.
b) Meteorological message, direction finding message, flight safety message.
c) Flight regularity message, distress message, meteorological message.
d) Flight safety message, direction finding message, urgency message.

91.1.4.0 (5716)
The priority of the pilot's message ""request QDM"" is:
a) Greater than ""turn left heading..""
b) Less than ""request climb to flight level...""
c) Less than ""descend to flight level...""
d) Same as ""latest QNH 1018"".

91.2.1.0 (5717)
What is the correct way of spelling out HB-JYC in a radio message?
a) Hotel Bravo Juliett Yankee Charlie
b) Hotel Bravo Juliett India Kilo
c) Hotel Bravo India Yankee Charlie
d) Hotel Bravo India Victor Charlie

91.2.2.0 (5718)
What is the correct way of transmitting the number 3500 when indicating an altitude or an height ?
a) three thousand five hundred
b) three five zero zero
c) three five hundred
d) three five double zero

91.2.2.0 (5719)
What is the correct way of transmitting 1001 as a QNH ?
a) QNH one zero zero one
b) QNH one double ""O"" one
c) QNH one thousand and one
d) QNH one double zero one

91.2.2.0 (5720)
During the transmission of numbers containing a decimal point :
a) The term DECIMAL must always be transmitted.
b) The term DECIMAL can be omitted with friendly ATS units only.
c) The term DECIMAL can be omitted if no chance of misunderstanding exists.
d) The term DECIMAL must be spoken only if followed by three digits.

91.2.3.0 (5721)
When transmitting time, which time system shall be used?
a) Co-ordinated universal time (UTC)
b) Local time (LT), 24-hour clock
c) Local time (LT) A.M. and P.M.
d) No specific system, as only the minutes are normally required

91.2.3.0 (5722)
The time is 9:20 A.M. What is the correct way of transmitting this time if there is no possibility of confusion about the hour ?
a) Two zero.
b) Twenty.
c) Two zero this hour.
d) Nine twenty A.M.

91.2.4.0 (5723)
My message will be more effective and understandable if I :
a) Maintain the speaking volume at a constant level
b) Use the words twice method
c) Stress the end of message
d) Stress every beginning of message

91.2.4.0 (5724)
What is meant by good microphone technique ?
a) Use a normal conversation tone, speak clearly and distinctly.

b) Speak very loudly into the microphone.
c) Keep the microphone far away since it improveds the readability.
d) Make large use of hesitation sounds as ""er"".

91.2.5.0 (5725)
Which phrase shall be used if you want to say:""I understand your message and will comply with it"":
a) Wilco
b) Roger
c) Will comply with your instruction
d) OK, will do it

91.2.5.0 (5726)
Which phrase shall be used if you want to say: ""Yes"":
a) Affirm
b) Yes
c) Roger
d) Affirmative

91.2.5.0 (5727)
How shall a pilot inform the control tower that he is prepared for take-off:
a) Ready for departure or ready
b) Ready for take-off
c) Ready to line-up
d) Ready to go

91.2.5.0 (5728)
Which of these phrases is used to inform the control tower that a pilot perform a missed approach:
a) Going around
b) Overshooting
c) Will make another approach
d) Pulling up

91.2.5.0 (5729)
What does the instruction ""Go around"" mean ?
a) Carry out a missed approach
b) Overtake the aircraft ahead
c) Make a 360° turn
d) Proceed with your message

91.2.5.0 (5730)
What does the instruction ""Orbit right"" mean ?
a) Make 360° turns to the right
b) Turn right to avoid other traffic
c) Right-hand circuits are in use
d) Leave the runway to the right

91.2.5.0 (5731)
What does the instruction ""Vacate left"" mean ?
a) Turn left to leave the runway
b) Give way to aircraft from the left
c) Clear the runway immediately
d) Hold position on the left side of the runway

91.2.5.0 (5732)
What does the phrase ""Go ahead"" mean:
a) Proceed with your message
b) Taxi on
c) Pass me the following information...
d) Yes

91.2.5.0 (5733)
What does the phrase ""Roger"" mean:
a) I have received all of your last transmission
b) A direct answer in the affirmative
c) A direct answer in the negative
d) Cleared for take-off or cleared to land

91.2.5.0 (5734)
Which of these statements best describes the meaning of the phrase ""Standby"" ?
a) Wait and I will call you
b) Continue on present heading and listen out
c) Select STANDBY on the SSR transponder
d) Permission granted for action proposed

91.2.5.0 (5735)
What does the phrase ""Read back"" mean:
a) Repeat all, or the specified part, of this message back to me exactly as received
b) Let me know that you have received and understood this message
c) Did you correctly receive this message?
d) Check and confirm with originator

91.2.5.0 (5736)
Which phrase shall be used if you want to say: ""I should like to know..."" or ""I wish to obtain..""?
a) Request
b) Report
c) Acknowledge
d) Confirm

91.2.5.0 (5737)
Which phrase shall be used if you want to say: ""Pass me the following information..."":
a) Report
b) Request
c) Say again
d) Check

91.2.5.0 (5738)
Which phrase shall be used to confirm that a message has been repeated correctly:
a) Correct
b) That is right
c) Affirm
d) That is affirmative

91.2.5.0 (5739)
Which phrase shall be used if you want to say: ""An error has been made in this transmission (or message indicated). The correct version is ...":
a) QNH 1017, correction QNH 1016
b) QNH 1017, negative QNH 1016
c) QNH 1017, negative 1016
d) QNH 1017, negative I say again 1016

91.2.5.0 (5740)
Which phrase shall be used if the repetition of an entire message is required:
a) Say again
b) Repeat your message
c) What was your message?
d) Repeat your last transmission

91.2.5.0 (5741)
Which phraseology is to be used to ask the control tower for permission to taxi on a runway in the direction opposite to that in use ?
a) ""Request backtrack on runway"".
b) ""Clearance to backtrack"".
c) ""To enter back runway"".
d) ""Backtrack clearance"".

91.2.5.0 (5742)
Which word or phrase shall be used if you want to say :""Wait and i will call you""?
a) Standby.
b) Go ahead.
c) Roger.
d) Wilco.

