

Question block created by wizard

1. An automatic pilot is a system which can ensure the functions of:

- (a) Navigation.
- (b) Piloting and guidance of an aircraft in both the horizontal and vertical planes.
- (c) Piloting from take-off to landing without any action from the pilot.

If choice b is selected set score to 1.

2. On an autopilot coupled approach, GO AROUND mode is engaged:

- (a) By the pilot pushing a button located on the throttles.
- (b) By the pilot selecting G.A. mode on the flight mode control panel.
- (c) If the aircraft reaches the decision height selected on the radio altimeter at a higher speed than the one selected.

If choice a is selected set score to 1.

3. A full operational autopilot system will ensure that

- (a) the automatic pilot will automatically disengage whenever any failure is detected.
- (b) the automatic pilot will automatically cause the aircraft to overshoot if any failure is detected.
- (c) the aircraft will continue its automatic landing in the event of a single failure.

If choice c is selected set score to 1.

4. To carry out an autopilot check first

- (a) switch off all power.
- (b) ensure all control surfaces are unobstructed.
- (c) switch on NAV receivers.

If choice b is selected set score to 1.

5. The definition of fail operational is the ability of a system to

- (a) disconnect and leave the aircraft in trim.
- (b) disconnect but leave the aircraft out of trim.
- (c) continue to control after any first fault.

If choice c is selected set score to 1.

6. Flight director command bars indicate

- (a) Direction in which the beacon is.
- (b) Direction in which aircraft is flying.
- (c) Direction in which aircraft is to be manoeuvred.

If choice c is selected set score to 1.

7. The command bars of a flight director are generally represented on an:

- (a) RMI (Radio Magnetic Indicator).
- (b) HSI (Horizontal Situation Indicator).
- (c) ADI (Attitude Director Indicator).

If choice c is selected set score to 1.

8. The position of a Flight Director command bars:

- (a) indicates the manoeuvres to execute, to achieve or maintain a flight situation.
- (b) enables the measurement of deviation from a given position.
- (c) only displays information relating to radio-electric deviation.

If choice a is selected set score to 1.

9. A single axis autopilot system provides....

- (a) control about the pitch axis.
- (b) stabilisation about the normal axis.
- (c) control about the roll axis.

If choice c is selected set score to 1.

10. A single axis autopilot may also be called:

- (a) altitude hold.
- (b) wing leveller.
- (c) auto stabilisation loop.

If choice b is selected set score to 1.

11. A three-axis auto pilot is....

- (a) a system which will maintain a preselected airspeed.

- (b) an auto stabilisation system.
- o (c) a system which will maintain a preselected altitude.

If choice b is selected set score to 1.

12. An automatic flight control system:

- (a) is another name for an autopilot system.
- o (b) can only be used in EFIS equipped aircraft.
- o (c) applies flight data to the auto pilot system.

If choice a is selected set score to 1.

13. Autopilot disengagement is....

- o (a) an aural warning only.
- o (b) a caution light and an aural warning.
- (c) an aural warning and flashing light.

If choice c is selected set score to 1.

14. An autopilot closed loop control....

- o (a) has no feedback data.
- (b) is controlled by the AP mode control unit.
- o (c) is for stabilisation only.

If choice b is selected set score to 1.

15. Coordinated autopilot turns are achieved by

- (a) yaw rate gyro signals.
- o (b) aileron to rudder crossfeed.
- o (c) aileron to elevator crossfeed.

If choice a is selected set score to 1.

16. The Altitude Select System:

- o (a) Engages autopilot Auto Trim at selected altitude.
- o (b) Disengages autopilot Auto Trim at selected altitude.
- (c) Is annunciated by light and/or sound when airplane is approaching selected altitude.

If choice c is selected set score to 1.

17. The fundamental components of an autopilot control loop are:

- (a) rate gyro, servomotor, error signal generator.
- o (b) rate gyro, servo motor, torque limiter.
- o (c) torque limiter, error signal generator, servomotor.

If choice a is selected set score to 1.

18. What controls in a closed loop system the flight control movement?

- o (a) A rate gyro.
- o (b) An amplifier.
- (c) A servomechanism.

If choice c is selected set score to 1.

19. With the autopilot engaged in the ALT mode the Captain alters the barometric setting. The aircraft :

- o (a) changes its altitude in accordance with the change in pressure setting.
- (b) maintains its altitude.
- o (c) trips out of altitude hold.

If choice b is selected set score to 1.

20. Which modes are incompatible?

- (a) G/S + ALTITUDE HOLD
- o (b) VOR + ALTITUDE HOLD
- o (c) HDG + V/S HOLD

If choice a is selected set score to 1.

21. In the FMS vertical navigation (V NAV) climb mode the throttles are used for

- o (a) controlling to a maximum thrust.
- o (b) correction minor speed deviations.
- (c) maintaining a computed EPR.

If choice c is selected set score to 1.

22. The GA mode is usually initiated by....

- (a) making a selection on the mode control panel.
- (b) pressing a button on the autopilot control panel.
- (c) pressing a button on thrust levers.

If choice c is selected set score to 1.

23. Overshoot or go-around mode can be initiated

- (a) at any time.
- (b) only when the auto-approach mode is activated.
- (c) at any time after autoland has been engaged.

If choice b is selected set score to 1.

24. If go-around has been initiated after auto-land has been selected, the aeroplane will

- (a) rotate nose up.
- (b) increase speed and rotate nose up.
- (c) increase speed.

If choice b is selected set score to 1.

25. The two parameters used for category aircraft classification are....

- (a) localiser and glideslope.
- (b) decision height and runway visual range.
- (c) radio height/runway visual range.

If choice b is selected set score to 1.

26. What is the controlling factor in the automatic flare mode?

- (a) Decision height.
- (b) Localizer signal.
- (c) Radio altimeter.

If choice c is selected set score to 1.

27. With airspeed hold engaged, Flight Director engaged, a down command means your speed....

- (a) has increased.
- (b) keeps the same.
- (c) has decreased.

If choice c is selected set score to 1.

28. On aircraft an auto land during auto flare the auto throttle will

- (a) reverse thrust.
- (b) retard the throttle.
- (c) control throttle for a IAS.

If choice b is selected set score to 1.

29. During approach, roll out mode occurs....

- (a) at alert height.
- (b) before flare.
- (c) after flare.

If choice c is selected set score to 1.

30. When being engaged, and without selecting a particular mode, an automatic pilot enables....

- (a) a constant speed on track, wings horizontal.
- (b) all aeroplane piloting and guidance functions except maintaining radio-navigation course lines.
- (c) aeroplane stabilisation with attitude hold.

If choice c is selected set score to 1.

31. Automatic flight systems may be capable of controlling the aircraft flight in:

- (a) azimuth and elevation only.
- (b) azimuth and velocity only.
- (c) azimuth, elevation and velocity.

If choice c is selected set score to 1.

32. An automatic flight control system is fitted with control wheel steering (CWS)

- (a) the CWS is only there for steering on the ground.

- (b) the autopilot must be disengaged before the pilot can input manoeuvring commands.
- (c) manoeuvring commands may be input by applying normal force to the control yoke without first disengaging the autopilot.

If choice c is selected set score to 1.

33. Inputs to the rudder channels initially originate from

- (a) AH (altitude hold) gyro and turn and slip gyro.
- (b) compass gyro and turn and slip gyro.
- (c) servomotors.

If choice b is selected set score to 1.

34. Which airplane behavior will be corrected by a yaw damper?

- (a) Spiral dive.
- (b) Dutch roll.
- (c) Tuck under.

If choice b is selected set score to 1.

35. The purpose of a yaw damper is to

- (a) assist the aerodynamic response.
- (b) block the Dutch roll frequency.
- (c) produce a co-ordinated turn.

If choice b is selected set score to 1.

36. When the aircraft nose yaws to the left, the yaw damper will apply corrective rudder to

- (a) the right.
- (b) the left with some aileron assistance.
- (c) the left.

If choice a is selected set score to 1.

37. A yaw damper will apply rudder proportional to

- (a) attitude of aircraft.

- (b) rate of yaw.
- o (c) amount of aircraft disturbance.

If choice b is selected set score to 1.

38. An aircraft has yaw damping included in its auto stabilisation system. An essential requirement of such system is:

- o (a) series connected servo motors.
- o (b) INS inputs to the CADC.
- (c) a three axis autopilot system.

If choice c is selected set score to 1.

39. A triplex system loses one channel, the pilot....

- o (a) can use auto approach only.
- (b) can continue with autoland.
- o (c) must make a full manual approach and land.

If choice b is selected set score to 1.

40. A Stability Augmentation System (SAS) is a rate damping system that will:

- o (a) Stop unwanted rate of motion from developing.
- o (b) Gives good control and handling characteristics.
- (c) All of the answers.

If choice c is selected set score to 1.

41. A dual-dual stability augmentation system:

- o (a) ensures that a lane failure results in that the actuators remains at their position when the failure occurred.
- (b) can survive the first failure and reverts to manual control in the event of a second failure.
- o (c) disengages when a failure occurs and the system reverts to manual control.

If choice b is selected set score to 1.

42. A duplex SAS (Stability Augmentation System) architecture ensures that a lane failure results in....

- o (a) a setting which limits the movement of the two lane actuators.
- o (b) a passive failure with the system reverting to manual operation.

- (c) only a passive failure, that is, the output of the two lane actuators remains at the position it was in at the time of failure.

If choice c is selected set score to 1.

43. Automatic trim is used to....

- (a) maintain level flight.
- o (b) prevent loads on the elevator trims.
- o (c) allow full authority to be regained by the aileron.

If choice a is selected set score to 1.

44. The purpose of Automatic Trim function in autopilot is to....

- o (a) trim throttles to obtain smooth engine power variation.
- (b) control elevator trim tab in order to relieve elevator load.
- o (c) tell the pilot when elevator trimming is required.

If choice b is selected set score to 1.

45. In the automatic trim control system of an autopilot, automatic trimming is normally effected about the :

- o (a) pitch and roll axes only.
- (b) pitch axis only.
- o (c) pitch, roll and yaw axes.

If choice b is selected set score to 1.

46. The purpose of an airplane automatic trim system is to trim out the hinge moment of the :

- o (a) elevator(s), rudder(s) and ailerons.
- o (b) elevator(s) and rudder(s).
- (c) elevator(s).

If choice c is selected set score to 1.

47. Automatic mach trim is functional in the....

- o (a) pitch channel only with the autopilot disengaged.
- o (b) pitch and roll channel with the autopilot engaged.
- (c) pitch channel only with the autopilot engaged.

If choice c is selected set score to 1.

48. An automatic pitch trim system employs a separate pitch trim servomotor which operates....

- (a) in series with the autopilot pitch control servo.
- (b) in parallel with the autopilot pitch control servo.
- (c) as a stand-alone system.

If choice b is selected set score to 1.

49. Automatic steering of the aircraft after touch down is affected by

- (a) the airfield marker beacon.
- (b) the runway localiser.
- (c) the area navigation system.

If choice b is selected set score to 1.

50. The flare manoeuvre may be controlled by signals from

- (a) the glide slope receiver.
- (b) radio altimeter.
- (c) the localiser receiver.

If choice b is selected set score to 1.

51. When the bank angle limit is applied to the autopilot , it means

- (a) the max aileron angle that can be commanded.
- (b) maximum rudder deflection.
- (c) the max roll angle that can be demanded by the autopilot.

If choice c is selected set score to 1.

52. When the altitude select mode is engaged on a jet transport airplane equipped with autopilot (AP) and auto-throttle (ATS) systems the....

- (a) calibrated airspeed (CAS) is maintained constant by the autopilot by means of elevator.
- (b) indicated airspeed (IAS) is maintained constant by the autopilot by means of elevator.
- (c) true airspeed (TAS) is maintained constant by the auto-throttle system.

If choice b is selected set score to 1.

53. Mode "Localizer ARM" active on Flight Director means:

- (a) System is armed for localizer approach and coupling will occur upon capturing center line.
- o (b) Coupling has occurred and system provides control data to capture the centerline.
- o (c) Localizer is armed and coupling will occur when flag warning disappears.

If choice a is selected set score to 1.

54. The application of normal forces on the control column with the autopilot engaged is called....

- o (a) touch control steering.
- o (b) parallel connected system.
- (c) control wheel steering.

If choice c is selected set score to 1.

55. Central Air Data Computers (CADC's) transmit data concerning

- o (a) airspeed, altitude and decision height.
- (b) airspeed, altitude and Mach number.
- o (c) airspeed and altitude only.

If choice b is selected set score to 1.

56. LNAV is an ...(1)..... input to the(2)..... channel using data from the ...(3).....

- o (a) (1) outer loop - (2) pitch - (3) FMC
- (b) (1) outer loop - (2) roll - (3) FMC
- o (c) (1) inner loop - (2) pitch - (3) ADC

If choice b is selected set score to 1.

57. The flight director is displayed on the....

- o (a) EHSI
- o (b) bearing indicator
- (c) EADI

If choice c is selected set score to 1.

58. The take-off of an aircraft is....

- (a) flown automatically.
- (b) flown manually.
- (c) not possible with go-around (GA) set on the trust mode control panel (TMCP).

If choice b is selected set score to 1.

59. The fixed trim tab....

- (a) is riveted to the leading edge.
- (b) is adjusted by bending.
- (c) is manually controlled from the cockpit.

If choice b is selected set score to 1.

60. Auto-throttle engaged mode can be checked by the pilot, using:

- (a) position of throttles.
- (b) primary flight display.
- (c) thrust control computer.

If choice b is selected set score to 1.

The auto throttle system is:

1. able to catch and maintain the N1 RPM.
2. able to catch and maintain the N2 RPM.
3. able to catch and maintain an airplane indicated airspeed IAS.
4. always engaged automatically at the same time as the autopilot.

61.

The combination regrouping all the correct statements is:

- (a) 1 and 4.
- (b) 2 and 3.
- (c) 1 and 3.

If choice c is selected set score to 1.

At the missed approach point the TOGA switch on the throttles is depressed. Which of the following statements are correct:

1. Pilot selects maximum power.
2. Auto-throttle selects GA power.
3. Aircraft automatically cleans up.
4. Auto-pilot flies the GA.
5. Pilot flies the GA manoeuvre

62.

The combination regrouping all the correct statements is:

- (a) 1 and 5
- (b) 2 and 4
- (c) 1 and 4

If choice b is selected set score to 1.

63. The autothrottle maintains a specific value of thrust in terms of:

- (a) EPR, N1, Mach and airspeed.
- (b) N1, Mach and airspeed.
- (c) N2, Mach and airspeed.

If choice a is selected set score to 1.

Auto throttle can hold:

1. speed.
2. flight path.
3. altitude.
4. Mach.
5. EPR / N1.
6. Attitude.

64.

The combination regrouping all the correct statements is:

- (a) 1, 2, 3 and 4.
- (b) 1, 2 and 6.
- (c) 1, 4 and 5.

If choice c is selected set score to 1.

65. An automatic throttle, engaged in the EPR mode, will control

- (a) the engine throttles to maintain a constant acceleration rate.
- (b) the aircraft altitude to maintain constant engine input pressure.
- (c) the engine throttles to maintain a constant engine power setting.

If choice c is selected set score to 1.

66. With autothrottle selected in the SPEED MODE compatible autopilot modes are

- (a) IAS HOLD and ALT ARM.
- (b) VOR ARM and HDG HOLD.
- (c) V/S and ALT ARM.

If choice a is selected set score to 1.

67. When can the FMS be engaged with the autothrottle?

- (a) With either the Flight Director or the Digital Control System (DFCS) engaged.
- (b) only with the Flight Director selected.
- (c) only after take off.

If choice c is selected set score to 1.

68. During flare mode autothrottle will

- (a) retard throttles to idle.
- (b) select reverse thrust.
- (c) disconnect autothrottle.

If choice a is selected set score to 1.

69. If during take off (auto throttle engaged) the auto throttle fails, then....

- (a) Auto pilot disengages.
- (b) Throttle hold is annunciated.
- (c) Status light illuminates.

If choice b is selected set score to 1.

70. When GA is initiated?

- (a) Auto throttle disengages at 2000 ft/min rate and wings will level.

- (b) Auto throttle remains engaged giving correct G/A thrust.
- o (c) Auto throttle remains engaged allowing pilot to control the throttles.

If choice b is selected set score to 1.

