

10. AIR LAW AND ATC PROCEDURES

10.01. International Agreements and Organisations

10.01.01. The Convention of Chicago

id 7412	<p>1 According to the Chicago Convention, aircraft of Contracting States shall have the right to make flights into or in transit non-stop across the territory of other contracting States and to make stops for non-traffic purposes without the necessity of obtaining prior permission. This applies to the following flights:</p> <p>a To aircraft on non-commercial flights only.</p> <p>b To aircraft of scheduled air services only.</p> <p>c To aircraft not engaged in scheduled international air services.</p> <p>d To aircraft engaged in commercial non-scheduled flights only.</p>
id 7413	<p>2 For aircraft flying over the high seas, which rules shall be in force?</p> <p>a The rules established by the state of registry of the aircraft.</p> <p>b The rules established under the Convention of international civil aviation.</p> <p>c The rules established by the state of the operator of the aircraft.</p> <p>d The rules established by the state(s) adjacent to the high seas overflown.</p>
id 7414	<p>3 Which is the permanent body of ICAO being responsible to the Assembly?</p> <p>a The Air Navigation Commission.</p> <p>b The Secretary General of ICAO.</p> <p>c The Council.</p> <p>d The President of the Assembly</p>
id 7415	<p>4 Which of the following ICAO documents contain International Standards and Recommended Practices (SARPS)?</p> <p>a Annexes to the Convention on international civil aviation.</p> <p>b Procedures for Air Navigation Services (PANS).</p> <p>c Regional Supplementary Procedures (SUPPS).</p> <p>d ICAO Technical Manuals.</p>
id 7416	<p>5 What is the obligation of a State in the event of non-compliance with an International Standard?</p> <p>a The State has to notify the Council of ICAO and publish such differences in the national AIP.</p> <p>b The State has to notify the Assembly of ICAO and publish such differences in the national AIP.</p> <p>c The State has to publish such differences in the national AIP only.</p> <p>d Modifications to International Standards shall be published in the national AIP only; differences to Recommended Practices have to be notified to ICAO.</p>
id 7417	<p>6 Within Europe, certain non-scheduled commercial flights between ECAC States may be carried out without the obligation to request prior permission from the state concerned by the operator of the aircraft. This is based on which international agreement/convention?</p> <p>a Agreement of Paris.</p> <p>b Warsaw agreement.</p> <p>c Cyprus convention.</p> <p>d Convention of The Hague.</p>

7 id 7418	According to which Convention may an aircraft commander impose measures upon a person committing a crime or an offence on board the aircraft?
	<p>a The Convention of Tokyo.</p> <p>b The Convention of Rome.</p> <p>c The Convention of Warsaw.</p> <p>d The Convention of Chicago.</p>
8 id 7419	Annex 14 to the convention on international civil aviation contains SARPS for
	<p>a Security.</p> <p>b Aerodromes.</p> <p>c Facilitation.</p> <p>d none of the above.</p>
9 id 7420	The privilege to land for non-traffic purposes, e.g. refuelling, maintenance is to following freedom of the air:
	<p>a 2nd freedom.</p> <p>b 1st freedom.</p> <p>c 3rd freedom.</p> <p>d 4th freedom.</p>
10 id 7421	Which convention deals with the unification of rules related to damage caused by aircraft to third parties on the surface?
	<p>a The Rome convention.</p> <p>b The Montreal convention.</p> <p>c The Tokyo Convention</p> <p>d The Guatemala Convention.</p>
11 id 7422	For which flights is the article about cabotage in the Convention of Chicago applicable?
	<p>a For domestic flights.</p> <p>b For national carriers.</p> <p>c For cargo flights.</p> <p>d For international flights.</p>
12 id 7423	Annex 17 to the Convention of Chicago covers:
	<p>a Aerodromes</p> <p>b Facilitation</p> <p>c Operation of aircraft</p> <p>d Security</p>

10.01.01.01. Air Navigation Part 1

13 id 3285	An airline is planning a flight that will require a Technical landing in a neighboring state. Which freedom of the Air will be exercised ?
	<p>a 4th freedom</p> <p>b 1st freedom</p> <p>c 3rd freedom</p> <p>d 2nd freedom</p>

14 id 5300	The International Civil Aviation Organisation (ICAO) establishes;
a	standards and recommended practices applied without exception by all states, signatory to the Chicago convention.
b	aeronautical standards adopted by all states.
c	proposals for aeronautical regulations in the form of 18 annexes.
d	standards and recommended international practices for contracting member states.