91.2.6.0 (5743)
What is the radiotelephony call sign suffix for the aeronautical station indicating aerodrome control service:
a) TOWER
b) CONTROL
c) AERODROME
d) APRON

91.2.6.0 (5744)
What is the radiotelephony call sign for the aeronautical station providing flight information service:
a) INFORMATION
b) FLIGHT INFORMATION CENTRE
c) FLIGHT CENTRE
d) CONTROL

91.2.6.0 (5745)
What is the radiotelephony call sign for the aeronautical station providing surface movement control of aircraft on the manoeuvring area:
a) GROUND
b) APPROACH
c) TOWER
d) CONTROL

91.2.6.0 (5746)
When may the name of the location or the call sign suffix in the call sign of an aeronautical station be omitted ?
a) When satisfactory communication has been established and provided it will not be confusing to do so
b) Never
c) Only after the aeronautical station has used the abbreviated call sign
d) In dense traffic during rush hours

91.2.7.0 (5747)
Which of the following abbreviated call signs of aircraft XY-ABC is correct:
a) X-BC
b) XY-BC
c) ABC
d) BC

91.2.7.0 (5748)
Which of the following abbreviated call signs of Cherokee XY-ABC is correct:
a) Cherokee BC
b) Cherokee XY-BC
c) Cherokee X-BC
d) Cherokee X-ABC

91.2.7.0 (5749)
When is an aircraft station allowed to use its abbreviated call sign ?
a) After it has been addressed in this manner by the aeronautical ground station
b) Only after satisfactory communication has been established
c) Provided no confusion is likely to result
d) In dense traffic

91.2.8.0 (5750)
How should aircraft XY-ABC call Stephenville TOWER on initial call ?
a) Stephenville TOWER XY-ABC
b) Stephenville TOWER X-BC
c) Stephenville XY-ABC
d) TOWER XY-ABC

91.2.8.0 (5751)
Aircraft X-BC has been instructed to contact Stephenville TOWER on frequency

118.7. What is the correct response to indicate that it will follow this instruction ?
a) 118.7 X-BC
b) Will change to TOWER X-BC
c) Changing over X-BC
d) Stephenville TOWER X-BC

91.2.8.0 (5752)
Aircraft X-BC has been instructed to listen on ATIS frequency 123.25, on which information are being broadcast. What is the correct response to indicate that it will follow this instruction ?
a) Monitoring 123.25 X-BC
b) Changing to 123.25 X-BC
c) Will contact 123.25 X-BC
d) Checking 123.25 X-BC

91.2.8.0 (5753)
What is the correct way to transmit and read back frequency 120.375 MHz (VHF channel separated by 25 KHz):
a) One two zero decimal three seven
b) One twenty decimal three seven
c) One two zero decimal three seven five
d) One two zero three seven

91.2.9.0 (5754)
Aircraft XY-ABC is making a test transmission with Stephenville TOWER on frequency 118.7. What is the correct phrasing for this transmission:
a) Stephenville TOWER XY-ABC radio check 118.7
b) Stephenville TOWER XY-ABC preflight check
c) Stephenville TOWER XY-ABC signal check
d) Stephenville TOWER XY-ABC frequency check

91.2.9.0 (5755)
On the readability scale what does ""Readability 3"" mean:
a) Readable but with difficulty
b) No problem to understand
c) Loud and clear
d) Unreadable

91.2.9.0 (5756)
On the readability scale what does ""Readability 5"" mean:
a) Perfectly readable
b) Unreadable
c) Problem to understand
d) Readable but with difficulty

91.2.10.0 (5757)
Which elements of instructions or information shall always be read back ?
a) Runway-in-use, altimeter settings, SSR codes, level instructions, heading and speed instructions
b) Runway-in-use, visibility, surface wind, heading instructions, altimeter settings
c) Surface wind, visibility, ground temperature, runway-in-use, altimeter settings, heading and speed instructions
d) Time check, runway-in-use, altimeter settings, level instructions, SSR codes

91.2.10.0 (5758)
Shall an ATC route clearance always be read back:
a) Yes, unless authorized otherwise by ATS authority concerned
b) No, if the ATC route clearance is transmitted in a published form (e.g. Standard Instrument Departure Route/SID)
c) No, if the communication channel is overloaded
d) No, if the content of the ATC clearance is clear and no confusion is likely to arise

91.2.10.0 (5759)
An aircraft is instructed to hold short of the runway-in-use. What is the correct phraseology to indicate it will follow this instruction ?
a) Holding short
b) Roger
c) Will stop before
d) Wilco

91.2.10.0 (5760)
Cherokee XY-ABC receives the following instruction: ""X-BC climb straight ahead until 2500 feet before turning right, wind 270 degrees 6 knots, cleared for take-off"".What is the correct read back:
a) Straight ahead, at 2500 feet right turn, cleared for take-off, X-BC
b) Wilco, cleared for take-off, X-BC
c) Right turn after 2500, roger, X-BC
d) Straight ahead, 2500 feet right turn, wind west 6 knots, cleared for take-off, X-BC

91.2.10.0 (5761)
How should a pilot terminate the read-back of an ATC clearance ?
a) With his own aircraft call sign
b) With the word ""wilco""
c) With the ATC ground station call sign
d) With the word ""roger""

91.2.11.0 (5762)
An aircraft is flying north-east at 2500 feet.TOWER requests heading and level. What is the correct response:
a) Heading 045 at 2500 feet
b) Heading north-east at level 25
c) Heading 45 at 2500 feet
d) 045 and 2500

91.2.11.0 (5763)
What does the phrase ""Squawk 1234"" mean:
a) Select code 1234 on the SSR transponder
b) Give a short count for DF (direction finder)
c) Make a test transmission on 123.4 MHz
d) Standby on frequency 123.4 MHz

91.2.11.0 (5764)
RADAR informs aircraft X-BC: ""X-BC identified"". What does this mean:
a) Radar identification has been achieved
b) X-BC is not visible on the radar screen
c) X-BC should perform an identification turn
d) X-BC should operate the IDENT-button

91.2.11.0 (5765)
RADAR instructs aircraft X-BC:""X-BC squawk ident"". What does this mean:
a) X-BC shall operate the IDENT button
b) Radar identification has been achieved by correlating an observed radar blip with aircraft XY-ABC
c) X-BC should perform an identification turn of at least 020 degrees
d) X-BC shall reselect his assigned mode and code

91.2.11.0 (5766)
RADAR instructs aircraft X-BC:""X-BC squawk standby "". What does this mean?
a) X-BC is requested to switch to standby position
b) X-BC is requested to standby on the frequency
c) X-BC is requested to standby for radar vectors
d) X-BC is requested to standby as the radar controller is busy

91.2.11.0 (5767)
RADAR instructs aircraft X-BC: ""X-BC recycle 1015"". What does this mean:
a) X-BC is requested to reselect SSR code 1015
b) X-BC is requested to set new code 1015
c) X-BC has been identified by SSR code 1015
d) X-BC has been identified at 10:15 (UTC)

91.2.11.0 (5768)
How shall a pilot inform a radar control unit that the aircraft is not equipped with transponder:
a) Negative transponder
b) No SSR
c) Transponder not available
d) Negative squawk