71. During the flair mode the A/T throttle will

- o (a) select reverse thrust.
- o (b) disconnect autothrottle.
- (c) retard throttle to idle.

If choice c is selected set score to 1.

72. The purpose of Auto Throttle is:

- (a) to maintain constant engine power or airplane speed.
- o (b) automatic shut down of one engine at too high temperature.
- o (c) to deactivate manual throttles and transfer engine control to Auto Pilot

If choice a is selected set score to 1.

73. In order to know in which mode the autothrottles are engaged, the crew will check the :

- (a) PFD (Primary Flight Display).
- o (b) throttles position.
- o (c) ND (Navigation Display).

If choice a is selected set score to 1.

74. On an autopilot coupled approach, GO AROUND mode is engaged:

- o (a) If the aircraft reaches the decision height selected on the radio altimeter at a higher speed than the one selected.
- (b) By the pilot pushing a button located on the throttles.
- o (c) By the pilot selecting G.A. mode on the thrust computer control panel.

If choice b is selected set score to 1.

- 75.** When an automatic landing is interrupted by a go-around:
1. The auto throttle reacts immediately upon the pilot action on TO/GA switch in order to recover the maximum thrust.
 2. The autopilot monitors the climb and rotation of the airplane.
 3. The autopilot retracts the landing gear and reduces the flap deflection in order to reduce the drag.
 4. The pilot performs the climb and the rotation of the airplane.
 5. The pilot retracts the landing gear and reduces the flap deflection in order to reduce the drag.

The combination regrouping all the correct statements is:

- (a) 1, 2, 5.
- o (b) 1, 2, 3.
- o (c) 1, 3, 4.

If choice a is selected set score to 1.

- 76.** During an automatic landing, the aircraft descent rate is sensed by

- o (a) pitch rate gyros.
- o (b) vertical accelerometers.
- (c) radio altimeters.

If choice c is selected set score to 1.

- 77.** Overshoot or go-around mode can be initiated....

- (a) below 2000 feet radio altitude.
- o (b) at any time.
- o (c) only when autopilot is engaged.

If choice a is selected set score to 1.

- 78.** In a duplex system, the detection of a failure of one simplex system will disconnect....

- o (a) the failed system and carry on with an autoland.
- (b) the failed system and continue in a trimmed safe attitude.
- o (c) all channels.

If choice b is selected set score to 1.

- 79.** Which is the correct sequence for an autoland?

- (a) Localiser capture, glideslope capture, attitude hold and flare.
- o (b) Localiser capture, glideslope capture, flare and attitude hold.

- (c) Glideslope capture, altitude hold and flare.

If choice a is selected set score to 1.

80. Before an aeroplane is able to make an automatic landing the

- (a) ground radio aids must be at CAT II.
- (b) ground radio aids must be at least CAT I.

- (c) ILS system must be working.

If choice c is selected set score to 1.

81. If during autoland the LOC signal is lost at 400 ft in final approach

- (a) autoland is continued.
- (b) go-around is initiated.

- (c) system degrade to CAT II.

If choice b is selected set score to 1.

82. The order of autoland approach is

- (a) LOC, GS, ATT HOLD, FLARE

- (b) GS, LOC, ATT HOLD, FLARE
- (c) LOC, GS, FLARE, ATT HOLD

If choice a is selected set score to 1.

83. Purpose of an autoland decrabbing manoeuvre is to

- (a) point the aircraft down the runway at touch down.

- (b) assist with glide slope tracking.
- (c) assist with localiser tracking.

If choice a is selected set score to 1.

84. Until touchdown, auto pilot, with auto-land system....

- (a) disconnects after a short time.
- (b) remains engaged ready for G/A.

- (c) drives the throttles forward.

If choice b is selected set score to 1.

85. If a fault is detected during an autoland approach the system will totally disconnect if it is a

- (a) Duplex system.
- (b) Triplex system.
- (c) Simplex system.

If choice c is selected set score to 1.

86. An aircraft will capture the auto land system at

- (a) 1500 ft.
- (b) 3500 ft.
- (c) 2500 ft.

If choice a is selected set score to 1.

87. In an Autoland, autothrottle is disengaged

- (a) manually after landing.
- (b) after reverse thrust is applied.
- (c) after a fixed period of the time after landing.

If choice b is selected set score to 1.

88. During autoland all autopilot channels will disconnect in....

- (a) duplex system.
- (b) triplex system.
- (c) dual-dual system.

If choice a is selected set score to 1.

89. In triplex autoland system failure of one channel will

- (a) disconnect all channels.
- (b) disconnect the failure channel and continue autoland approach.
- (c) disconnect the failure channel and continue with a manual approach.

If choice b is selected set score to 1.

- 90.** A landing will be considered to be performed in the AUTOMATIC mode when:
1. the autopilot maintains the airplane on the ILS beam until the decision height is reached then is disengaged automatically.
 2. the auto throttle maintains a constant speed until the decision height is reached then is disengaged automatically.
 3. the autopilot maintains the airplane on the ILS beam until the flare.
 4. the auto throttle decreases the thrust when the height is approximately 30 ft.
 5. the flare and the ground roll are performed automatically.

The combination regrouping all the correct statements is:

- (a) 1 and 4.
- (b) 3, 4 and 5.
- (c) 2, 3 and 5.

If choice b is selected set score to 1.

- 91.** During a Category II automatic approach, the height information is supplied by the :

- (a) radio altimeter.
- (b) altimeter.
- (c) encoding altimeter.

If choice a is selected set score to 1.

- 92.** During a CAT 2 ILS automatic approach, the source for altitude information is the

- (a) radar altimeter which becomes effective below about 2500 feet.
- (b) mode comparator sensor.
- (c) basic altitude capsule stack.

If choice a is selected set score to 1.

- 93.** With localizer capture, the EFIS indication is VOR/LOC in....

- (a) green letters.
- (b) amber letters.
- (c) white letters.

If choice a is selected set score to 1.

94. Secondary Surveillance Radar is a form of .(1)..radar with .(2)..type emissions operating in the .(3)..band.

- (a) (1) primary - (2) pulse - (3) SHF
- (b) (1) secondary - (2) pulse - (3) UHF
- (c) (1) secondary - (2) FM - (3) SHF

If choice b is selected set score to 1.

95. The ATC altitude information is relative to....

- (a) 10.92 mbar level.
- (b) 1013.2 mbar level.
- (c) 29.92 bar level.

If choice b is selected set score to 1.

96. The special "Ident" feature (SPI-code)....

- (a) is to confirm SELCAL identity.
- (b) allows ATC to confirm aircraft identity.
- (c) is to confirm TCAS identity.

If choice b is selected set score to 1.

97. What is the correct response to a TCAS RA?

- (a) Pilots have to follow ATC instructions as these override TCAS RA's.
- (b) Pilots follow the climb or descent commands smoothly and immediately.
- (c) Pilots turn 90° and they follow the climb or descent commands smoothly and immediately.

If choice b is selected set score to 1.

98. On a TCAS2 (Traffic Collision Avoidance System) the preventive " resolution advisory" (RA)....

- (a) advises the pilot to modify the speed of his aircraft.
- (b) advises the pilot to modify effectively the vertical speed of his aircraft.
- (c) suggests action to be taken to avoid a conflict.

If choice c is selected set score to 1.

99. TCAS 2 (Traffic Collision Avoidance System) uses for its operation:

- (a) only the replies from the transponders of other aircraft.
- (b) only the echoes from the ground air traffic control radar system.
- (c) both the replies from the transponders of other aircraft and the ground-based radar echoes.

If choice c is selected set score to 1.

100. A "resolution advisory" (RA) is represented on the display system of the TCAS 2 (Traffic Collision Avoidance System) by a....

- (a) red full circle.
- (b) solid red square.
- (c) blue or white full lozenge.

If choice b is selected set score to 1.

101. The principle of the TCAS (Traffic Collision Avoidance Systems) is based on the use of :

- (a) transponders fitted in the aircraft.
- (b) airborne weather radar system.
- (c) air traffic control radar systems.

If choice a is selected set score to 1.

102. A "TCAS II" (Traffic Collision Avoidance System) provides:

- (a) the intruder relative position and possibly an indication of a collision avoidance manoeuvre within the horizontal plane only.
- (b) a simple intruding airplane proximity warning..
- (c) the intruder relative position and possibly an indication of a collision avoidance manoeuvre within the vertical plane only.

If choice c is selected set score to 1.

103. On a TCAS 2 (Traffic Collision Avoidance System) the preventive "resolution advisory" (RA) is a "resolution advisory":

- (a) asking the pilot to modify the heading of his aircraft.
- (b) that advises the pilot to avoid certain deviations from the current vertical rate but does not require any change to be made to that rate.
- (c) asking the pilot to modify effectively the vertical speed of his aircraft.

If choice b is selected set score to 1.

104. The TCAS (Traffic Collision Avoidance System) is a proximity alarm system which detects a "traffic" when the conflicting traffic is equipped with a :

- (a) SELCAL system.
- (b) serviceable mode S or SSR transponder.
- (c) DME system.

If choice b is selected set score to 1.

105. The TCAS 2 (Traffic Collision Avoidance System) provides :

1. traffic information (TA: Traffic Advisory)
2. horizontal resolution (RA: Resolution Advisory)
3. vertical resolution (RA: Resolution Advisory)
4. ground proximity warning

The combination regrouping all the correct statements is:

- (a) 1 and 2
- (b) 1 and 3
- (c) 1, 2, 3 and 4.

If choice a is selected set score to 1.

106. A mode C transponder

- (a) can be used for TCAS II.
- (b) can be used for TCAS on ILS approach only.
- (c) cannot be used for TCAS II.

If choice c is selected set score to 1.

107. Weather Radar returns show areas of precipitation in the following colors:

- (a) Green, Orange, Yellow and Red.
- (b) Green, Yellow, Red and Magenta.
- (c) Green, Magenta, Blue and Red.

If choice b is selected set score to 1.

108. Weather radar domes are protected from lightning strikes by

- (a) special conducting or non-conducting grease.
- (b) bonding strips.
- (c) the use of special conductive paint.

If choice b is selected set score to 1.

109. What does the Radar contour button do?

- (a) Alter the display presentation.
- (b) Alter the transmitter power.
- (c) Alter the video amplifier.

If choice a is selected set score to 1.

110. A frequency used by airborne weather radar is:

- (a) 9.375 GHz.
- (b) 8800 MHz.
- (c) 1213 MHz.

If choice a is selected set score to 1.

111. Airborne Weather Radar is an example of radar operating on a frequency of in theband.

- (a) secondary - 9.375 MHz - UHF
- (b) primary - 9375 MHz - SHF
- (c) secondary - 9375 MHz - SHF

If choice b is selected set score to 1.

112. A false indication of water may be given by the AWR display when:

- (a) flying over mountainous terrain.
- (b) flying over land with the Land/Sea switch in the Sea position.
- (c) there is cloud and precipitation between the aircraft and a cloud target.

If choice a is selected set score to 1.

113. The antenna of an airborne weather radar is stabilised....

- (a) in attitude in relation to the vertical plane.

- (b) in pitch only, when 0° tilt is selected.
- (c) in attitude in relation to the horizontal plane.

If choice c is selected set score to 1.

114. A radio altimeter can be defined as a....

- (a) self-contained on-board aid used to measure the true height of the aircraft.
- (b) self-contained on-board aid used to calculate the barometric altitude of the aircraft.
- (c) ground radio aid used to measure the true altitude of the aircraft.

If choice a is selected set score to 1.

115. Modern low altitude radio altimeters emit waves in the following frequency band:

- (a) HF (High Frequency).
- (b) SHF (Super High Frequency).
- (c) UHF (Ultra High Frequency).

If choice b is selected set score to 1.

116. During the approach, a crew reads on the radio altimeter the value of 650ft. This is an indication of the true height of the....

- (a) aircraft with regard to the ground at a given barometric pressure.
- (b) lowest wheels with regard to the ground at any time.
- (c) aircraft with regard to the runway.

If choice b is selected set score to 1.

117. For most radio altimeters, when a system error occurs during approach the

- (a) Height indication is removed.
- (b) DH lamp flashes red and the audio signal sounds.
- (c) DH lamp flashes red.

If choice a is selected set score to 1.

118. The data supplied by a radio altimeter:

- (a) is used by the automatic pilot in the altitude hold mode.
- (b) indicates the distance between the ground and the aircraft.

- o (c) is used only by the radio altimeter indicator.

If choice b is selected set score to 1.

119. The aircraft radio equipment which emits on a frequency of 4400 MHz is the:

- o (a) primary radar.
- o (b) weather radar.

- (c) radio altimeter.

If choice c is selected set score to 1.

120. A Radar altimeter system measures altitude....

- o (a) in relation to sea level.

- (b) above terrain.

- o (c) in combination with GPS-satelites

If choice b is selected set score to 1.

121. What does the term AIR-GROUND COMMUNICATION mean?

- (a) Two-way communication between aircraft and stations or locations on the surface of the earth.

- o (b) One-way communication from stations or locations on the surface of the earth.
- o (c) Any communication from aircraft to ground station requiring handling by the Aeronautical Fixed Telecommunication Network (AFTN).

If choice a is selected set score to 1.

122. The ADS-B (Automatic Dependent Surveillance Broadcast) digitises the position information derived fromand broadcasts it as part of a data stream.

- o (a) R-NAV system.
- o (b) INS or IRS.

- (c) GNSS.

If choice c is selected set score to 1.

123. ADS-B :

1. broadcasts information about aircraft, such as identification, current position, altitude and velocity.
2. provides air traffic controllers with real-time position information.
3. receives Flight Information data.
4. receives Traffic Information Service data.
5. receives other ADS-B Out broadcasting aircraft.

- (a) 2, 4 and 5
- (b) 1, 2, 3, 4 and 5.
- (c) 1, 3 and 5.

If choice b is selected set score to 1.

124. What is the Speed of an ARINC 429 system?

- (a) 2.3 - 23 Mbits/s
- (b) 100 kbits/s
- (c) 2 - 6 Gbits/s.

If choice b is selected set score to 1.

125. An ARINC 429 binary coded decimal data word occupies bits

- (a) 1 to 8
- (b) 11 to 29
- (c) 11 to 28

If choice c is selected set score to 1.

126. An ARINC 429 bus uses

- (a) two bi-directional twin sheathed and earthed wires.
- (b) a twisted shielded pair of wires.
- (c) a single tin wire cable for each transmitter.

If choice b is selected set score to 1.

127. ARINC 629 current mode couplers are

- (a) capacitive.
- (b) resistive.
- (c) inductive.

If choice c is selected set score to 1.

128. ARINC 629 data bus is

- (a) two buses, bi-directional data flow.
- (b) one bus, bi-directional data flow.
- (c) two buses, unidirectional.

If choice b is selected set score to 1.

129. In an ARINC 429 wordstring, bits 1 to 8 represent the

- (a) source of message.
- (b) destination LRU address.
- (c) information contained in the data word.

If choice c is selected set score to 1.

130. ARINC 429 SDI word format is at bits

- (a) 31 - 32
- (b) 1 - 8
- (c) 9 - 10

If choice c is selected set score to 1.

131. ACARS messages are sent from the aircraft via :

- (a) a VHF communication transceiver.
- (b) GNSS.
- (c) an UHF communication transceiver.

If choice a is selected set score to 1.

132. The continuous broadcast of recorded non-control information in busier terminal areas (i.e. Airport) is called

- (a) ATIS

- o (b) SITA
- o (c) ACARS

If choice a is selected set score to 1.

133. MLS installations notified for operation, unless otherwise stated, provide azimuth coverage of....

- (a) +or - 40° about the nominal course line out to a range of 20 NM.
- o (b) +or - 20° about the nominal course line out to a range of 30 NM.
- o (c) +or - 20° about the nominal course line out to a range of 20 NM.

If choice a is selected set score to 1.

134. Which one of the following methods is used by a Microwave Landing System (MLS) to indicate distance from the runway threshold?

- o (a) Measurement of the frequency shift between the MLS azimuth and elevation transmissions.
- o (b) Timing the interval between the reception of sequential secondary radar pulses from the MLS station to the aircraft.
- (c) A DME co-located with the MLS transmitters.

If choice c is selected set score to 1.

135. Which one of the following correctly lists the major ground based components of a Microwave Landing System (MLS)?

- (a) Separate azimuth and elevation transmitters, DME facility.
- o (b) Separate azimuth and elevation transmitters, outer and middle marker beacons.
- o (c) Combined azimuth and elevation transmitter, marker beacons.

If choice a is selected set score to 1.

136. Which one of the following is an advantage of a Microwave Landing System (MLS) compared with an Instrument Landing System (ILS)?

- o (a) There is no restriction on the number of ground installations that can be operated because there is an unlimited number of frequency channels available.
- o (b) The installation does not require to have a separate method (marker beacons or DME) to determine range.
- (c) It is insensitive to geographical site and can be installed at sites where it is not possible to use an ILS.

If choice c is selected set score to 1.

137. In which frequency band does the Microwave Landing System (MLS) operate?

- (a) VHF
- (b) UHF
- (c) SHF

If choice c is selected set score to 1.

138. A hyperbola is a line joining all points where the difference....

- (a) of distance between two fixed points is the same.
- (b) in time between two fixed points is different.
- (c) of distance between two lines is different.

If choice a is selected set score to 1.

139. Hyperbolic navigation systems determine present position from the intersection of....

- (a) lines of position.
- (b) GPS satellite intersection.
- (c) longitudinal magnetic field lines.

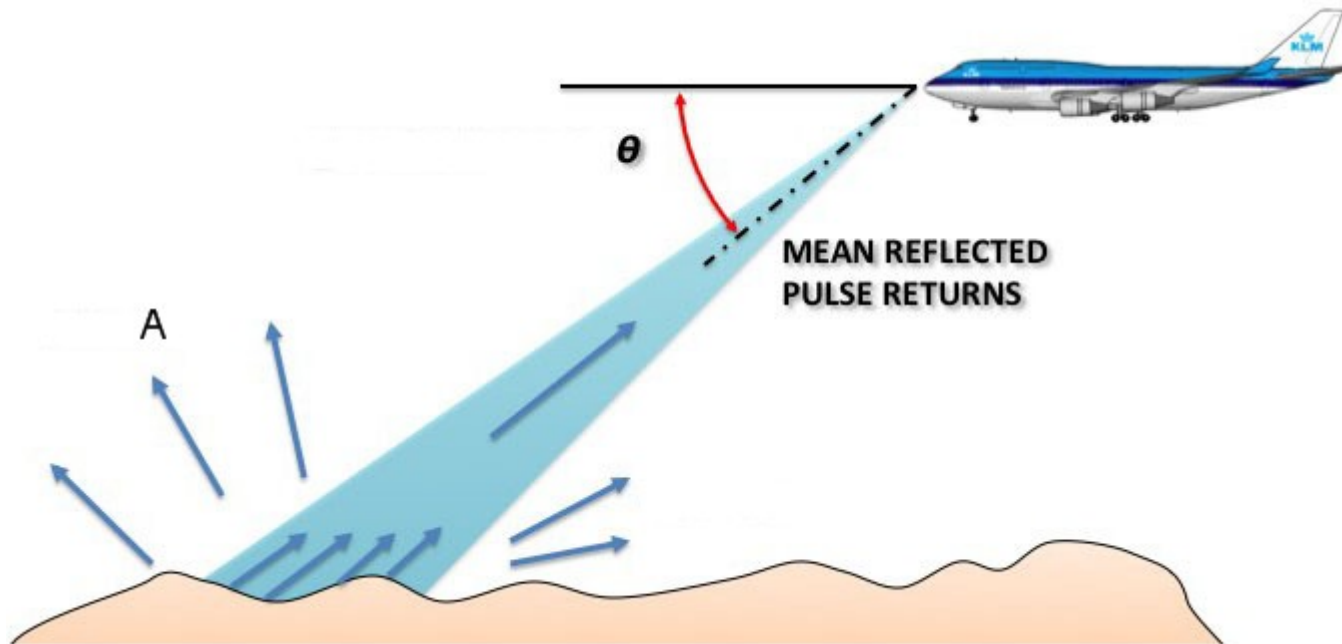
If choice a is selected set score to 1.

140. Hyperbolic propagation errors are....

- (a) the greatest above water.
- (b) the greatest above land.
- (c) not present in this type of navigation.

If choice b is selected set score to 1.

141. How do you call the waves depicted in the figure with an A?



- (a) Deflected waves.
- (b) Scattered waves.
- (c) Depression waves.

If choice b is selected set score to 1.

142. What is the difference between VOR and hyperbolic navigation?

- (a) VOR has straight lines and hyperbolic navigation lines are curved.
- (b) Hyperbolic has straight radial lines and VOR navigation lines are curved.
- (c) There is no difference between VOR and Hyperbolic navigation.

If choice a is selected set score to 1.

143. The best fix for hyperbolic navigation is when the lines of position (LOP) intersect....

- (a) at an angle of 90°.
- (b) at the greatest curve.
- (c) in a diagonal angle.

If choice a is selected set score to 1.

144. Doppler operates on the principle that (1) between a transmitter and receiver will cause the received frequency to (2) if the transmitter and receiver are moving (3).

- (a) (1) the distance - (2) increase - (3) at the same speed.
- (b) (1) relative motion - (2) decrease - (3) apart.
- (c) (1) apparent moving - (2) decrease - (3) together.

If choice b is selected set score to 1.

145. Due to 'Doppler' effect an apparent decrease in the transmitted frequency, which is proportional to the transmitter's velocity, will occur when the transmitter...

- (a) and receiver move towards each other.
- (b) moves toward the receiver.
- (c) moves away from the receiver.

If choice c is selected set score to 1.

146. The Doppler Navigation System is based on....

- (a) pulse shift transmission.
- (b) radio waves refraction in the ionosphere.
- (c) radar principles using frequency shift.

If choice c is selected set score to 1.

147. Exit signs must have ...

- (a) black letters on a white electrically or self illuminated background.
- (b) white electrically or self illuminated letters on a black background.
- (c) red letters on a white electrically or self illuminated background.

If choice c is selected set score to 1.

148. Emergency lightning can be illuminated by....

- (a) a guarded three position switch (ON-OFF-ARMED) in the cockpit and a Two position switch in the cabin (ON-NORMAL).
- (b) a guarded three position switch (ON-OFF-ARMED) in the cabin and a Two position switch in the cockpit (ON-NORMAL).
- (c) automatically when power is removed from the aircraft (in an emergency or by the pilots).

If choice a is selected set score to 1.

149. The capacity of the emergency batteries are capable of providing emergency lighting for a period of at least ...

- (a) 1 hour.
- (b) 10 minutes.
- (c) 1 minute.

If choice b is selected set score to 1.

150. An aircraft with two passenger decks with more than 100 seats per deck is equipped with....

- (a) 1 megaphone.
- (b) 4 megaphones.
- (c) 3 megaphones.

If choice b is selected set score to 1.

151. Which system do you have to use if you want listen music in an aircraft?

- (a) the ADF (Automatic Direction Finder) to the frequency of a local commercial AM radio station and then figure out how to couple it to the aircraft PA system.
- (b) the VOR (VHF Omni Range) to the frequency of a local commercial FM radio station and then figure out how to couple it to the aircraft PA system.
- (c) the VHF radio to the frequency of a local commercial FM radio station and then figure out how to couple it to the aircraft PA system.

If choice a is selected set score to 1.

152. The PA amplifier sets the priority for the audio inputs.

Which has the highest priority?

- (a) Boarding Music.
- (b) Announcement from the flight compartment.
- (c) Announcement from an attendant.

If choice b is selected set score to 1.

153. Which priority do announcements from the flightdeck have?

- (a) Priority 1.
- (b) Priority 5.
- (c) Priority 2.

If choice a is selected set score to 1.

154. The means of interacting with cabin management computers may involve using remote control devices.

What do these remote devices use for communication?

- (a) Either infrared (IR) or radio frequency (RF).
- o (b) VLF.
- o (c) Ethernet.

If choice a is selected set score to 1.

155. How are the IFES (In-Flight Entertainment System) Ethernet network set of units connected?

- (a) Twisted pair wires.
- o (b) Infrared wires.
- o (c) Glassfiber connection.

If choice a is selected set score to 1.

156. How is communication from the In Flight Entertainment System to a ground station achieved?

- o (a) Selective Calling System (SELCAL).
- o (b) Automatic Terminal Information System (ATIS).
- (c) Aircraft Communications Addressing and Reporting System (ACARS).

If choice c is selected set score to 1.

157. How does the IFES (In-Flight Entertainment System) send audio and video signals?

- o (a) Fibre optics.
- o (b) A standard 1 Gbit/s fast Ethernet LAN.
- (c) A standard 100 Mbit/s fast Ethernet LAN.

If choice c is selected set score to 1.

158. How can adverse yaw when rolling about the longitudinal axis may be prevented ?

- o (a) Equal deflection lateral control surfaces.
- (b) Differential ailerons.
- o (c) A smaller fin.

If choice b is selected set score to 1.

159. In a Frise aileron control system....

- (a) the up-going aileron moves through a greater angle than the down going aileron.
- (b) the up-going aileron produces increased drag.
- (c) the down-going aileron leading edge protrudes into the airflow.

If choice b is selected set score to 1.

160. When an aircraft fitted with spoilers is rolled to the left, what is the movement of those spoilers?

- (a) Left spoiler is deflected up and the right down.
- (b) Right spoiler is deflected down.
- (c) Left spoiler is deflected up.

If choice c is selected set score to 1.

161. Anti-servo tabs....

- (a) move in the opposite direction to the control surface.
- (b) move in the same direction as the control surface.
- (c) are directly connected to the control column.

If choice b is selected set score to 1.

162. What happens when you move the aileron control to the right?

- (a) the right aileron moves up and the left down.
- (b) the right elevator goes up and the left down.
- (c) the right aileron moves down and the left up.

If choice c is selected set score to 1.

163. What must you do to yaw the aircraft to the right?

- (a) The right rudder pedal is pushed forward and the rudder moves to the right.
- (b) The left rudder pedal is pushed forward and the rudder moves to the left.
- (c) The right rudder pedal is pushed forward and the rudder moves to the left.

If choice a is selected set score to 1.

164. What is the fundamental difference between a trim tab and a servo tab?

- (a) The purpose of a trim tab is to reduce continuous stick force to zero, a servo tab only reduces stickforce.
- o (b) A trim tab is automatically adjusted when the particular control surface moves, a servo tab is moved independently of the particular control surface.
- o (c) The functioning of a trim tab is based on aerodynamic balancing, a servo tab in general is adjusted via a screw jack.

If choice a is selected set score to 1.

165. Aircraft flight control trim systems must be designed and installed so that the....

- (a) pilot can determine the relative position of the trimtab from the cockpit.
- o (b) operating control and the trim tab will always move in the same direction.
- o (c) trim system will disengage or become inoperative if the primary flight control system fails.

If choice a is selected set score to 1.

166. The purpose of a trim tab (device) is to....

- o (a) to assist in steering commands.
- o (b) trim the airplane at low airspeed.
- (c) reduce or to cancel control forces.

If choice c is selected set score to 1.

167. Active load control involves....

- (a) operating control surfaces in an unconventional manner.
- o (b) limiting the deflection of control surface with airspeed.
- o (c) intervention & monitoring the human pilot.

If choice a is selected set score to 1.

168. Which control surfaces may be used by active load control?

- o (a) Elevator and stab.
- o (b) Aileron and spoiler.
- (c) Elevator and aileron.

If choice c is selected set score to 1.

169. Where are the gust suppression pressure transducers located?

On both sides of....

- (a) the vertical stabilizer to measure the pressure differences between the sides of the tail.
- o (b) the horizontal stabilizer to measure the pressure differences between the bottom and top side of the stabilizer.
- o (c) the aircraft (nose and tail) to measure the pressure differences between the nose and tail (slip).

If choice a is selected set score to 1.

170. Make the best choice:

The employment of active control technology presents numerous advantages, namely:

1. more stable aircraft.
2. more comfortable flight.
3. better fuel consumption.
4. possible to fly the aircraft beyond its design limitations.

- o (a) 1, 2 and 4.
- (b) 1, 2 and 3.
- o (c) 2, 3 and 4.

If choice b is selected set score to 1.

171. What will an extended fowler flap increase?

- (a) Wing area and camber.
- o (b) Wing area and aspect ratio.
- o (c) Wing area.

If choice a is selected set score to 1.

172. The type of flap that extends rearward from the trailing edge as it is lowered is....

- (a) a Fowler flap.
- o (b) a Zap flap.
- o (c) a Kreuger flap.

If choice a is selected set score to 1.

173. A Fowler flap....

- (a) decreases wing area.
- (b) does not change the wing area.
- (c) increases wing area.

If choice c is selected set score to 1.

174. Spoilers are speed brakes. Where can other speed brakes be located?

- (a) Under the Fuselage.
- (b) On the wing.
- (c) Rear of the Fuselage.

If choice c is selected set score to 1.

175. Which device is used to dump lift?

- (a) spoiler.
- (b) leading edge flaps.
- (c) trailing edge flaps.

If choice a is selected set score to 1.

176. In a turn, wing spoilers may be deployed....

- (a) to assist the up going aileron.
- (b) in unison with both the up going and down going ailerons.
- (c) to act as an airbrake, interacting with the ailerons.

If choice a is selected set score to 1.

177. What are ground spoilers used for?

- (a) To assist the aircraft when go around is selected on ground.
- (b) For steering commands while taxiing.
- (c) To dump lift.

If choice c is selected set score to 1.

178. In which control system will an artificial feel system be required?

- (a) Aerodynamically controlled system.
- (b) Power operated control system.

- (c) Power assisted control system.

If choice b is selected set score to 1.

179. In a direct cable control system, what happens to the forces the pilot feels if airspeed increases?

- (a) Remain the same.
- (b) Increase.
- (c) Decrease.

If choice b is selected set score to 1.

180. An artificial feel system is required for....

- (a) power operated control systems.
- (b) direct cable systems.
- (c) power assisted control systems.

If choice a is selected set score to 1.

181. A yaw damper is....

- (a) a rudder damper designed to avoid the "dutch roll".
- (b) an elevator augmentor.
- (c) an elevator augmentor to avoid nose-down effect at speeds greater than $M = 0.8$.

If choice a is selected set score to 1.

182. What eliminates Dutch roll ?

- (a) The differential ailerons.
- (b) The yaw damper.
- (c) The Dutch Roll damper.

If choice b is selected set score to 1.

183. How can flutter be reduced?

- (a) A horn balance.
- (b) Mass balancing.
- (c) Servo tabs.

If choice b is selected set score to 1.

184. When does a stick-shaker comes into operation?

When the aircraft...

- (a) is approaching the 'critical mach number'.
- (b) is approaching a stall.
- (c) goes supersonic.

If choice b is selected set score to 1.

185. What is the effect of a single failure of a fly-by-wire system?

- (a) It has no effect on the aircraft's operation.
- (b) It will limit the flight profile.
- (c) It will reduce the operational height and speed.

If choice a is selected set score to 1.

186. The advantages of fly-by-wire control are:

1. reduction of the electric and hydraulic power required to operate the control surfaces
2. lesser sensitivity to lightning strike
3. direct and indirect weight saving through simplification of systems
4. immunity to different interfering signals
5. improvement of piloting quality throughout the flight envelope

The combination regrouping all the correct statements is:

- (a) 3 and 5
- (b) 1, 4 and 5
- (c) 2 and 3

If choice a is selected set score to 1.

Which of the following instruments are flight instruments?

1. Air speed indicator.
2. Altimeter.
3. Gyro horizon.
4. Global navigation satellite system.
5. Inertial reference system.

- (a) 3, 4 and 5.
- (b) 1, 2 and 3.

- (c) 1, 3 and 5.

If choice b is selected set score to 1.

187. Which of the following instruments are navigation instruments?

1. air speed indicator.
2. altimeter.
3. gyro horizon.
4. global navigation satellite system.
5. Inertial reference system.

- (a) 3, 4 and 5.
- (b) 1, 2 and 3.
- (c) 4 and 5.

If choice c is selected set score to 1.

188. Density varies:

- (a) directly with temperature and pressure.
- (b) inversely with pressure and directly with temperature.
- (c) directly with pressure and inversely with temperature.

If choice c is selected set score to 1.

189. The velocity of sound at the sea level in a standard atmosphere is:

- (a) 644 kts.
- (b) 661 kts.
- (c) 332 kts.