91.3.1.0 (5769)
When the term ""Broken"" is used in an aviation routine weather report (METAR), the amount of clouds covering the sky is:
a) 5 to 7 octas
b) 1 to 4 octas
c) 8 octas below 10000 feet
d) No clouds below 5000 feet

91.3.1.0 (5770)
When the term ""Overcast"" is used in an aviation routine weather report (METAR), the amount of clouds covering the sky is:
a) 100%
b) 50% or more
c) Less than 50%
d) No clouds but poor ground visibility

91.3.1.0 (5771)
When the term ""CAVOK"" is used in an aviation routine weather report (METAR), the values of visibility and clouds are:
a) Visibility 10 km or more, no clouds below 5000 feet/GND
b) Visibility 10 km or more, no clouds below 1500 feet/GND
c) Visibility more than 8 km, no clouds below 3000 feet/GND
d) Visibility more than 5000 m, no clouds below 1500 m/GND

91.3.1.0 (5772)
How is the visibility in an aviation routine weather report (METAR) expressed in plain language:
a) Up to 5000 m in metres, above in kilometres
b) Up to 1500 m in metres, above in kilometres
c) In feet and nautical miles
d) In nautical miles only

91.3.1.0 (5773)
What is the correct way of expressing visibility ?
a) Visibility 1200 metres
b) Visibility 1200 feet
c) Visibility 1.2 nautical miles
d) Visibility 1.2 kilometres

91.3.1.0 (5774)
When the term ""Scattered"" is used in an aviation routine weather report (METAR), the amount of clouds covering the sky is:
a) Half or less than half (3 or 4 octas)
b) More than half but less than overcast (5 to 7 octas)
c) Sky entirely covered (8 octas)
d) No clouds below 5000 feet/GND

91.3.2.0 (5775)
What is normally used for ATIS broadcasts ?
a) Discrete VHF frequency or/and VOR
b) Voice channel of an ILS
c) NDB frequencies
d) DME voice channel

91.3.2.0 (5776)
How can aviation routine weather reports (METAR) of specific airports be obtained by aircraft in flight:
a) VOLMET
b) ATIS
c) AFIS
d) SIGMET

91.3.2.0 (5777)
Which information can aircraft in flight obtain by VOLMET:
a) Aviation routine weather reports (METAR) of specific airports
b) SPECI and TAF
c) SIGMET
d) Runway reports

91.4.0.0 (5778)
What is the transponder code for radio communication failure:
a) 7600
b) 6700
c) 7500
d) 7700

91.4.0.0 (5779)
An aircraft is squawking 7600. This indicates:
a) It is unable to establish communication due to radio equipment failure
b) It is diverting to the alternate aerodrome
c) It is requesting immediate level change
d) It is about to make a forced landing

91.4.0.0 (5780)
An aircraft station fails to establish radio contact with an aeronautical station on the designated frequency. What action is required by the pilot:
a) Attempt to establish contact with the station on an alternative frequency
b) Continue the flight to the destination airport without any communication
c) Return to the airport of departure
d) Land at the nearest airport without an ATC unit

91.4.0.0 (5781)
What action is required by the pilot of an aircraft station if he/she is unable to establish radio contact with an aeronautical station ?
a) Try to establish communication with other aircraft or aeronautical stations
b) Divert to the alternate airport
c) Squawk mode A code 7500
d) Land at the nearest aerodrome appropriate to the route of flight

91.4.0.0 (5782)
A message preceded by the phrase ""Transmitting blind due receiver failure"" shall be transmitted:
a) On the frequency presently in use
b) On the regional guard frequency
c) On the international emergency frequency
d) On all available aeronautical stations

91.4.0.0 (5783)
If all attempts to establish radio contact with a ground station fail, the pilot of an aeroplane shall transmit messages preceded by the phrase:
a) ""Transmitting blind""
b) ""Read you one, read you one""
c) ""How do you read?""
d) PAN PAN, PAN PAN, PAN PAN

91.4.0.0 (5784)
In the event that a pilot is required to make a blind transmission, this should be made:
a) Twice on the designated frequency
b) Only once on the designated frequency
c) On the emergency frequency only
d) During VFR flights only

91.4.0.0 (5785)
When transmitting a message preceded by the phrase ""Transmitting blind due to receiver failure"" during an en-route flight, the aircraft station shall also:
a) Advise the time of its next intended transmission
b) Join base leg when approaching the airfield for landing
c) Land at the nearest airfield/airport
d) Return to the airport of departure

91.4.0.0 (5786)
Under which of the following circumstances shall an aircraft station squawk 7600 ?
a) In case of radio communication failure
b) When entering bad weather areas
c) When approaching a prohibited area
d) When flying over desert areas

91.4.0.0 (5787)
When shall the pilot of an aircraft experiencing communications failure keep a watch for instructions passed by visual signals ?
a) When the aircraft is forming part of the aerodrome traffic at a controlled aerodrome
b) When flying VFR above clouds
c) When the aircraft is entering the traffic pattern of an uncontrolled airport
d) When entering a FIR during an IFR flight

91.5.1.0 (5788)
An aircraft in state of emergency shall squawk:
a) 7700
b) 6700
c) 7600
d) 7500

91.5.1.0 (5789)
Under which of the following circumstances shall an aircraft squawk 7700 ?
a) In distress
b) When following a SID
c) When flying within controlled airspace
d) When passing the transition level

91.5.1.0 (5790)
Distress is defined as:
a) A condition of being threatened by serious and/or imminent danger and requiring immediate assistance
b) A condition concerning the safety of an aircraft or of a person on board, but which does not require immediate assistance
c) A condition concerning the attitude of an aircraft when intercepting the localizer during an ILS approach
d) A condition concerning the safety of a person on board or within sight and requiring immediate assistance

91.5.1.0 (5791)
An aircraft in distress shall send the following signal by radiotelephony:
a) MAYDAY, MAYDAY, MAYDAY
b) DETRESFA, DETRESFA, DETRESFA
c) PAN PAN, PAN PAN, PAN PAN
d) URGENCY, URGENCY, URGENCY

91.5.1.0 (5792)
The frequency used for the first transmission of a ""MAYDAY"" call shall be:
a) The frequency currently in use
b) The distress frequency 121.5 MHz
c) Any other international emergency frequency
d) Any frequency at pilot's discretion

91.5.1.0 (5793)
The distress message shall contain as many as possible of the following elements/ details:
a) Aircraft call sign, nature of distress, pilot's intention, present position, level and heading
b) Aircraft call sign, route of flight, destination airport
c) Aircraft call sign, aerodrome of departure, position and level
d) Aircraft call sign, present position, assistance required