If choice b is selected set score to 1.

190. The rate-of-turn is the:

- (a) aircraft speed in a turn.
- (b) change-of-heading rate of the aircraft.
- (c) yaw rate in a turn.

If choice b is selected set score to 1.

191. Pressure measured from atmospheric pressure is called....

- (a) absolute pressure.
- (b) relative pressure.
- (c) gauge pressure.

If choice c is selected set score to 1.

192. The pressure probe used to measure the pressure of a low pressure fuel pump is:

- (a) a capacitor.
- (b) a Bourdon tube.
- (c) a bellows sensor.

If choice b is selected set score to 1.

193. In a mechanical oil pressure gauge the sensing element is:

- (a) a liquid capillary.
- (b) a helical bimetallic spring.
- (c) a bourdon tube.

If choice c is selected set score to 1.

194. Pitot pressure is a combination of:

- (a) Dynamic pressure and position error.
- (b) Static pressure and position error.
- (c) Static pressure and dynamic pressure.

If choice c is selected set score to 1.

195. Dynamic Pressure is:

- (a) Total pressure minus static pressure.
- (b) Static pressure minus pitot pressure.
- (c) Pitot pressure plus static pressure.

If choice a is selected set score to 1.

196. Pitot pressure is a combination of:

- (a) static pressure and dynamic pressure.

- (b) dynamic pressure minus pitot pressure.
- (c) static pressure and position error.

If choice a is selected set score to 1.

197. Pressure errors which can be calculated and presented graphically in the aircraft manual include:

- (a) Configuration, maneuver and turbulence errors.
- (b) Position and maneuver errors.
- (c) Position and configuration errors.

If choice c is selected set score to 1.

198. True airspeed is....

- (a) dependent on the air density.
- (b) the pressure caused by the forward movement of the aircraft.
- (c) equal to dynamic pressure minus static pressure.

If choice a is selected set score to 1.

199. What will result if the instrument static pressure line becomes disconnected inside a pressurized cabin during cruise flight?

- (a) The altimeter will read low and the airspeed indicator will read high.
- (b) The altimeter and airspeed indicator will both read low.
- (c) The altimeter and airspeed indicator will both read high.

If choice b is selected set score to 1.

200. During a walk around inspection, you observe covers over the pitot probes. Which items will be affected if the covers are not removed?

- (a) Flight recorder, airspeed and autopilot.
- (b) Flight recorder, autopilot, vertical speed indicator and airspeed.
- (c) Airspeed, altimeter and autopilot.

If choice a is selected set score to 1.

201. Which instruments are connected to the aircraft pitot-static system?

- (a) turn coordinator, cabin altimeter and cabin rate-of-change indicator.
- (b) vertical speed indicator, altimeter and airspeed indicator.

- (c) turn-and-slip indicator, airspeed indicator and directional gyro (air operated).

If choice b is selected set score to 1.

202. If the static vent becomes blocked on an unpressurized aircraft, what could the pilot do?

- (a) Break the VSI glass.
- (b) Open the window.
- (c) Select standby pitot source.

If choice a is selected set score to 1.

203. A partially blocked air filter will cause the air-driven turn indicator to:

- (a) under read the correct rate of turn.
- (b) over read the correct rate of turn.
- (c) indicate zero rate of turn.

If choice a is selected set score to 1.

204. In high speed flight at high altitude, the static source will suffer:

- (a) barometric error.
- (b) position error.
- (c) temperature error.

If choice b is selected set score to 1.

205. Density errors are the result of variations in atmospheric

- (a) pressure and temperature.
- (b) temperature only.
- (c) pressure only.

If choice a is selected set score to 1.

206. If the static source to an altimeter becomes blocked during a descent, the instrument:

- (a) Will over-read by a constant amount.
- (b) Continues to show the height at which the blockage occurred.
- (c) Will progressively under-read.

If choice b is selected set score to 1.

207. Pressure Error (PE) will cause an altimeter to:

- (a) consistently under-read in a climb or descent.
- (b) only over-read in a climb.
- (c) either over-read or under-read in level flight.

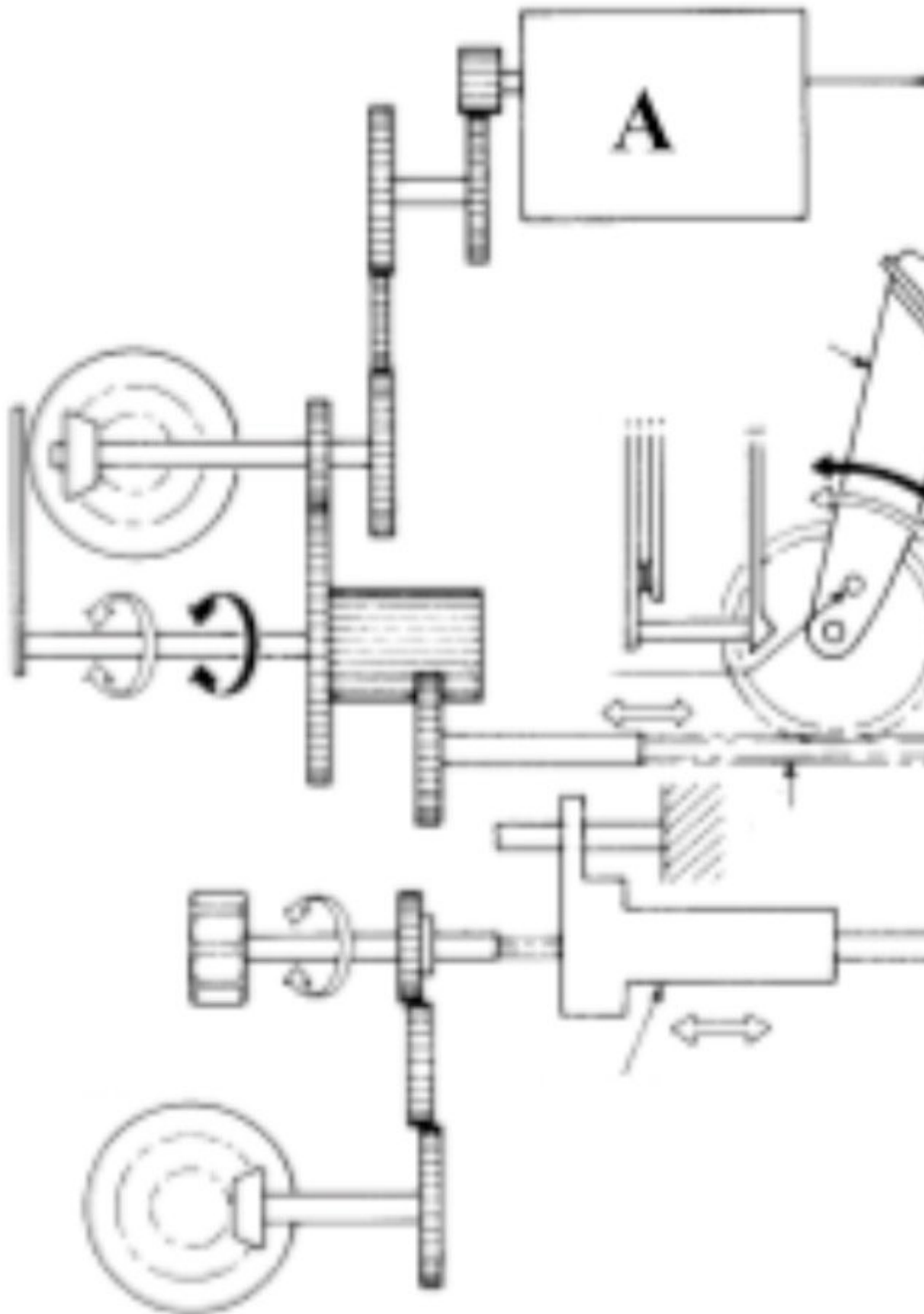
If choice c is selected set score to 1.

208. When an aircraft altimeter is set at 1013 mbar (29,92 inHg) on the ground, the altimeter will read

- (a) density altitude.
- (b) pressure altitude.
- (c) calibrated altitude.

If choice b is selected set score to 1.

209. In the next figure of a servo altimeter the components labeled A, B and C in order are:



- (a) torque motor - inductive pick-off - amplifier
- (b) two way motor - amplifier - inductive pick-off
- (c) torque motor - amplifier - transducer

If choice b is selected set score to 1.

210. In a servo-assisted altimeter, the secondary winding from the E-bar provides an electrical current direct to the:

- (a) two phase motor.
- (b) capsule stack.
- (c) amplifier of the servomotor..

If choice c is selected set score to 1.

211. An aircraft takes off from an airfield 126 ft AMSL with a QFE of 994 hPa set. During flight, a regional QNH of 999 hPa is set. If the aircraft were to return to the departure point, where there had been no pressure change, without re-setting the altimeter, the height reading on landing would be:

- (a) 150 ft
- (b) 276 ft
- (c) 126 ft

If choice a is selected set score to 1.

212. As a result of a blocked static vent during a rapid climb, the VSI displays:

- (a) zero rate of vertical speed.
- (b) the correct rate of climb.
- (c) an over-reading of the rate of climb.

If choice a is selected set score to 1.

213. The IVSI is:

- (a) only unreliable at angles of bank exceeding 55°.
- (b) Unreliable in unbalanced turns/angles of bank exceeding 40°.
- (c) Unreliable in pitch but reliable in roll.

If choice b is selected set score to 1.

214. The function of the accelerometer in the IVSI is

- (a) to damp' the system during rapid alternating height changes.
- (b) to give immediate response to vertical departures from horizontal flight.
- (c) to enable the instrument to be used at bank angles in excess of 40°.

If choice b is selected set score to 1.

215. The purpose of the IVSI is to:

- (a) compensate for the change of pressure when initiating a climb or descent.
- (b) give an instantaneous indication of the aircraft's vertical speed when a climb or descent has been initiated.
- (c) instantaneously indicate to the pilot when an aircraft pitches, especially in steep turns.

If choice b is selected set score to 1.

216. The VSI-case is fed with .(1)..... pressure and the capsule with ..(2)..... pressure.

- (a) (1) pitot - (2) static
- (b) (1) static - (2) pitot
- (c) (1) static - (2) static

If choice c is selected set score to 1.

217. Compressibility error of the ASI is normally corrected by:

- (a) The use of the navigation computer by the pilot.
- (b) Error is insignificant and can be ignored.
- (c) The calibration of the instrument.

If choice a is selected set score to 1.

218. During an approach to land at an airfield with the pitot source blocked, the Air Speed Indicator will show:

- (a) an increasing under read.
- (b) an increasing over read.
- (c) No change in the indication.

If choice a is selected set score to 1.

219. During descent, a blockage of the static source will cause the ASI to:

- (a) under-read.
- (b) over-read.
- (c) either, depending on the attitude or configuration.

If choice b is selected set score to 1.

220. Which of the following is not an error associated with the ASI?

- (a) Compressibility error.
- (b) Position error.
- (c) Barometric pressure error.

If choice c is selected set score to 1.

221. If an aircraft were to climb after suffering a pitot blockage, the ASI would apparently:

- (a) over-read, indicating an increase in speed.
- (b) show no change at all.
- (c) under-read, indicating a decrease in speed.

If choice a is selected set score to 1.

222. IAS is adjusted to CAS by the application of:

- (a) instrument and pressure error.
- (b) compressibility error.
- (c) density error.

If choice a is selected set score to 1.

223. The case of an airspeed indicator is fed with:

- (a) Pitot pressure only.
- (b) Static pressure only.
- (c) Dynamic pressure only.

If choice b is selected set score to 1.

224. If the static source becomes blocked with ice and the aircraft descends rapidly, the Machmeter will:

- (a) under-read.

- (b) over-read.
- o (c) not be subject to any errors because of the dual capsule.

If choice b is selected set score to 1.

225. Machmeter readings are subject to:

- o (a) instrument and compressibility errors.
- o (b) compressibility and position errors.
- (c) instrument and pressure errors.

If choice c is selected set score to 1.

226. The Machmeter has two capsules:

- o (a) one responds to altitude, the other to density.
- o (b) "one responds to airspeed, the other to the local speed of sound. "
- (c) one responds to altitude, the other to airspeed.

If choice c is selected set score to 1.

227. A transport airplane has to be equipped with an altitude warning device. This system will warn the crew about :

1. getting close to the preselected altitude, during both climb and descent;
2. getting close to the preselected altitude, during climb only;
3. the loss of altitude during take-off or missed approach;
4. a wrong landing configuration;
5. a variation higher or lower than a preselected altitude.

The combination regrouping the correct statements is:

- (a) 1 and 5
- o (b) 1, 3 and 4.
- o (c) 2

If choice a is selected set score to 1.

- 228.** An "altitude alerting system" must at least warn the crew:
1. when approaching the pre-selected altitude;
 2. when the airplane is approaching the ground too fast;
 3. in case of a given deviation above or below the pre-selected altitude (at least by an aural warning);
 4. in case of excessive vertical speed;
 5. when approaching the ground with the gear retracted.

The combination regrouping all the correct statements is:

- (a) 1, 3.
- o (b) 2, 4, 5.
- o (c) 1, 3, 4.

If choice a is selected set score to 1.

- 229.** The purpose of the altitude alert system is to generate a visual and aural warning to the pilot when the:

- o (a) altimeter setting differs from the standard setting above the transition altitude.
- o (b) proximity to the ground becomes dangerous.
- (c) airplane altitude differs from a selected altitude.

If choice c is selected set score to 1.

- 230.** Altitude alert is when....

- o (a) an alert of the ground proximity is made.
- o (b) a decision of whether to land is made.
- (c) an alert of the selected altitude of the aircraft is reached.

If choice c is selected set score to 1.

- 231.** An encoding altimeter is a

- o (a) full digital altimeter.
- (b) pneumatic altimeter that sends a digital code to the ATC transponder.
- o (c) combined altimeter and airspeed indicator.

If choice b is selected set score to 1.

232. An air data computer (ADC) obtains altitude from....

- (a) GPS Sattelite.
- (b) Barometric data from static source.
- (c) Radio Altimeter.

If choice b is selected set score to 1.

233. What are the inputs to the ADC ?

1. OAT.
2. Dynamic pressure.
3. TAT.
4. Static pressure.
5. Vertical speed.
6. Pitot pressure.

- (a) 3, 4 and 6.
- (b) 1, 2, 5 and 6.
- (c) 3, 4, 5 and 6.

If choice a is selected set score to 1.

234. An Air Data Computer (ADC) :

- (a) Transforms air data measurements into electric impulses driving servo motors in instruments.
- (b) Is an auxiliary system that provides altitude information in the event that the static source is blocked.
- (c) Measures position error in the static system and transmits this information to ATC to provide correct altitude reporting.

If choice a is selected set score to 1.

235. In An Air Data Computer (ADC), aeroplane altitude is calculated from:

- (a) The difference between absolute and dynamic pressure at the fuselage.
- (b) Measurement of absolute barometric pressure from a static source on the fuselage.
- (c) Measurement of elapsed time for a radio signal transmitted to the ground surface and back.

If choice b is selected set score to 1.

236. When the moisture separator is purged in a pneumatic system, it dumps

- (a) just the moisture trap.
- o (b) the system between vacuum pump and regulator valve.
- o (c) the whole system.

If choice a is selected set score to 1.

237. While carrying out a leak check of the altimeter, if the static is leaking, the VSI would:

- o (a) not be affected.
- o (b) indicate climb.
- (c) indicate decent.

If choice c is selected set score to 1.

238. A static port is used to measure:

- o (a) dynamic pressure plus pitot pressure.
- (b) atmospheric pressure.
- o (c) dynamic pressure minus pitot pressure.

If choice b is selected set score to 1.

239. Position error:

- o (a) will depend solely on the attitude of the aircraft.
- (b) may be reduced by the fitting of static ports.
- o (c) will usually decrease with an increase in altitude.

If choice b is selected set score to 1.

240. Static ports are usually fitted to both sides of the aircraft fuselage. This will:

- (a) balance out errors caused by side slipping or yawing.
- o (b) enable a greater number of instruments to be fitted.
- o (c) reduce the position error.

If choice a is selected set score to 1.

241. Direct reading aircraft thermometer usually consists of a bimetallic element protruding into the airstream. Movement of the pointer over the temperature scale will depend on:

- o (a) increase in pressure as airspeed increases.

- (b) difference in electrical resistance of the two metals.
- (c) different coefficients of expansion of the two metals.

If choice c is selected set score to 1.

242. When OAT increases what happens to a helicopter operating ceiling?

- (a) Increase.
- (b) Decrease.
- (c) No effect.

If choice b is selected set score to 1.

243. A direct reading aircraft thermometer usually consists of a bimetallic helix protruding into the airstream. Movement of the pointer over the temperature scale will depend upon:

- (a) increase in pressure as airspeed increases.
- (b) difference in electrical resistance of the two metals.
- (c) different coefficients of expansion of the two metals.

If choice c is selected set score to 1.

244. A remote reading thermometer depends uponto indicate changes in temperature.

- (a) change of electrical resistance of the two metals.
- (b) change of electrical capacitance with change in temperature.
- (c) change of electrical resistance with temperature.

If choice c is selected set score to 1.

245. An airspeed indicator has....

- (a) pitot connection only.
- (b) static connection only.
- (c) pitot and static connection.

If choice c is selected set score to 1.

246. When climbing, the true airspeed

- (a) will increase with constant IAS.
- (b) remains the same.
- (c) will decrease with a constant IAS.

If choice a is selected set score to 1.

247. Direct reading aircraft thermometer usually consists of a bimetallic element protruding into the airstream. Movement of the pointer over the temperature scale will depend on:

- (a) different coefficients of expansion of the two metals.
- o (b) difference in electrical resistance of the two metals.
- o (c) increase in pressure as airspeed increases.

If choice a is selected set score to 1.

248. The white sector of the arc of a temperature gauge corresponds to:

- (a) a normal operating range.
- o (b) an exceptional operating range.
- o (c) a special operating range.

If choice a is selected set score to 1.

249. The sensors used to measure the exhaust gas temperature on an airplane equipped with turbojets are:

- o (a) Capacitors whose capacity varies proportionally with temperature.
- o (b) Based on metallic conductors whose resistance increases linearly with temperature.
- (c) Thermocouples.

If choice c is selected set score to 1.

250. A thermocouple type thermometer consists of....

- (a) two metal conductors of different type welded together at one point.
- o (b) two metal conductors of the same type connected at two points.
- o (c) a Wheatstone bridge connected to a voltage indicator.

If choice a is selected set score to 1.

251. A thermocouple can be made of:

- o (a) two metal conductors of the same nature fixed together at two points.
- (b) "two metal conductors of different nature fixed together at two points. "
- o (c) a three wire coil.

If choice b is selected set score to 1.

252. If one probe of a multi-sensor T.G.T. system failed , the reading would:

- (a) fall to zero.
- (b) be practically unaffected.
- (c) increase by 20 - 30 degrees C.

If choice b is selected set score to 1.

253. In transport category airplanes, the temperatures are generally measured with:

1. resistance thermometers.
2. thermocouple thermometers.
3. reactance thermometers.
4. capacitance thermometers.
5. mercury thermometers.

The combination regrouping all the correct statements is:"

- (a) 1, 2.
- (b) 1,2,5
- (c) 1,3,4,5

If choice a is selected set score to 1.

254. The indication of a fuel float gauge varies with:

1. Aircraft altitude.
2. Accelerations.
3. Atmospheric pressure.
4. Temperature.

The combination of correct statement is:

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

If choice c is selected set score to 1.

255. The capacitor gauge principle is based on:

- (a) variation of capacitance by volume measure at the probe.
- (b) variation of capacitance of a capacitor with the nature of the dielectric.
- (c) variation of the EMF in a Wheatstone bridge.

If choice b is selected set score to 1.

256. The quantity of fuel in the tanks is measured by capacitor type contents gauges. The working principle of these sensors is to measure the:

- (a) height of the fuel.
- (b) charge of condensers.
- (c) di-electric resistivity of the fuel.

If choice b is selected set score to 1.

257. In a capacitive fuel gauging system an increase in fuel level would :

- (a) increase capacitance.
- (b) increase capacitive reactance.
- (c) decrease capacitance.

If choice a is selected set score to 1.

258. A float fuel gauge system is....

- (a) cannot be adjusted.
- (b) adjusted when tanks are empty.
- (c) adjusted when tanks are full.

If choice b is selected set score to 1.

259. The compensator in a fuel tank measures

- (a) capacitance of fuel transmitter.
- (b) fuel quantity.
- (c) specific gravity of fuel.

If choice a is selected set score to 1.

260. The degree of rigidity of a gyro depends on:

- (a) The rotor speed and weight distribution.
- o (b) The rotor weight only.
- o (c) The rotor speed only.

If choice a is selected set score to 1.

261. A force applied to the spinning axis of a gyro is precessed:

- o (a) through an angle equivalent to $15.04^\circ \times \sin \lambda$ (latitude).
- (b) through 90° in the direction of rotor spin.
- o (c) through 90° in the direction of the force.

If choice b is selected set score to 1.

262. Increasing the angular momentum of a gyro rotor will:

- o (a) have no substantial effect on gyroscopic rigidity.
- o (b) decrease the gyroscopic rigidity.
- (c) increase the gyroscopic rigidity.

If choice c is selected set score to 1.

263. The gyro mass is concentrated at its edge to....

- o (a) relieve bearing wear.
- o (b) increase its speed of rotation.
- (c) increase its rigidity.

If choice c is selected set score to 1.

264. Using a classic Artificial horizon, the aircraft performs a right turn (during 1 minute) through 270° at a constant angle of bank and rate of turn. The indication is:

- o (a) Nose up, not enough bank.
- (b) Nose up, too much bank.
- o (c) Bank and pitch correct.

If choice b is selected set score to 1.

265. When turning (during 1 minute) through 90° at constant attitude and bank, a classic artificial horizon indicates:

- (a) Nose up and bank angle too high.
- (b) Nose up and correct angle of bank.
- (c) Nose up and bank angle too low.

If choice c is selected set score to 1.

266. The acceleration errors of an electrically-driven attitude indicator are reduced compared to those of a vacuum driven one by:

- (a) reducing the erection rate of the gyro assembly.
- (b) spinning the electrical rotor slower.
- (c) inclination of the gyro spin axis.

If choice c is selected set score to 1.

267. The inner gimbal assembly of an attitude indicator is pivoted..(1)..... in the...(2).....

- (a) (1) to give freedom - (2) pitch plane.
- (b) (1) longitudinally - (2) outer gimbal.
- (c) (1) longitudinally - (2) rolling plane.

If choice a is selected set score to 1.

268. Using a compensated vacuum-driven attitude indicator during a turn....

- (a) there will be indication errors in pitch and roll.
- (b) there will be indication errors in pitch only.
- (c) the indications will be corrected for a selected speed and rate of turn.

If choice c is selected set score to 1.

269. The artificial horizon uses:

- (a) a gravity controlled gyro.
- (b) a rate or restrained gyro.
- (c) a horizontally controlled gyro.

If choice a is selected set score to 1.

270. With reference to a turn and bank indicator, the aircraft is in a balanced turn if:

- (a) the turn pointer and slip indicator are zero.

- (b) the turn is indicated and the slip is zero.
- o (c) the turn pointer and slip indicator are displaced on the same side.

If choice b is selected set score to 1.

271. The rate gyro indicates the correct rate of turn when the ..(1).... precession due to the spring is ..(2)..... to the ..(3)..... force.

- o (a) (1) secondary - (2) opposite - (3) primary precessed.
- (b) (1) secondary - (2) equal - (3) primary applied.
- o (c) (1) torqued - (2) opposite - (3) primary precessed.

If choice b is selected set score to 1.

272. A leaking case on an air-driven turn and bank indicator will cause:

- o (a) the turn to over-read.
- o (b) no appreciable error.
- (c) the turn to under-read.

If choice c is selected set score to 1.

273. When turning right onto the runway prior to take-off, the ball on the turn and bank indicator will:

- (a) move to the left.
- o (b) stay central in the turn.
- o (c) move to the right.

If choice a is selected set score to 1.

274. On an instrument check whilst taxiing, when carrying out a turn, the ball on the turn and bank indicator should indicate:

- o (a) a slip into the turn.
- (b) a skid out of the turn.
- o (c) no slip or skid.

If choice b is selected set score to 1.

275. A faulty rate of turn and bank indicator in a general aviation aircraft may be checked by a pilot in the air by....

- (a) timing an indicated rate one turn.

- o (b) comparing the indication with the attitude indicator.
- o (c) slipping the aircraft right or left.

If choice a is selected set score to 1.

276. The rotor of a rate gyroscope is over speeding. The pilot carries out a turn with the rate gyroscope indicating RATE 1. The actual rate of turn will be:

- o (a) 3° per second.
- o (b) more than 3° per second.
- (c) less than 3° per second.

If choice c is selected set score to 1.

277. The principle of operation of the turn and bank indicator is best described as:

- o (a) an earth gyro in which a calibrated spring ensures the tilt of the gyro is proportional to the aircraft rate of turn.
- o (b) a single gimbal gyroscope whose primary precession is opposed by a spring which, in turn, produces a second precession equal and opposite the aircraft rate of turn.
- (c) a single gimbal gyroscope in which a spring, opposing the primary precession, in turn produces a secondary precession equal to the aircraft rate of turn.

If choice c is selected set score to 1.

278. The errors of a DGI are:

1. Earth rate.
2. Transport wander.
3. Banking when pitched up.
4. Annual movement of poles.
5. Mechanical problems.

- o (a) 3, 4 & 5.
- (b) 1, 2, 3 & 5.
- o (c) 2, 3 & 5.

If choice b is selected set score to 1.

279. The indication of the directional gyro as an on-board instrument are valid only for a short period of time. The causes of this inaccuracy are:

1. The earth's rotation.
2. The longitudinal acceleration.
3. The aircraft's motion over the surface of the earth.
4. The mechanical defects of the gyro.
5. The gyro's weight.
6. The gimbal mount of the gyro rings.

The combination of correct statements is:

- (a) 2, 5, 6.
- (b) 1, 3, 4.
- (c) 1, 3, 4, 6.

If choice c is selected set score to 1.

280. The directional gyro keeps its rotation axis aligned toward:

- (a) Geographic North.
- (b) A point in space.
- (c) Magnetic North.

If choice b is selected set score to 1.

281. The purpose of the flux-valve is:

- (a) To sense the direction of the earth's magnetic field relative to the airplane.
- (b) To measure the strength of the earth's magnetic field.
- (c) To provide flux for the automatic slaving system.

If choice a is selected set score to 1.

282. A slaved directional gyro derives its directional signal from:

- (a) The air data computer.
- (b) The flux valve.
- (c) A direct reading magnetic compass.

If choice b is selected set score to 1.

283. The purpose of the slaving torque motor is:

- (a) To send heading information to the compass card in the heading indicator.
- (b) To ensure that the gyro wheel maintains sufficient speed to stay rigid in space.
- (c) To produce a precessive force in order to align the gyro with the earth's magnetic field.

If choice c is selected set score to 1.

284. Deviation compensation in a flux gate compass is done:

- (a) Mechanically.
- (b) Electronically.
- (c) Automatically within the compass system.

If choice b is selected set score to 1.

285. A flux valve senses the changes in orientation of the horizontal component of the earth's magnetic field.

1. The flux valve is made of a pair of soft iron bars.
2. The primary coils are fed AC voltage (usually 487.5 Hz).
3. The information can be used by a 'flux gate' compass or a directional gyro.
4. The flux gate valve casing is dependent on the aircraft three inertial axis.
5. The accuracy on the value of the magnetic field indication is less than 0.5 %.

Which of the following combinations contains all of the correct statements?

- (a) 1, 3, 4, 5.
- (b) 1, 4, 5.
- (c) 2, 3, 5.

If choice c is selected set score to 1.

286. The Ground Proximity Warning systems mode 1 is activated when

- (a) The barometric descent rate is excessive with respect to the aircraft height above the terrain.
- (b) The aircraft is flying into rising terrain.
- (c) An excessive height loss is experienced after take-off during go-around.

If choice a is selected set score to 1.

287. The Ground Proximity Warning systems mode 2 is activated when

- (a) The aircraft is flying into rising terrain.
- o (b) An excessive height loss is experienced after take-off during go-around.
- o (c) The barometric descent rate is excessive with respect to the aircraft height above the terrain.

If choice a is selected set score to 1.

288. The Ground Proximity Warning systems mode 3 is activated when

- (a) An excessive height loss is experienced after take-off during go-around.
- o (b) The aircraft is flying into rising terrain.
- o (c) The barometric descent rate is excessive with respect to the aircraft height above the terrain.

If choice a is selected set score to 1.

289. The Ground Proximity Warning systems mode 4 is activated when

- (a) An unsafe clearance situation is experienced, with the aircraft not in the landing configuration.
- o (b) An excessive height loss is experienced after take-off during go-around.
- o (c) When the aircraft is significantly below its ILS glidepath.

If choice a is selected set score to 1.

290. The Ground Proximity Warning systems mode 5 is activated when

- o (a) An unsafe clearance situation is experienced, with the aircraft not in the landing configuration.
- o (b) An excessive height loss is experienced after take-off during go-around.
- (c) When the aircraft is significantly below its ILS glidepath.

If choice c is selected set score to 1.

291. If an aircraft is flying (with flaps and landing gear retracted) in proximity to terrain and its GPWS (Ground Proximity Warning System) get activated, because it is detecting that the airplane has an excessive rate of descent, the system provides the following aural warning signals:

- o (a) ... TERRAIN, TERRAIN ... followed by ... WHOOP WHOOP PULL UP ... (twice).
- o (b) ... TOO LOW, TERRAIN ... (twice) followed by ... TOO LOW GEAR ... (twice).
- (c) ...SINK RATE, SINK RATE ... followed by ... WHOOP WHOOP PULL UP ... (twice).

If choice c is selected set score to 1.

292. If the GPWS (Ground Proximity Warning System) activates, and alerts the pilot with an aural warning "DON'T SINK" (two times), it is because:

- (a) during take-off or missed approach maneuver, the aircraft has started to loose altitude.
- o (b) the aircraft experiences an unexpected proximity to the terrain, with landing gear retracted.
- o (c) the aircraft experiences an unexpected proximity to terrain, without landing-flap selected.

If choice a is selected set score to 1.

293. Hard iron is the name given to a metal which:

- o (a) Is easy to magnetize and loses its magnetism easily.
- (b) Is difficult to magnetize and retains its magnetism.
- o (c) Is difficult to magnetize and loses its magnetism easily.

If choice b is selected set score to 1.

294. At a given place, compass deviation will:

- o (a) Depend on the value of variation.
- o (b) Be constant always.
- (c) Vary with aircraft heading.

If choice c is selected set score to 1.

295. In a direct reading compass, horizontality is achieved by....

- o (a) changing the magnet system in a liquid-filled bowl.
- (b) using pendulous suspension.
- o (c) using jeweled bearings.

If choice b is selected set score to 1.

296. When accelerating on an easterly heading in the northern hemisphere, the magnet system of a direct reading compass will:

- o (a) Turn anti-clockwise, indicating an apparent turn towards South.
- (b) Turn anti-clockwise. indicating an apparent turn towards North.
- o (c) Turn clockwise, indicating an apparent turn towards North.

If choice b is selected set score to 1.

297. The purpose of fitting an expansion unit to a direct reading compass is to....

- (a) minimize liquid swirl.
- (b) compensate for leaks in the system.
- (c) compensate for expansion/contraction of the liquid.

If choice c is selected set score to 1.

298. The flight data recorders must preserve the required data of the last:

- (a) 30 minutes of operation.
- (b) 48 hours of operation.
- (c) 25 hours of operation.

If choice c is selected set score to 1.

299. The flight data recorder must automatically stop data recording when the....

- (a) airplane clears the runway.
- (b) main gear shock strut compresses when touching the runway.
- (c) the airplane is on the ground and the engines are turned off.

If choice c is selected set score to 1.

300. The Flight Data Recorder actually starts running:

- (a) before the a/c starts moving under its own power.
- (b) at the beginning of the T/O run.
- (c) when a/c lines up on runway.

If choice a is selected set score to 1.

301. A FDR fitted to an aircraft of over 5700kgs after April 98 must record for:

- (a) 25 hours.
- (b) 60 minutes.
- (c) 30 minutes.

If choice a is selected set score to 1.

302. Where in the aircraft should the FDR be fitted according to the EASA regulations?

- (a) At the rear of the aircraft.