91.5.1.0 (5794)
Which of the following frequencies is an international emergency frequency:
a) 121.500 MHz
b) 122.500 MHz
c) 6500 KHz
d) 121.050 MHz

91.5.2.0 (5795)
Urgency is defined as:
a) A condition concerning the safety of an aircraft other vehicles or of a person on board, but which does not require immediate assistance
b) A condition concerning the safety of a person on board or within sight and requiring immediate assistance
c) A condition concerning the attitude of an aircraft when intercepting the localizer during an ILS approach
d) A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance

91.5.2.0 (5796)
An urgency message shall be preceded by the radiotelephony urgency signal:
a) PAN PAN, spoken three times
b) URGENCY,spoken three times
c) MAYDAY, spoken three times
d) ALERFA, spoken three times

91.5.2.0 (5797)
Which frequency shall be used for the first transmission of an urgency call:
a) The air-ground frequency in use at the time
b) The international emergency frequency
c) The regional guard frequency
d) Any frequency at pilot's discretion

91.6.0.0 (5798)
Which is the frequency band containing frequencies of the Aeronautical Mobile Service?
a) 118.000 - 136.975 MHZ
b) 108.000 - 117.975 MHz
c) 1810 - 2850 KHz
d) 11650 - 13200 KHz

91.6.0.0 (5799)
Which phenomena will normally influence the reception of VHF transmission ?
a) Level of aircraft and terrain elevations
b) The ionosphere
c) Electrical discharges as they happen frequently in thunderstorms
d) Day- and night effect

91.6.0.0 (5800)
Under which of the following circumstances may you expect a solid reception of theTOWER frequency 118.2 MHz:
a) Aircraft at high level in the vicinity of the ground station
b) Aircraft at low level but far away from the ground station
c) Aircraft at low level, far away from the ground station, in the radio shadow zone of a hill
d) Aircraft at low level, in the vicinity of the ground station, in the radio shadow zone of a hill

91.6.0.0 (5801)
Which is the maximum distance at which you might expect solid VHF contact over flat terrain at flight level 50:
a) About 85 NM
b) About 8 NM
c) About 15 NM
d) About 150 NM

91.6.0.0 (5802)
Which is the maximum distance at which you might expect solid VHF contact over flat terrain at flight level 100:
a) About 120 NM
b) About 300 NM

c) About 30 NM
d) About 12 NM

91.6.0.0 (5803)
To which frequency bands do the frequencies 118.000 - 136.975 MHz of the Aeronautical Mobile Service belong ?
a) Very high frequency
b) Very low frequency
c) Low frequency
d) Medium frequency

91.6.0.0 (5804)
Which is the frequency separation between consecutive frequencies in the VHF band:
a) 25 KHz
b) 50 KHz
c) 75 KHz
d) 250 KHz

91.6.0.0 (5805)
What are the propagation characteristics of VHF:
a) Practically straight-line similar to light waves
b) The waves are reflected at the ionosphere at the height of about 100 km and reach the earth surface in the form of sky-waves
c) The waves travel along the surface of the earth and penetrate into valleys in a way that topographical obstacles have no influence
d) Similar to short waves with practically no atmospheric disturbance

92.1.1.0 (5806)
What does the term ""broadcast"" mean?
a) A transmission of information relating to air navigation that is not addressed to a specific station or stations.
b) A radiotelephony transmission from ground station to aircraft in flight.
c) A transmission where no reply is required from the receiving station.
d) A transmission containing meteorological and operational information to aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations.

92.1.1.0 (5807)
What does the term ""air-ground communication"" mean?
a) Two-way communication between aircraft and stations or locations on the surface of the earth
b) One-way communication from aircraft to stations or locations on the surface of the earth
c) One-way communication from stations or locations on the surface of the earth
d) Any communication from aircraft to ground station requiring handling by the Aeronautical Fixed Telecommunication Network (AFTN)

92.1.1.0 (5808)
What does the term ""Expected Approach Time"" mean:
a) The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding point to complete its approach for a landing
b) The time at which an arriving aircraft, upon reaching the radio aid serving the destination aerodrome, will commence the instrument approach procedure for a landing
c) The time at which an arriving aircraft expects to arrive over the appropriate designated navigation aid serving the destination aerodrome
d) The holding time over the radio facility from which the instrument approach procedure for a landing will be initiated

92.1.1.0 (5809)
When flying in accordance with IFR, which of the following best describes the term ""Visual approach"" ?
a) An approach by an IFR flight when either part or all of an instrument approach procedure is not completed and the approach is executed in visual reference to terrain
b) An approach executed by an IFR flight unable to maintain VMC
c) A visual manoeuvre executed by an IFR flight when the weather conditions at the aerodrome of destination are equal to or better than required VMC minima
d) An extension of an instrument approach procedure to bring an aircraft into position for landing on a runway which is not suitably located for straight-in-approach

92.1.1.0 (5810)
What does the term ""clearance limit"" mean:
a) The point to which an aircraft is granted an air traffic control clearance
b) The time of expiry of an air traffic control clearance
c) The time at which an aircraft is given an air traffic control clearance
d) The time after which an air traffic control clearance will be automatically cancelled if the flight has not been commenced

92.1.1.0 (5811)
An ""Automatic Terminal Information Service"" provides:
a) Routine information to arriving and departing aircraft by means of continuous and repetitive broadcast .
b) Information concerning en-route weather phenomena which may effect the safety of aircraft operation.
c) Current meteorological and operational information essential for the safety of the air navigation within a FIR.
d) Weather reports relating a specific number of aerodromes located within a flight information region (FIR).

92.1.1.0 (5812)
What does the term ""way point"" mean:
a) A specified geographical position used to define an area navigation route or the flight path of an aircraft employing area navigation
b) A defined position on an aerodrome used for the calibration of the inertial navigation system
c) A signal indicating the direction of the runway-in-use
d) A general term meaning the taxiway- and the runway-system of an international airport

92.1.2.0 (5813)
What does the abbreviation ""IMC"" mean?
a) Instrument meteorological conditions.
b) In most cases.

c) International meteorological channel.
d) In meteorological conditions.

92.1.2.0 (5814)
What does the abbreviation ""H24"" mean?
a) Continuous day and night service.
b) Sunrise to sunset.
c) Sunset to sunrise.
d) No specific working hours.

92.1.2.0 (5815)
What does the abbreviation ""AIS"" mean?
a) Aeronautical information service.
b) Aerodrome identification signal-area.
c) Airport information system.
d) Aerodrome information service.

92.1.2.0 (5816)
What does the abbreviation ""SAR"" mean?
a) Search and rescue.
b) Surveillance airport radar.
c) Standard arrival route.
d) Secondary altimeter responder.

92.1.2.0 (5817)
What does the abbreviation ""ATIS"" mean?
a) Automatic terminal information service.
b) Airport terminal information service.
c) Automatic terminal information system.
d) Air traffic information service.

92.1.2.0 (5818)
What does the abbrevation ""INS"" mean:
a) Inertial navigation system
b) Instrument navigation system
c) International NOTAM system
d) International navigation service

92.1.2.0 (5819)
What does the abbrevation ""MLS"" mean:
a) Microwave landing system
b) Minimum safe level
c) Mean sea level
d) Minimum sector level

92.1.2.0 (5820)
What does ""SELCAL"" mean:
a) A system which permits the selective calling of individual aircraft over radiotelephone channels linking a ground station with the aircraft
b) A system in which radiotelephony communication can be established between aircraft only
c) A system in which radiotelephony communication between two stations can take place in both directions simultaneously
d) A system provided for direct exchange of information between air traffic services (ATS) units

92.1.2.0 (5821)
What does the abbreviation ""SSR"" mean:
a) Secondary surveillance radar
b) Search and surveillance radar
c) Surface strength of runway
d) Standard snow report

92.1.2.0 (5822)
What does the abbrevation ""RNAV"" mean:
a) Area navigation
b) Radar aided navigation
c) Route navigation
d) Radio navigation

92.1.2.0 (5823)
What does the abbreviation ""RVR"" mean:
a) Runway visual range
b) Radar vectors requested
c) Runway visibility report
d) Recleared via route...

92.1.3.0 (5824)
QFE is the RTF Q-code to indicate:
a) The atmospheric pressure at aerodrome elevation (or at runway threshold).
b) The atmospheric pressure referred to the highest fixed obstacle located on the surface of an aerodrome.
c) The atmospheric pressure corrected to the aircraft cockpit height.
d) The altimeter sub-scale setting to obtain the flight level reference datum.

92.1.3.0 (5825)
QNH is the Q-code to indicate:
a) The altimeter sub-scale setting to obtain elevation when on the ground.
b) The atmospheric pressure at aerodrome elevation (or at runway threshold).
c) The atmospheric pressure measured at the aerodrome reference point (ARP).
d) The atmospheric pressure referred to the highest obstacle located on the surface of an aerodrome.

92.2.2.0 (5826)
What is the correct way of transmitting the number 118.1 to indicate a frequency ?
a) one one eight decimal one
b) one eighteen one
c) one one eight one
d) one one eight point one

92.2.2.0 (5827)
What is the correct way of transmitting the number 13.500 to indicate an altitude or cloud height ?
a) one three thousand five hundred
b) one three five hundred
c) one three five zero zero
d) thirteen thousand five hundred

92.2.2.0 (5828)
During radar vectoring, the controller asks the pilot of XY-ABC to turn on to heading 360°. The correct read back of this instruction is :
a) Heading three six zero, X-BC.
b) Heading north, X-BC.
c) Heading three hundred sixty, X-BC.
d) A read back is not necessary as XY-ABC has been identified

92.2.3.0 (5829)
The time is 4:15 P.M. What is the correct way of transmitting this time if there is any possibility of confusion about the hour ?
a) One six one five
b) Four fifteen P.M.
c) Sixteen fifteen
d) Four fifteen in the afternoon

92.2.4.0 (5830)
Before transmitting the pilot should...:
a) Listen out on the frequency to ensure no interference with another station already transmitting will occur.
b) Make sure that the aircraft is levelled off.
c) Always write the message and read it during the transmission.
d) Make sure that the emergency frequency is tuned in at the same time.

92.2.4.0 (5831)
What is the consequence of a microphone button stuck on transmit (switched ""on"") ?
a) The frequency can not be used by others.
b) None.
c) Other stations will have to use the ""words twice"" technique.
d) Readability will improve for all stations.

92.2.5.0 (5832)
Which of these phrases is used if you want to communicate that a message: ""Consider that transmission as not sent"":
a) Disregard
b) Cancel my last message
c) Forget it
d) My last transmission is cancelled

92.2.5.0 (5833)
When shall the phrase ""Take-off"" be used by a pilot :
a) To acknowledge take-off clearance only
b) Never, it is used only by the control tower
c) To inform TOWER when ready for departure
d) Only when the aircraft has already moved onto the active runway

92.2.5.0 (5834)
How shall a pilot inform the control tower that he has to abandon the take-off manoeuvre:
a) Stopping
b) Abandoning take-off
c) Aborting take-off
d) Cancelling take-off

92.2.5.0 (5835)
What is the correct way for the pilot to acknowledge that ATIS Information Golf has been received:
a) Information Golf
b) Weather Golf received
c) We have the Information
d) We have the ATIS Golf

92.2.5.0 (5836)
What does the phrase ""Verify"" mean:
a) Check and confirm with originator
b) Repeat your last transmission
c) Read back VDF bearing
d) Consider that transmission as not sent

92.2.5.0 (5837)
What does the word ""Monitor"" mean:
a) Listen out on (frequency).
b) Wait and I will call you
c) Establish radio contact with...
d) Examine a system or procedure

92.2.5.0 (5838)
What does the instruction:""Fastair 345 standby 118.9 for TOWER"" mean:
a) Fastair 345 should listen on frequency 118.9 on which TOWER will initiate further communications
b) Fastair 345 should change frequency to 118.9, on which aerodrome data are being broadcast
c) Fastair 345 should contact TOWER on 118.9
d) Fastair 345 should standby on the current frequency

92.2.5.0 (5839)
Fastair 345 has been instructed to contact Stephenville ARRIVAL on frequency 118.0. What is the correct way to indicate it will follow this instruction:
a) 118.0 Fastair 345
b) Changing over Fastair 345
c) Changing to ARRIVAL Fastair 345
d) Stephenville ARRIVAL Fastair 345

92.2.5.0 (5840)
Which phraseology shall a pilot use if he receives an instruction from ATC which he cannot carry out:
a) Unable to comply
b) Negative instruction
c) Impossible to make it
d) Disregard

92.2.5.0 (5841)
Which phrase should a pilot use to inform ATC that he is initiating a missed approach procedure:
a) Going around
b) Missed approach
c) Pulling up
d) Overshooting

92.2.5.0 (5842)
What does the word ""report"" mean ?
a) Pass me the following information.
b) Repeat all of this message back to me exactly as received.
c) Say again.
d) Examine a system or procedure.

92.2.5.0 (5843)
Which word or phrase shall be used if you want to say : ""Reduce your rate of speech"" ?
a) Speak slower.
b) Words twice.
c) Repeat.
d) Say again.