- (b) In the wings.
- (c) In the nose landing gear bay.

If choice a is selected set score to 1.

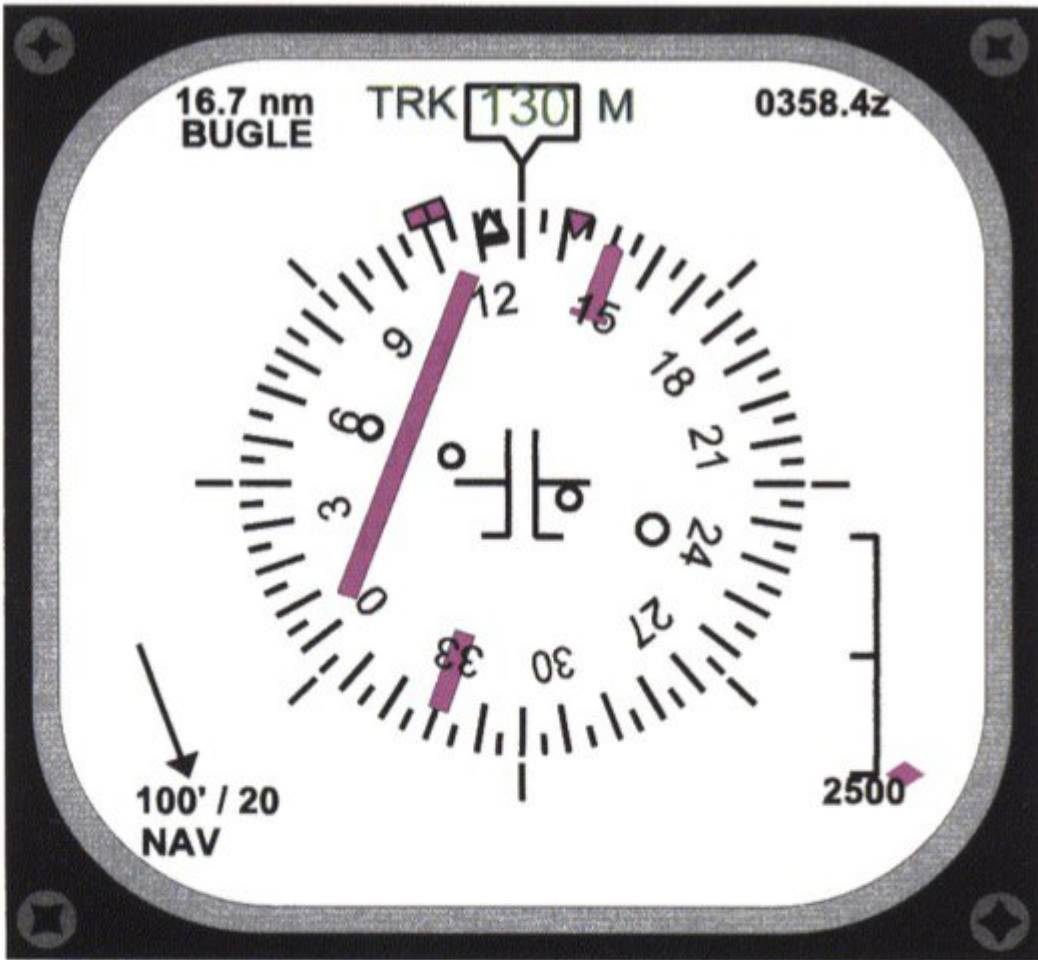
303. What does a FDR record when combined with a CVR?

1. Cockpit voice;
2. Radio;
3. Public addresses from the cockpit;
4. Cabin voice

- (a) 2 and 4.
- (b) 1, 2 and 3.
- (c) all 4.

If choice b is selected set score to 1.

304. The displays marked A, B, C and D are respectively: (See the figure)



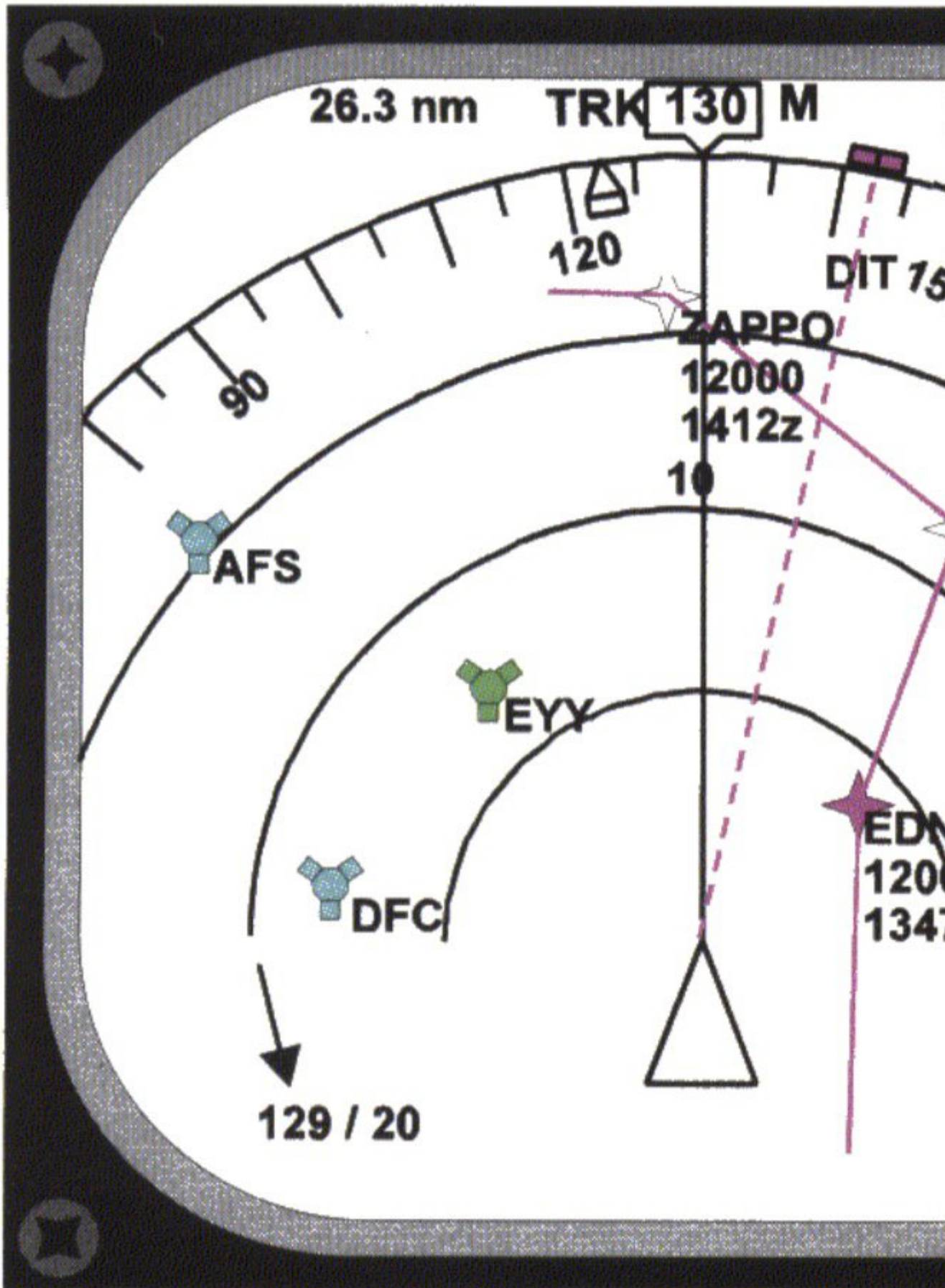
A



- (a) A. VOR - B. ILS - C. NAV - D. Plan
- (b) A. NAV - B. PLAN - C. VOR - D. ILS
- (c) A. MAP - B. VOR - C. ILS - D. Plan

If choice b is selected set score to 1.

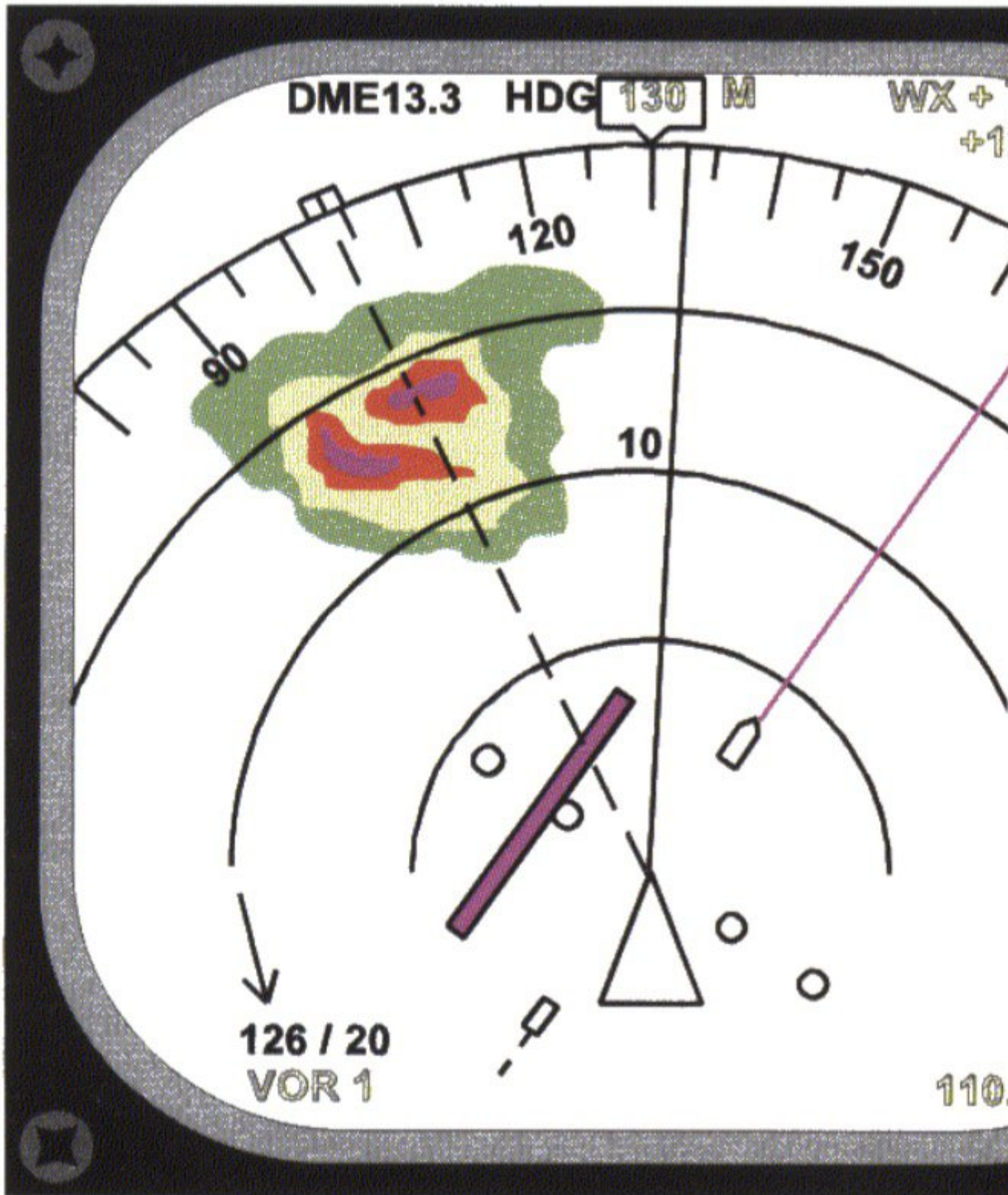
305. Identify the correct statement (See the figure)



- (a) The aircraft is closing the localiser from the right, heading 130°M and is approaching the glide path from above.
- o (b) The aircraft's track is 165°M.
- o (c) When established on the localiser the inbound heading will be 165°M.

If choice a is selected set score to 1.

306. The centre of the weather return is : (See the figure)



- o (a) 30 nm left of track, 15 nm ahead.
- o (b) 106° relative, 18 nm.

- (c) 332° relative, 13 nm.

If choice c is selected set score to 1.

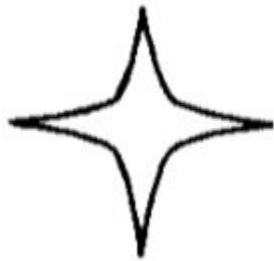
307. This amber symbol appears in place of the normal altitude display when: (See the figure)



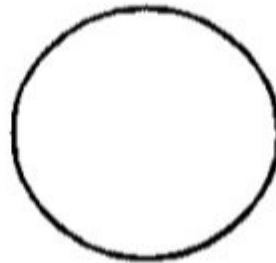
- o (a) the radio altitude needs re-setting on the EHSl.
- (b) there is a failure of the radio altimeter.
- o (c) the selected radio altitude has been reached.

If choice b is selected set score to 1.

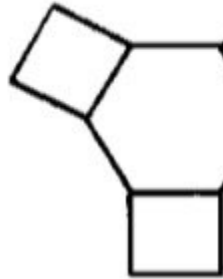
308. The symbols A, C and E are best described respectively as: (See the figure)



A



B



C

- (a) (A) off route waypoint - (C) navigation aid - (E) a navigation point making up selected route.
- (b) (A) active waypoint aircraft currently navigating to - (C) navigation aid - (E) off route waypoint.
- (c) (A) next waypoint - (C) navigation aid - (E) airport.

If choice b is selected set score to 1.

309. WXR display is on:

- (a) the captains screen only.
- (b) the co-pilots screen only.
- (c) on both the captains and co-pilots screens.

If choice c is selected set score to 1.

310. Airspeed is shown:

- (a) on both EADIs.
- (b) only on the pilot in commands EHSI.
- (c) on both EHSIs.

If choice a is selected set score to 1.

311. With an EFIS flight director using IRS guidance, reference north can be:

- (a) magnetic north between 73°N and 65°S and true north above these latitudes.
- o (b) true north between 73°N and 65°S and magnetic north above these latitudes.
- o (c) magnetic north only.

If choice a is selected set score to 1.

312. Mode available for (EFIS) HSI on some units are:

- o (a) VOR, ILS, MAP and AUTO TRIM.
- o (b) Airspeed and Mach.
- (c) MAP and PLAN.

If choice c is selected set score to 1.

313. An EFIS, having a control panel, symbol generators and a remote light sensor, also has:

- (a) EADIs and EHSIs.
- o (b) EADIs and EICAS.
- o (c) EADIs and WXR displays.

If choice a is selected set score to 1.

314. Alarms are standardized and follow a code of colors. Those requiring action but not immediately, are signaled by the color:

- o (a) red.
- o (b) flashing red.
- (c) amber.

If choice c is selected set score to 1.

315. In a modern airplane equipped with an ECAM (Electronic centralized aircraft monitor), when a failure occurs in a circuit, the centralized flight management system:

1. releases an aural warning.
2. lights up the appropriate push-buttons on the overhead panel.
3. displays the relevant circuit on the system display.
4. processes the failure automatically.

The combination regrouping all the correct statements is:

- (a) 1, 2 and 3.

- (b) 1, 3 and 4.
- (c) 3 and 4.

If choice a is selected set score to 1.

316. The level of alert for conditions that require immediate flight crew awareness and subsequent flight crew response is Engine overheat or low oil pressure are typical examples.

- (a) alert message.
- (b) a caution.
- (c) a warning.

If choice c is selected set score to 1.

317. The level of alert for conditions that require immediate flight crew awareness and immediate flight crew response is Loss of cabin pressure or an engine fire are typical examples.

- (a) a warning.
- (b) alert message.
- (c) a caution.

If choice a is selected set score to 1.

318. The following are time-critical warnings:

1. terrain awareness warnings.
2. overspeed warnings.
3. wind shear warnings.
4. TCAS resolution advisory.
5. low energy warnings.

The combination regrouping all the correct time-critical warnings is:

- (a) 1, 2, 3, 4 and 5.
- (b) 1, 2 and 3.
- (c) 2, 3 and 4.

If choice a is selected set score to 1.

319. The alerting system functional components used to accomplish the alerting and informing functions for warnings should include:

- (a) master visual alert or visual information and master aural alert.
- (b) visual information, master aural alert and voice information.
- (c) master visual alert, and visual information and master aural alert.