92.2.5.0 (5844)
What does the word ""wilco"" mean ?
a) I understand your message and will comply with it.
b) I have received all of your last transmission.
c) I read you five.
d) As communication is difficult, I will call you later.

92.2.5.0 (5845)
What does the phrase ""break break"" mean ?
a) It indicates the separation between messages transmitted to different aircraft in a very busy environment.
b) It indicates the separation between portions of a message transmitted to an aircraft station.
c) The exchange of transmissions is ended and no response is expected.
d) My transmission is ended and I expect a response from you.

92.2.5.0 (5846)
What does the word ""acknowledge"" mean ?
a) Let me know that you have received and understood this message.
b) Pass me the following information.
c) Repeat all of this message back to me exactly as received.
d) Repeat all of your last transmission.

92.2.5.0 (5847)
What does the word ""approved"" mean ?
a) Permission for proposed action granted.
b) That is correct.
c) Authorized to proceed under the conditions specified.
d) I repeat for clarity or emphasis.

92.2.5.0 (5848)
Which word or phrase shall be used to indicate a separation between portions of a message ?
a) Break.
b) Stop.
c) I say again.
d) Over.

92.2.5.0 (5849)
What does the word ""cancel"" mean ?
a) Annul the previously transmitted clearance.
b) A change has been made to your last clearance.
c) Wait and I will call you.
d) Consider that transmission as not sent.

92.2.5.0 (5850)
What does the word ""check"" mean ?
a) Examine a system or procedure.
b) Confirm your last transmission.
c) Read back my last instruction.
d) I understand your message.

92.2.5.0 (5851)
Which word or phrase shall be used when giving authorization to proceed under specified conditions ?
a) Cleared.
b) Go ahead.
c) Approved.
d) I say again : proceed.

92.2.5.0 (5852)
Which word shall be used to ask a station whether you have correctly received a message, clearance, instruction, etc ?
a) Confirm.
b) Correct.
c) Acknowledge.
d) Verify.

92.2.5.0 (5853)
What does the word ""contact"" mean ?

a) Establish radio contact with ... .
b) Radar contact established .
c) Listen out on (frequency) .
d) That is correct .

92.2.5.0 (5854)
Which word or phrase shall be used in order to repeat for clarity or emphasis ?
a) I say again .
b) Confirm .
c) Read back .
d) Verify .

92.2.5.0 (5855)
What does the word ""correct"" mean ?
a) That is correct.
b) An error has been made in this transmission. The correct version is ... .
c) Permission for proposed action not granted.
d) Negative, the correct version is ... .

92.2.5.0 (5856)
Which word shall be used to indicate that an error has been made in a transmission or message ?
a) Correction.
b) Correct.
c) Negative.
d) Disregard.

92.2.5.0 (5857)
What does the word ""disregard"" mean ?
a) Consider that transmission as not sent.
b) An error has been made in this transmission.
c) Annul the previously transmitted clearance.
d) Wait and I will call you.

92.2.5.0 (5858)
What phrase shall be used when asking for the readability of a transmission ?
a) How do you read ?
b) Read back .
c) Report readability .
d) Read you loud and clear .

92.2.5.0 (5859)
What does the word ""negative"" mean ?
a) Permission not granted.
b) Proposed action granted.
c) Disregard last instruction.
d) Consider that transmission as not sent.

92.2.5.0 (5860)
What does the word ""negative"" mean ?
a) That is not correct.
b) Consider that transmission as not sent.
c) Annul the previously transmitted clearance.
d) I say again.

92.2.5.0 (5861)
Which word or phrase shall be used to indicate that a change has been made to your last clearance and this new clearance supersedes your previous clearance or part thereof ?
a) Recleared.
b) Cleared.
c) Approved.
d) Break break.

92.2.5.0 (5862)
What does the word ""recleared"" mean ?
a) A change has been made to your last clearance.
b) Permission for proposed action granted.
c) An error has been made in my last transmission.
d) Consider that transmission as not sent.

92.2.5.0 (5863)
Which phrase shall be used if you want to say : ''Communication is difficult. Please send every word or group of words twice" ?
a) Words twice
b) Say again, say again
c) Repeat twice
d) Message second time

92.2.5.0 (5864)
To indicate that he is no longer occupying the active runway a pilot shall report to the controller :
a) Runway vacated.
b) Runway cleared.
c) Runway free.
d) Clear of runway.

92.2.6.0 (5865)
What is the radiotelephony call sign for the aeronautical station providing approach control (no radar service) ?
a) APPROACH
b) ARRIVAL
c) RADAR
d) CONTROL

92.2.6.0 (5866)
What is the radiotelephony call sign for the aeronautical station indicating area control centre (no radar):
a) ...CONTROL
b) ...CENTRE

c) ...APPROACH
d) ...RADAR

92.2.6.0 (5867)
What is the radiotelephony call sign for the aeronautical station indicating approach control radar departures:
a) ...DEPARTURE
b) ...CONTROL
c) ...RADAR
d) ...APPROACH

92.2.6.0 (5868)
What is the radiotelephony call sign for the aeronautical station indicating approach control radar arrivals:
a) ...ARRIVAL
b) ...APPROACH
c) ...RADAR
d) ...DIRECTOR

92.2.6.0 (5869)
What is the radiotelephony call sign suffix for the aeronautical station providing radar service (in general) ?
a) RADAR.
b) CONTROL.
c) RADAR-CONTROL.
d) RADAR-SERVICE.

92.2.6.0 (5870)
What is the radiotelephony call sign suffix for the aeronautical station indicating clearance delivery ?
a) DELIVERY.
b) CLEARANCE.
c) CLEARANCE DELIVERY.
d) RADIO.

92.2.7.0 (5871)
What, if any, is the abbreviated call sign of Fastair 2345 ?
a) No abbreviated form
b) Fastair 345
c) Fastair 45
d) 2345

92.2.7.0 (5872)
What is the correct call sign of Fastair 345 in the initial call to the aerodrome control tower and the approach control unit, if the aircraft has a maximum take-off weight of more than 136 tonnes:
a) Fastair 345 heavy
b) Heavy Fastair 345
c) Fastair 345
d) Fastair 345 widebody

92.2.7.0 (5873)
When shall an aircraft in the heavy-wake-turbulence category include the word ""Heavy"" immediately after its call sign e.g. Fastair 345 heavy:
a) In the initial call to the aerodrome control tower and the approach control unit
b) Never
c) In all calls
d) In all calls to the aerodrome tower and the approach control unit

92.2.9.0 (5874)
Which of the following calls is a ""general call"" ?
a) ALL STATIONS Stephenville CONTROL.
b) YX-ABC, YX-BCD, YX-CDE Stephenville CONTROL.
c) YX-DEF Stephenville CONTROL.
d) YX-EFG, YX-FGH over.

92.2.9.0 (5875)
Must a ""general call"" be acknowledged""?
a) No.
b) Yes, but only from the station first called.
c) Yes, from all stations in the sequence they have been adressed.
d) Yes, from all stations in a random sequence.

92.2.9.0 (5876)
What is meant by the phrase ""readability 2""?
a) Readable now and then.
b) Readable.
c) Unreadable.
d) Readable but with difficulty.

92.2.9.0 (5877)
On the readability scale what does ""readability 1"" mean ?
a) Unreadable.
b) Readable.
c) Perfectly readable.
d) Readable but with difficulty.

92.2.9.0 (5878)
What is meant by the phrase "" readibility 4""?
a) Readable.
b) Readable now and then.
c) Perfectly readable.
d) Readable but with difficulty.

92.2.9.0 (5879)
When an aeronautical station broadcasts information to more than one station, the call starts with :
a) ""All stations""
b) ""General broadcast""
c) ""Message to all aircraft on this frequency""
d) ""Please listen""

92.2.10.0 (5880)
Which elements of instructions or information shall always be read back ?
a) SSR code, QNH, take-off clearance, speed instructions
b) QNH, weather information, runway-in-use
c) ATC clearance, speed instructions, runway state information
d) QNH, SSR code, approach aid serviceability

92.2.10.0 (5881)
Which of the following messages sent by ATC to an aircraft in flight must be read back?1 - ""descend to (altitude) 3.000 feet""2 - ""wind 240°, 15 knots, gusts 30 knots""3 - ""turn right heading 210""4 - ""reduce speed to 160 knots""5 - ""squawk 1723""6 - ""braking action poor""
a) 1, 3, 4, 5
b) all
c) 1, 2, 3, 5
d) 1, 3, 4, 5, 6

92.2.12.0 (5882)
What shall the pilot's readback be for ""climb to 2500 feet"":
a) Climbing to two thousand five hundred feet
b) Up to two thousand five hundred
c) Climbing to two point five
d) Climbing to two thousand five hundred

92.2.12.0 (5883)
ATC clears Fastair 345 to descend from FL 100 to FL 80. What is the correct readback by the pilot:
a) Leaving flight level 100 descending to flight level 80, Fastair 345
b) Descending to 80, Fastair 345
c) Down to flight level 80, Fastair 345
d) Leaving 100 to 80, Fastair 345

92.2.12.0 (5884)
Which elements of a position report cannot be omitted ?
a) Aircraft identification, position, time
b) Aircraft identification, position, time, level
c) Aircraft identification, position, level
d) Aircraft identification, position, next position

92.2.12.0 (5885)
What shall the pilot's readback be for""Climb to FL 280"":
a) Climbing to flight level two eight zero
b) Climbing to flight level two eighty
c) Climbing two eight zero
d) Climbing to two eighty

92.3.0.0 (5886)
Blind transmission shall be made:
a) On the designated frequency (frequency in use)
b) To all available aeronautical stations
c) On regional guard frequencies only
d) During IFR flights only

92.3.0.0 (5887)
An aircraft encountering radio communication failure on an IFR flight in VMC is assumed to:
a) Continue to fly in VMC, land at the nearest suitable aerodrome, report its arrival
b) Leave controlled airspace and continue the flight within uncontrolled airspace
c) Squawk IDENT and proceed to the alternate aerodrome
d) Continue the flight to destination aerodrome in any case

92.3.0.0 (5888)
An aircraft on an IFR flight in VMC experiences radio communication failure. The aircraft is assumed to :
a) Land at the nearest suitable aerodrome
b) Return to the aerodrome of departure
c) Land at the alternate aerodrome
d) Land at the destination aerodrome

92.3.0.0 (5889)
An aircraft experiencing radio communication failure on an IFR flight in IMC is assumed to:
a) Proceed in accordance with the current flight plan to the designated navigation aid serving the destination aerodrome
b) Proceed to an area from where the flight can be continued according to the visual flight rules
c) Divert to the most suitable aerodrome according to the route of flight
d) Execute a VMC approach at the nearest suitable aerodrome

92.3.0.0 (5890)
An aircraft encountering radio communication failure on an IFR flight in IMC has to hold over the designated navigation aid serving the destination aerodrome:
a) Until the expected approach time last received and acknowledged
b) Under no circumstances
c) 5 minutes in any case
d) 3 minutes, if an expected approach time is not acknowledged

92.3.0.0 (5891)
An aircraft encountering radio communication failure on an IFR flight in IMC has to commence descent over the designated navigation aid serving the destination aerodrome (no EAT received):
a) At, or as close to, the ETA resulting from the current flight plan
b) 5 minutes after the last expected approach time acknowledged
c) Immediately after reaching in any case
d) After 3 minutes, if an expected approach time is not acknowledged

92.3.0.0 (5892)
An aircraft encountering radio communication failure on an IFR flight in IMC has to land, if possible, within:
a) 30 minutes after ETA or the last EAT, whichever is later
b) 30 minutes after noticing the radio failure

c) 30 minutes after waiting for the EAT
d) 15 minutes after vacating the transition layer

92.3.0.0 (5893)
Within the European Region, an aircraft experiencing radio communication failure on an IFR departure has to squawk 7600 and:
a) Maintain the level last assigned by the ATC for a period of 3 minutes and then climb in accordance with the flight plan
b) Climb immediately to the cruising level indicated in the flight plan
c) Land at the departure aerodrome in any case
d) Maintain the altitude last assigned by ATC for a period of 5 minutes and then continue in accordance with the flight plan

92.3.0.0 (5894)
A departing aircraft experiencing radio communication failure on an IFR flight under radar vectors has to:
a) Squawk 7600 and thereafter return to the route indicated in the current flight plan in the most direct manner
b) Squawk 7600 and maintain the heading last assigned by ATC for a period of 3 minutes and then return to the flight path in accordance with the current flight plan
c) Squawk 7600, maintain present heading for 1 minute and thereafter return to the route indicated in the current flight plan on the shortest way
d) Squawk 7600 and thereafter, regardless of any limitation instructed by ATC, return to the route indicated in the current flight plan on the shortest way

92.3.0.0 (5895)
In case of a SSR transponder failure occuring after departure of an IFR flight, the pilot shall:
a) Inform the competent ATC unit immediately
b) Land at the nearest suitable aerodrome for repair
c) Squawk 7600
d) Continue the flight in VMC

92.3.0.0 (5896)
In case the transponder fails before the departure for an IFR flight, the pilot shall:
a) Obtain prior permission by ATC to conduct the flight
b) Inform FIS for relay to AIS
c) Insert under item 18 of the flight plan ""transponder unserviceable""
d) Inform ATC after departure

92.3.0.0 (5897)
The expression "" transmitting blind due to receiver failure"" implies that no answer is expected. It shall be used by:
a) An aircraft station being aware of receiver failure
b) An aircraft station doing blind transmissions at a ""non-towered"" airfield
c) A radar controller performing a PAR or SRE final approach.
d) A ground station broadcasting information to all listening stations.