If choice c is selected set score to 1.

320. A stall warning system is based on a measure of:

- (a) Groundspeed.
- (b) angle of airflow sensor and flap position transmitter.
- (c) Airspeed.

If choice b is selected set score to 1.

321. The main input data to the Stall Warning Annunciator System are:

1. Mach Meter indication.
2. Angle of Attack.
3. Indicated Airspeed (IAS).
4. Aircraft configuration (Flaps/Slats).

The combination regrouping all the correct statements is:

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

If choice b is selected set score to 1.

322. The angle of attack transmitter provides an electric signal varying with:

1. the angular position of a wind vane.
2. the deviation between the airplane flight attitude and the path calculated by the inertial unit.
3. a probe differential pressure depending on the variation of the angle of attack.

The combination regrouping all the correct statements is:

- (a) 2 and 3.
- (b) 1 and 3.
- (c) 1 and 2.

If choice b is selected set score to 1.

323. The input to a basic stall warning system is:

- (a) Angle of attack.
- o (b) IAS.
- o (c) Slat/flap position.

If choice a is selected set score to 1.

324. Stall warning will be given at speeds....

- (a) lower than stall speed.
- o (b) at the actual stall speed.
- o (c) higher than stall speed.

If choice a is selected set score to 1.

325. Angle of attack may be sensed by means of ... (1) ... mounted ... (2) ...

- o (a) (1) a stick pusher - (2) adjacent to the flying controls.
- o (b) (1) a conical slotted probe - (2) on the wing leading edge.
- (c) (1) a hinged vane sensor - (2) on the wing leading edge.

If choice c is selected set score to 1.

326. When a stall warning occurs, the angle of attack vane....

- o (a) moves aft.
- (b) moves up.
- o (c) moves down.

If choice b is selected set score to 1.

327. An engine vibration indicator receives a signal from different sensors (accelerometers). It indicates the:

- o (a) Vibration frequency expressed in Hz.
- (b) Vibration amplitude at a given frequency.
- o (c) Acceleration measured by the sensors, expressed in g.

If choice b is selected set score to 1.

328. In an engine vibration monitoring system for a turbojet any vibration produced by the engine is:

- (a) inversely proportional to engine speed.
- (b) amplified and filtered before being fed to the cockpit indicator.
- (c) fed directly to the cockpit indicator without amplification or filtering.

If choice b is selected set score to 1.

329. A vibration meter measures the....

- (a) period in seconds.
- (b) amplitude at a given frequency.
- (c) frequency in Hz.

If choice b is selected set score to 1.

330. The Primary Flight Display (PFD) displays information dedicated to:

- (a) systems.
- (b) piloting.
- (c) engines and alarms.

If choice b is selected set score to 1.

331. The Head Up Display (HUD) is a device allowing the pilot, while still looking outside, to have:

- (a) a monitoring only during Cat III precision approaches.
- (b) a navigating control aid.
- (c) a synthetic view of the instrument procedure.

If choice c is selected set score to 1.

332. Information from a sensor to a display is provided electronically to the processing unit, commonly called a

- (a) video card.
- (b) symbol generator.
- (c) video graphics card.

If choice b is selected set score to 1.

333. One of the advantages of the OMS (Onboard Maintenance System) is ...

- (a) to detect and report failure.
- o (b) to replace the tech log.
- o (c) to help the pilots do a minor maintenance task.

If choice a is selected set score to 1.

334. Access to the Central Maintenance Computers is through

- o (a) a press-to-test switch on the computer itself.
- o (b) a control box.
- (c) the line select keys on the CDU.

If choice c is selected set score to 1.

335. When a is displayed, the aircraft is considered unserviceable (only specific failures are permitted to exist as stated in the MEL).

- o (a) Fault Code.
- (b) Status Message.
- o (c) Maintenance Message.

If choice b is selected set score to 1.

336. Where is the loaded software held ?

- o (a) In a centralized maintenance cabinet, ready to be send and reinstalled should something happen that corrupts a particular program.
- (b) CMC (Central Maintenance Computer) storage device, ready to be reinstalled should something happen that corrupts a particular program.
- o (c) On the flight deck, ready to be reinstalled should something happen that corrupts a particular program.

If choice b is selected set score to 1.

337. Data loading is a

- o (a) writing information facility.
- (b) reading or writing information facility.
- o (c) reading information facility.

If choice b is selected set score to 1.

338. A FMS navigation database is updated

- (a) at the operators request.
- (b) once a month.
- (c) every 28 days.

If choice c is selected set score to 1.

339. The FMS is updated

- (a) by an aircraft engineer updating the system either by a floppy disc, a CD or even a hard disk.
- (b) automatically by update from the ACARS.
- (c) by the aircrew by reference to the Tech Log.

If choice a is selected set score to 1.

340. Which system provides airline flight, maintenance, and cabin crews with instantaneous access to operational manuals, procedures and navigation charts?

- (a) OMS (Onboard Maintenance System).
- (b) ELS (Electronic Library System).
- (c) FMS (Flight Management System).

If choice b is selected set score to 1.

341. Information updates to the airborne system and communications between the groundbased and airborne systems are accomplished ...

- (a) by an aircraft engineer updating the system either by a floppy disc, a CD or even a hard disk.
- (b) through the Gate-link concept.
- (c) automatically by update from the ECAM.

If choice b is selected set score to 1.

342. An Electronic Library System consists of :

1. a LCD.
2. an optical disk drive.
3. a printer.
4. a workstation platform.
5. capacitive touch screen overlay.
6. A keyboard.

- (a) 1, 2, 3, 4 and 5.
- o (b) 1, 2, 3 and 6.
- o (c) 1, 3, 4 and 5.

If choice a is selected set score to 1.

343. Direct tekst entry for airport directory or word searches on the Electronic Library System is done by ...

- (a) a soft keyboard function, displayed on the liquid display screen.
- o (b) a keyboard underneath the active-matrix liquid display.
- o (c) the scratch pad on the CDU.

If choice a is selected set score to 1.

344. Information to be printed is sent to the printer ...

- o (a) from the CDU (Control Display Unit).
- o (b) from the FMC (Flight Management Coomputer).
- (c) from the CMC (Central Maintenance Computer).

If choice c is selected set score to 1.

345. Defects of the printer are notified ...

- o (a) by a fault report to the CMC (Central Maintenance Computer).
- o (b) by a fault report to the CDU (Control Display Unit).
- (c) by way of lamps on the front of the panel itself.

If choice c is selected set score to 1.

346. The printer used in the cockpit is....

- (a) a laser printer.
- (b) an inktjet printer.
- (c) a dot matrix printer.

If choice c is selected set score to 1.

347. A permanent monitoring of the vertical acceleration (G-force) of an aircraft during landing is a part of....

- (a) the "Damage Tolerance Monitoring".
- (b) the "Low Cycle Fatigue Counter".
- (c) the "HUMS" (Health and Usage Monitoring System).

If choice a is selected set score to 1.

348. Helicopter rotor track and balance is done by

- (a) the "HUMS" (Health and Usage Monitoring System).
- (b) the "Damage Tolerance Monitoring System".
- (c) the "Low Cycle Fatigue Counter".

If choice a is selected set score to 1.

349. Which system can also be used to monitor the aircraft's structure and thus identify any faults before they cause catastrophic failure.

- (a) the CDU (Control Display Unit).
- (b) the Electronic library system.
- (c) the Flight Data Recorder.

If choice c is selected set score to 1.

350. Maintenance Information at an out-station can be read from the....

- (a) Electronic library system.
- (b) FMS (Flight Management system).
- (c) CDU (Control Display Unit).

If choice c is selected set score to 1.

351. Waste water drain mast....

- (a) are heated to a high temperature in the air and on ground.
- (b) are not heated.

- (c) are heated to a lower temperature with the aircraft on ground.

If choice c is selected set score to 1.

352. How are drinking water pipes are prevented from freezing?

- (a) Wrapping the pipes with heated tapes or blankets.
- o (b) Installation of neoprene foam insulation.
- o (c) Placing the pipes adjacent to hot water piping.

If choice a is selected set score to 1.

353. What type of valve is the toilet tank drain valve?

- o (a) Spring loaded open.
- o (b) Not spring loaded.
- (c) Spring loaded closed.

If choice c is selected set score to 1.

354. Communication in the integrated modular avionics network is partly standardized in...

- (a) ARINC 429, ARINC 653 or AFDX.
- o (b) ARINC 653 for the software avionics and AFDX for the data network bus.
- o (c) ARINC 429 or AFDX (Avionics Full Duplex).

If choice a is selected set score to 1.

355. The standardized Real-Time Operating system used in IMA uses the

- o (a) ARINC 429 specification.
- (b) ARINC 653 specification.
- o (c) RTOS specification.

If choice b is selected set score to 1.

356. An airborne Ethernet electrical cable (AFDX) is

- (a) equipped with 4 pins Quadrax connectors.
- o (b) equipped with 4 pins RJ45 connectors.
- o (c) equipped with 8 pins RJ45 connectors.

If choice a is selected set score to 1.

357. Which LRU is the interface between the aircraft systems and the ARINC network remote switches and convert network data to the appropriate format.

- (a) ARINC 664 remote switches.
- (b) AFDX switches.
- (c) Remote Data Concentrators.

If choice c is selected set score to 1.

358. For IMA, a faster and duplex data communication protocol was required than the ARINC 429 standard. The new standard is ..

- (a) AFDX (Avionics Full Duplex).
- (b) ARINC 664.
- (c) ARINC 429 duplex.

If choice b is selected set score to 1.

359. The first 2 bytes of the IP address for IMA communication are called ...

- (a) Host ID.
- (b) Sign Status Matrix (SSM).
- (c) the Net ID.

If choice c is selected set score to 1.

360. The ARINC 664 Ethernet has a transport rate of ...

- (a) 100 gigabits per second.
- (b) 100 megabits per second.
- (c) 100 kilobits per second.

If choice b is selected set score to 1.

361. The core network system has ...

- (a) an ethernet network and an crew information network.
- (b) an open data network and an isolated data network.
- (c) an open data network, an isolated data network and an avionics network.

If choice b is selected set score to 1.

362. Which network system routes data between the airplane and ground networks and stores airline data and applications?

- (a) ATIS.
- (b) IMA (core network).
- (c) IDN.

If choice b is selected set score to 1.

363. Airplane system data not critical to flight are connected to the In the Core Network System.

- (a) Crew Wireless LAN Unit (CWLU).
- (b) Open Data Network (ODN).
- (c) Common Data Network (CDN).

If choice b is selected set score to 1.

364. Airplane system data critical to flight are connected to the In the Core Network System.

- (a) Open Data Network (ODN).
- (b) Common Data Network (CDN).
- (c) Isolated Data Network (IDN)..

If choice c is selected set score to 1.

365. "Some LRMs (Line Replaceable Modules) from the Integrated Modular Avionics communicate with each other through the ADCN (Avionics Data Communication Network) by the means of communication technology developed from a non-aeronautical standard."

This technology is called

- (a) Automatic Dependent Surveillance Broadcast (ADS-B).
- (b) AFDX (Avionics Full Duplex Switched Ethernet).
- (c) Controller Pilot Data Link communications (CPDLC).

If choice b is selected set score to 1.

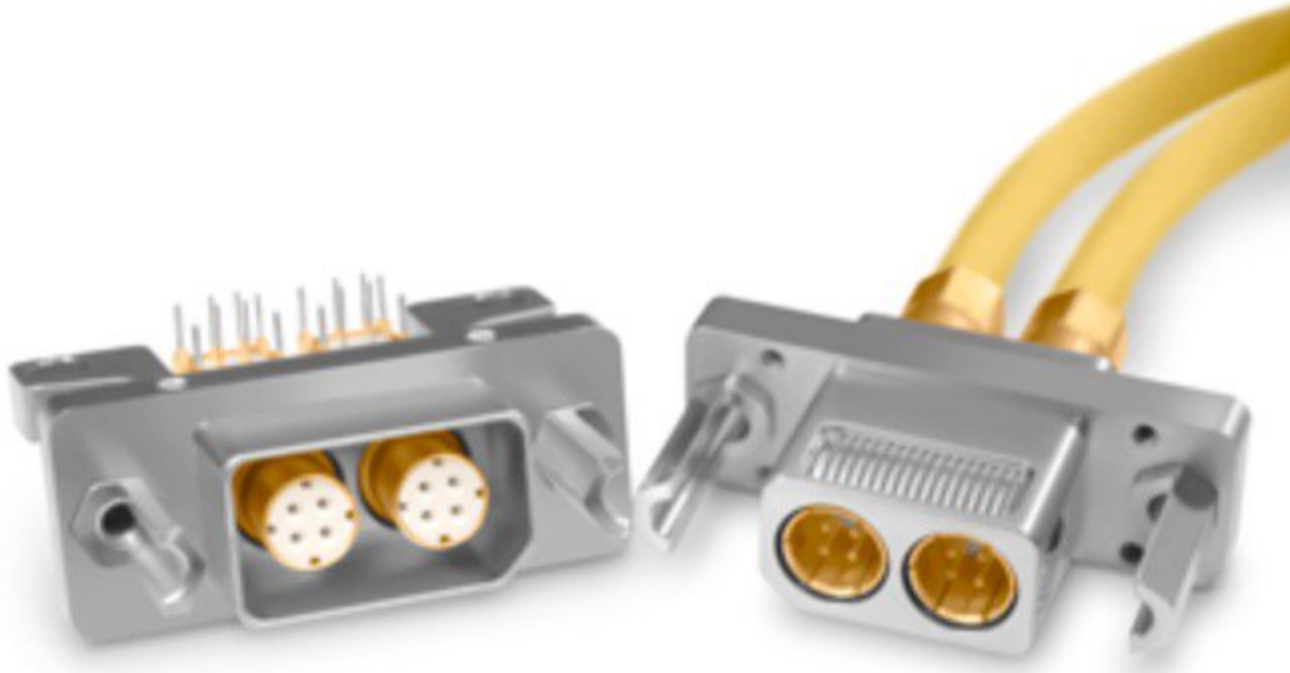
366. This is a (See the figure)



- (a) RJ12 connector.
- (b) RJ45 connector.
- (c) RJ61 connector.

If choice b is selected set score to 1.

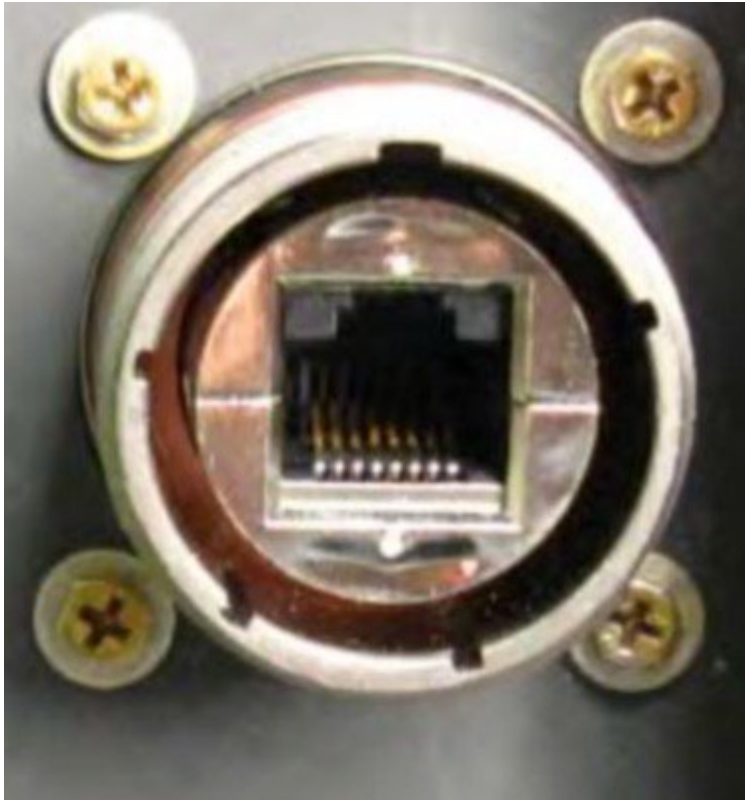
367. This is a (See the figure)



- (a) Quadrax connector.
- o (b) Coaxial connector.
- o (c) LC connector (fibre optic).

If choice a is selected set score to 1.