92.4.1.0 (5898)
What do the spoken words " PAN PAN MEDICAL " mean ?
a) The message which follows concerns a protected medical transport operated by aircraft assigned exclusively to medical transportation
b) The aircraft has a sick passenger on board and requests priority to land
c) The aircraft has an urgent need of medical care upon landing at destination airport
d) The phrase/signal is inadmissible in radiotelephony

92.4.1.0 (5899)
A message concerning a protected medical transport operated by aircraft assigned exclusively to medical transportation shall be preceded by the signal:
a) PAN PAN MEDICAL
b) MEDICAL TRANSPORT
c) PROTECTED TRANSPORT
d) PAN PAN TRANSPORT

92.4.2.0 (5900)
The frequency 121.500 MHz is designated as:
a) An international emergency frequency
b) A frequency for air-to-air communication
c) A regional UHF frequency
d) An airline operation frequency

92.4.2.0 (5901)
An aircraft squawking 7700 indicates to the ground station that:
a) The aircraft is in distress
b) The aircraft is being hijacked
c) The aircraft's transceiver is unserviceable
d) There is a sick passenger on board

92.4.2.0 (5902)
A signal sent by radiotelephony consisting of the spoken word MAYDAY MAYDAY MAYDAY means:
a) Imminent danger threatens the aircraft and immediate assistance is required
b) The aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or vehicle
c) The aircraft has a message to transmit concerning adverse weather conditions along its route of flight
d) The aircraft is forced to perform a fuel dumping procedure

92.4.2.0 (5903)
The distress signal and the distress message to be sent by an aircraft in distress be on:
a) The air-ground frequency in use at the time
b) The emergency frequency in any case
c) The regional guard frequency
d) The FIS frequency designated for the airspace concerned

92.4.2.0 (5904)
When an aircraft station receives the call ""ALL STATIONS Stephenville RADAR, stop transmitting MAYDAY"" it is requested :
a) Not to interfere with the distress communication.
b) To continue normal communication on the frequency in use.

c) To assist Stephenville RADAR in handling the distress traffic.
d) To leave the frequency in use.

92.4.2.0 (5905)
When an aircraft station receives the call ""ALL STATIONS Stephenville RADAR, distress traffic ended"" it is requested :
a) To resume normal communication with Stephenville RADAR.
b) To impose silence to other stations in its vicinity.
c) Acknowledge receipt of this message.
d) Discontinue communication with Stephenville RADAR.

92.4.2.0 (5906)
Which of the following messages shall a station in control of distress use to impose silence ?
a) Stop transmitting, MAYDAY
b) Stop transmitting, DISTRESS
c) Stop transmitting, EMERGENCY
d) All stations in this frequency, MAYDAY traffic

92.4.2.0 (5907)
The distress communication and silence conditions shall be terminated by transmitting a message. Which words shall this message include ?
a) Distress traffic ended
b) Emergency communication finished
c) MAYDAY traffic ended
d) Disregard distress communication, OUT

92.4.2.0 (5908)
When an aircraft is no longer in distress, it shall transmit a message cancelling the distress condition. Which words shall this message include ?
a) ... cancel distress
b) ... MAYDAY, resuming normal operations
c) ... MAYDAY cancelled
d) ... distress condition terminated

92.4.2.0 (5909)
Radio silence can be imposed by an aeronautical station in case of :
a) Distress traffic.
b) Urgency communication.
c) Overload of the frequency.
d) Technical difficulties.

92.4.3.0 (5910)
A signal sent by radiotelephony consisting of the spoken words PAN PAN, PAN PAN, PAN PAN means:
a) The aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, but immediate assistance is not required
b) Imminent danger threatens the aircraft and immediate assistance is required
c) The aircraft is diverting from the route cleared because of a thunderstorm and asks for immediate reclearance
d) An aircraft on final approach is starting the missed approach procedure

92.4.3.0 (5911)
On hearing an urgency message a pilot shall:
a) Monitor the frequency to ensure assistance if required
b) Acknowledge the message immediately
c) Impose radio silence on the frequency in use
d) Change the frequency, because radio silence will be imposed on the frequency in use

92.4.3.0 (5912)
Which of the following statements is correct ?
a) The urgency communications have priority over all the other communications, except distress
b) The urgency communications have priority over all the other communications
c) There is no difference regarding priority between distress communications and urgency communications
d) ATC clearances have the same priority as urgency communications

92.4.3.0 (5913)
The urgency message to be sent by an aircraft reporting an urgency condition shall contain at least the following elements/details :
a) Aircraft call sign, nature of the urgency condition, pilot's intention, present position, level and heading
b) Aircraft call sign, destination airport, ETA at destination, route of flight
c) Name of the station addressed, present position, assistance required
d) Aircraft identification, aerodrome of departure, level and heading

92.5.1.0 (5914)
When transmitting runway visual range (RVR) for runway 16 ATC will use the following phrase:
a) RVR runway 16 touchdown ... metres, mid-point ... metres, stop end ... metres
b) The values of the transmissometer are: ... metres and ... metres
c) RVR at the beginning of runway 16 is ... metres
d) RVR runway 16 ... metres diagonal ... metres diagonal ... metres

92.5.1.0 (5915)
What does ""Friction coefficient 45"" in a runway report mean:
a) Braking action good
b) Braking action medium
c) Braking action poor
d) Braking action not measurable

92.5.1.0 (5916)
What does ""Friction coefficient 20"" in a runway report mean:
a) Braking action poor
b) Braking action medium
c) Braking action good
d) Braking action unreliable

92.5.1.0 (5917)
Under what runway conditions is the braking action reported to be ""Unreliable"":
a) Runway covered with wet snow and slush
b) Runway covered with ice

c) Runway covered with dry snow
d) Runway conditions normal

92.5.1.0 (5918)
If you are requested to ""Report flight conditions"", what does that mean:
a) Indicate whether you are flying in IMC or in VMC
b) Indicate weather conditions as wind, visibility, temperature
c) Indicate if visibility is sufficient for landing
d) Indicate whether you are flying IFR or VFR