368. This is a(n) (See the figure)



- (a) RJ45 port.
- (b) Ethernet port.
- (c) QuadraX port.

If choice b is selected set score to 1.

369. The ARINC 664 Ethernet uses ...

- (a) two twisted wire pairs or quad cables as the transport medium for full duplex operation at 100 megabits per second.
- (b) a pair of twisted wires with shielding around them for full duplex operation at 2 megahertz.
- (c) a high speed, two way, multiple terminal digital data bus operating at 2 megahertz.

If choice a is selected set score to 1.

370. What are the three functional domains of IMA (Integrated Modular Avionics)?

- (a) Flight, navigation and systems.
- (b) Ground, flight and transit.
- (c) Cockpit, cabin and utilities.

If choice c is selected set score to 1.

- 371.** The passengers can listen to the selected audio and video channels by connecting a headset to ...
- (a) the IFES SDU (In-Flight Entertainment System Smart Display Unit).
 - (b) the IFES SEB (Seat Electronic Box).
 - (c) the IFES RJU (Remote Jack Unit).

If choice c is selected set score to 1.

- 372.** What is the primary control interface between the IFES (In Flight Entertainment System) and cabin and maintenance crews?
- (a) The IFES CP (Crew Panel).
 - (b) The IFES AMCU (Advanced Master Control Unit).
 - (c) The IFES SC (system controller).

If choice a is selected set score to 1.

- 373.** The In-seat audio and video channels and volume can be selected and adjusted by the passenger using the....
- (a) IFES SC (In-flight Entertainment System System Controller).
 - (b) IFES AMCU (Advanced Master Control Unit).
 - (c) IFES PCU (passenger control unit).

If choice c is selected set score to 1.

- 374.** Which discretes provides the PSEU (Proximity Switch Electronics Unit) to the IFES SC (In-Flight Entertainment System Controller)?
- (a) Air/ground discrete; air speed discrete; altitude discrete, GPS position discrete.
 - (b) Air/ground discrete; parking brake discrete; start take-off roll discrete; nose landing gear discrete.
 - (c) Air/ground discrete; IRS (Inertial Reference System) position discrete; ADC (Air Data Computer) discretes (Airspeed, Ground speed, Mach number, altitude).

If choice b is selected set score to 1.

- 375.** Each Ethernet station is given a 48-bit address.

How are the first two fields called?

- (a) Parity Bit.
- (b) Country Code.

- (c) Source/destination Identifier (SDI).

If choice c is selected set score to 1.

376. The inflight entertainment equipment is connected to ...

- o (a) the IDN (Isolated Data Network) of the Core network system.
- (b) the ODN (Open Data Network) of the Core network system.
- o (c) its own network system, completely isolated from the Core network system.

If choice b is selected set score to 1.

377. Data can be transferred wirelessly from the In-flight Entertainment system on the aircraft to a terminal receiving station on the ground through

- (a) the use of the GSM Cell Data Mode (CDM), also referred to as Cell Modem (CM).
- o (b) the ACR (Avionics Communication Router).
- o (c) the ATIS (Automatic Terminal Information Service).

If choice a is selected set score to 1.

378. Data from the In-Flight Entertainment system can be transferred to a terminal station on the ground

- (a) through a wireless GSM Cell Data Modem when the aircraft is at the terminal.
- o (b) through an ethernet link when the aircraft is at the terminal.
- o (c) through an ethernet link when the aircraft is on the ground.

If choice a is selected set score to 1.

379. The external communication (IFE) system provides communication with the aircraft while grounded through ...

- o (a) an ethernet connection in the aircraft.
- o (b) a cell modem component and an antenna located in the aircraft.
- (c) a cell modem component and a terminal receiving station..

If choice c is selected set score to 1.

380. Which unit serves as the direct interface with the air-to-ground narrow band or broadband equipment and provides extensive audio, video and cached web content?

- o (a) The ADB (Area Distribution Box).
- (b) The FS (file server).

- o (c) The AMCU (Advanced Master Control Unit).

If choice b is selected set score to 1.

381. Which unit gathers information from proximity sensors to determine the flight phase and sends discretes to the System Controller to provide it with flight phase information for the passengers?

- o (a) The FMS (Flight Management System).
- (b) The PSEU (Proximity Switch Electronics Unit).
- o (c) The INS (Inertial Navigation System) or IRS (Inertial Reference system).

If choice b is selected set score to 1.

382. Which unit lets the crew monitor and control the CSS (Cabin Services System)?

- o (a) The SDU (Smart Display Unit).
- o (b) The PCU (Passenger Control Unit).
- (c) The CAP (Cabin Attendant Panel).

If choice c is selected set score to 1.

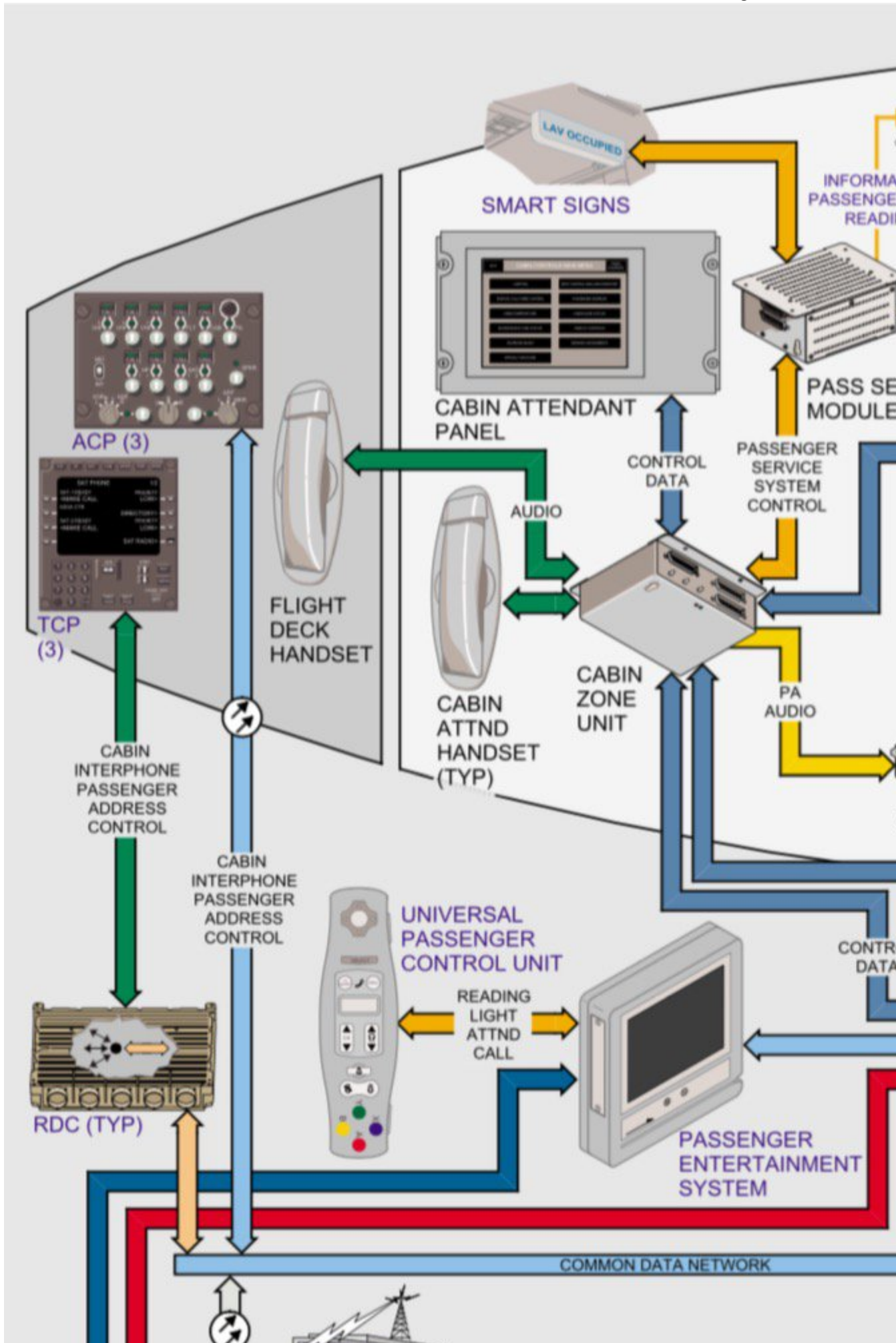
1833188862940476

Test M13 T2 0000

Alle vragen M13 T2

Examination Manager

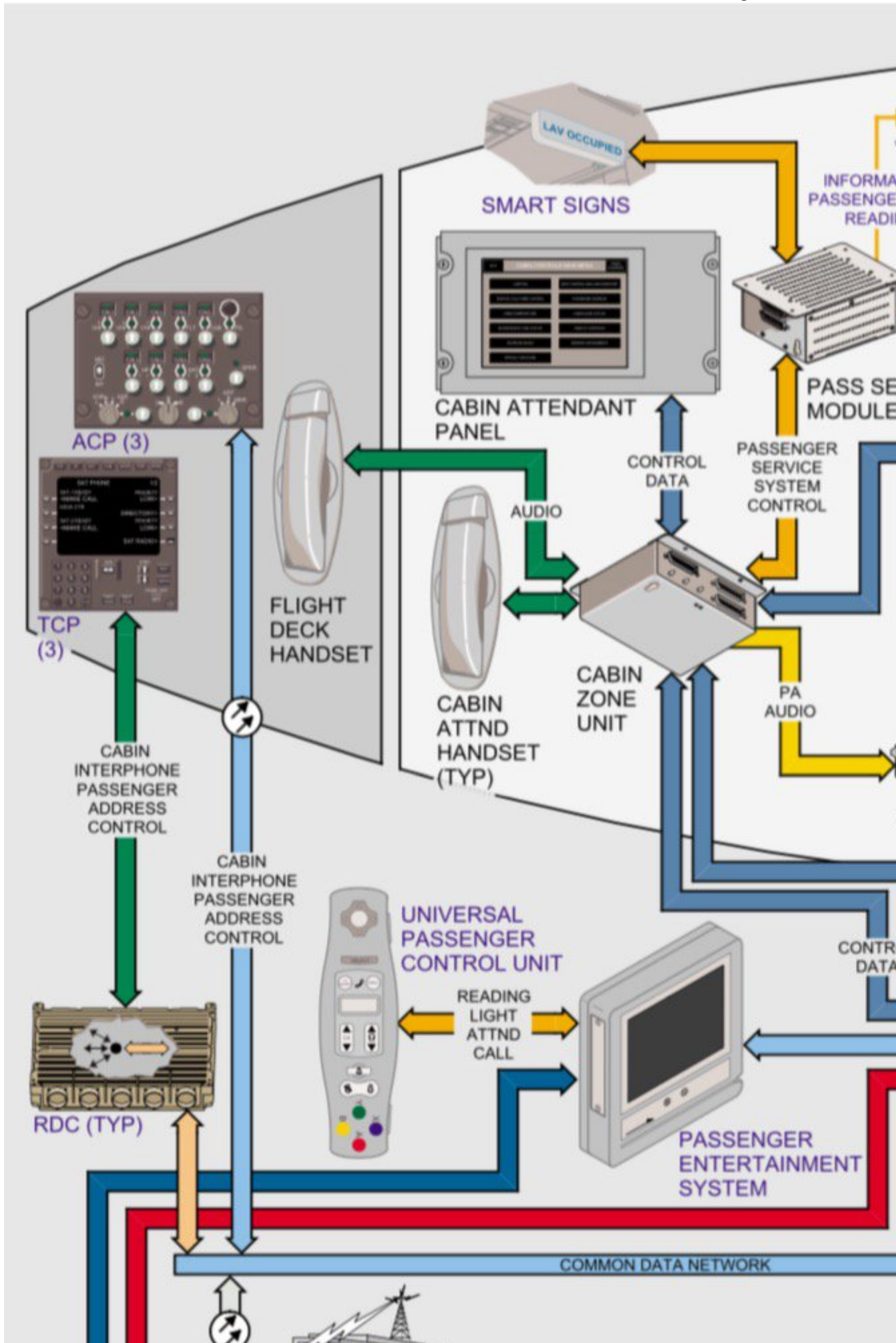
383. The information signs are controlled from the cabin configuration software inside the (See the figure)



- o (a) Cabin Attendant Panel.
- (b) Cabin Services System Controller.
- o (c) Passenger Control Unit.

If choice b is selected set score to 1.

- 384.** The seating and zones are controlled from the cabin configuration software inside the
(See figure)



- (a) Cabin Services System Controller.
- o (b) Passenger Control Unit.
- o (c) Cabin Attendant Panel.

If choice a is selected set score to 1.

385. Which item provides the aircraft crew access to configuration of the IFES, the capability of storing data, and access to passenger database?

- o (a) the IFES Advanced Master Control Unit (AMCU).
- o (b) the IFES File Server.
- (c) the IFES Crew Panel.

If choice c is selected set score to 1.

386. Which item handles all of the on-demand applications available to passengers?

- o (a) the IFES Advanced Master Control Unit (AMCU).
- o (b) the IFES Crew Panel.
- (c) the IFES File Server.

If choice c is selected set score to 1.

387. Which part of the avionics domain of the network server system gives a single way of communication, preventing malicious data coming going to the avionics domain?

- (a) open world diode.
- o (b) ethernet gateway module.
- o (c) secure communication interface.

If choice a is selected set score to 1.

388. Switching from avionics to flight operation domain is the OIS (On board Information System) is done by....

- o (a) OIT Terminal processor unit.
- o (b) OIT control device.
- (c) OIT side switches.

If choice c is selected set score to 1.

389. What is the main protocol of communication in the open world?

- o (a) ARINC 629.
- o (b) ARINC 429.

- (c) Ethernet.

If choice c is selected set score to 1.

390. Data on the USB keys (for data loading) is stored under the ...

- (a) ARINC 615A format.
- o (b) ARINC 629 format.
- o (c) ARINC 429 format.

If choice a is selected set score to 1.

391. Which system enables aircraft to be accurately tracked by air traffic controllers and other pilots without the need for conventional radar?

- (a) ADS-B (Automatic Dependent Surveillance Broadcast).
- o (b) Mode S transponder.
- o (c) FANS (Future Air Navigation System).

If choice a is selected set score to 1.

392. Documentation (FCOM, MEL, AFM, CDL) is part of the ...

- o (a) Avionics Domain.
- (b) Flight Operations Domain.
- o (c) Communication & Cabin Domain.

If choice b is selected set score to 1.

393. A pre-departure clearance or PDC is given to the pilots via

- o (a) the datalink system.
- o (b) voice (from ATC).
- (c) an ACARS message.

If choice c is selected set score to 1.

394. Recording capability of aircraft parameters is part of the ...

- (a) Avionics Domain.
- o (b) Communication & Cabin Domain.
- o (c) Flight Operations Domain.

If choice a is selected set score to 1.

395. On which system are scheduled maintenance tasks shown when a time or cycle limit occurs in an airplane system?

- (a) only on the maintenance laptop.
- (b) on the maintenance laptop and the electronic flight bags.
- (c) on the multifunction displays, the electronic flight bags and the maintenance laptop.

If choice c is selected set score to 1.

396. Which system (of the core network system) collects, correlates, stores and shows fault information for most airplane systems.

- (a) crew information system.
- (b) common data network (CDN).
- (c) central maintenance computing function.

If choice c is selected set score to 1.

397. What will be shown when the fault tolerant system has a fault but has not generated a caution or a warning on the flight deck?

- (a) A maintenance memo.
- (b) A scheduled fault message.
- (c) A specific status message.

If choice a is selected set score to 1.

398. Documentation for the IFE (In-Flight Entertainment) System is part of the...

- (a) Communication & Cabin Domain
- (b) Flight Operations Domain.
- (c) Avionics Domain

If choice a is selected set score to 1.

399. A passenger with a laptop can access to e-mail and internet applications in the...

- (a) Avionics Domain.
- (b) Flight Operations Domain.
- (c) Communication & Cabin Domain.

If choice c is selected set score to 1.

400. Which communication system let the flight crew request and obtain information about meteorological parameters (weather, wind, visibility, clouds,)?

- (a) ATIS (Automatic Terminal Information System).
- o (b) Automatic Dependent Surveillance Broadcast
- o (c) FANS (Future Air Navigation Systems).

If choice a is selected set score to 1.

If assessment score is 0% to 100% Feedback