10.01.01.02. Air Navigation Part 2

15 id 4341	The objectives of ICAO was ratified by the :
a	Warzaw convention 1929
b	Chicago convention 1944
c	Geneva convention 1948
d	Geneva convention 1936

16 id 5295	The International Civil Aviation Organisation (I.C.A.O.) was established by the international convention of :
a	Warsaw
b	The Hague
c	Chicago
d	Montreal

10.01.01.03. Regional structure and offices

17 id 4217	One of the main objectives of ICAO is to :
a	approve new international airlines
b	approve the ticket prices set by international airline companies
c	approve new international airlines with jet aircraft
d	develop principles and techniqe for international aviation

10.01.01.04. Duties in relation to :

18 id 3276	Which body of ICAO finalizes the Standard and Recommended Practices (SARPS) for submission for adoption ?
a	the Regional Air Navigation meeting
b	the Assembly
c	the Council
d	the Air Navigation Commission

19 id 4218	The 'Standards' contained in the Annexes to the Chicago convention are to be considered:
a	advice and guidance for the aviation legislation within the member states
b	binding for the member states that have not notified ICAO about a national difference
c	binding for all member states
d	binding for all air line companies with international traffic

10.01.02. Other International agreements

20 id 4219	<p>The Warsaw convention and later amendments deals with:</p> <ul style="list-style-type: none">a limitation of the operator's responsibility vis-à-vis passenger and goods transportedb the regulation of transportation of dangerous goodsc operator's licence for international scheduled aviationd the security system at airports
21 id 4230	<p>Which of the following is obligating for members of ICAO ?</p> <ul style="list-style-type: none">a ICAO shall approve the pricing of tickets on international airline connectionsb ICAO must be informed about differences from the standards in any of the Annexes to the conventionc ICAO must be informed about changes in the national regulationsd ICAO must be informed about new flight crew licenses and any suspended validity of such licenses
22 id 5145	<p>Any contracting state may denounce the Convention of Montreal by written notification to the depositary governments. The denunciation shall take effect :</p> <ul style="list-style-type: none">a 6 months following the date on which notification is received by the Depositary Governmentsb 3 months following the date on which notification is received by the Depositary Governmentsc 2 months following the date ICAO is informedd 4 months following the date on which notification is received by the Depositary Governments
23 id 5146	<p>The aircraft commander, when he has reasonable grounds to believe that a person has committed or is about to commit, on board the aircraft, an offense against penal law</p> <ul style="list-style-type: none">a may require the assistance of passengers to restrain such personb may request such person to disembarkc may deliver such person to the competent authoritiesd may not require or authorise the assistance of other crew members
24 id 5147	<p>Any contracting state may denounce the Convention of Tokyo by notification addressed</p> <ul style="list-style-type: none">a International Civile Aviation Organisationb the other Contracting Statesc United Nationsd to all States Members of United Nations
25 id 5151	<p>The convention on offences and certain acts committed on board aircraft, is :</p> <ul style="list-style-type: none">a the convention of Tokyob the convention of Parisc the convention of Romed the convention of Chicago

10.01.02.01. The Air Services Transit Agreement

26 "Cabotage" refers to:
id 3323

- a crop spraying
- b a national air carrier;
- c a flight above territorial waters;
- d **domestic air services ;**

27 The second freedom of the air is the :
id 5296

- a right to operate a commercial passenger flight with passengers on board between two states.
- b right to overfly without landing
- c right to "cabotage" traffic, (trans-border traffic).
- d **right to land for a technical stop**

28 The first freedom of the air is:
id 5298

- a The right to board passengers from the state where the aircraft is registered and to fly to an other state.
- b The right to land for a technical stop.
- c The opportunity to operate a commercial flight with passengers on board between two states.
- d **The right to overfly without landing.**

10.01.02.02. The Convention of Tokyo

29 The convention which deals with offences against penal law, is
id 5152

- a the convention of Warsaw
- b **the convention of Tokyo**
- c the convention of Rome
- d the convention of Madrid

30 The convention of Rome applies to damage :
id 5153

- a only caused in the territory of a contracting state by an aircraft registered in the territory of another contracting state
- b **caused in the territory of a contracting state or in a ship or aircraft registered there in , by an aircraft registered in the territory of another contracting state**
- c caused in the territory of a contracting state by any aircraft regardless the registration
- d the above convention does not deal with this item

10.01.02.04. Warsaw convention

31 The international convention defining rules relative to the responsibilities of international air carriers for the carriage of passengers, baggage and freight is the :
id 5301

- a Tokyo Convention.
- b **Warsaw Convention.**
- c Hague Convention.
- d Montreal Convention.

10.01.04. Operators' and pilots' liabilities towards persons

32 id 5148	The Rome Convention and later amendments deals with : a Damage caused by foreign aircraft to third parties on the surface b Regulation of transportation of dangerous goods c Damage caused by any aircraft to third parties on the surface d offences and certain other acts committed on board aircraft
33 id 5149	The convention signed by the states and moved by a desire to endure adequate compensation for persons who suffer damage caused on the surface by foreign aircraft is : a the Tokyo Convention b the Warsaw Convention c the Paris Convention d the Rome Convention
34 id 5150	Any person who suffers damage on the surface shall, upon proof only that damage was caused by an aircraft in flight or by any person or thing falling therefore will be entitled to compensation as provided by : a the Chicago Convention b the Rome Convention c the Warsaw Convention d the Montreal Convention

10.02. Annex 8-Airworthiness of Aircraft

35 id 5198	<p>When letters are used for the registration mark combinations shall not be used which might be confused with the</p> <ul style="list-style-type: none">a three letters combinations used in the international code of signalsb four letter combinations beginning with Qc five letter combinations used in the international code of signalsd letters used for an ICAO identification documents
36 id 5205	<p>The state of design shall ensure that, there exists a continuing structural integrity program to ensure the airworthiness of the aeroplane, which includes specific information concerning corrosion prevention and control, in respect of aeroplanes :</p> <ul style="list-style-type: none">a over 5.700 kg maximum certificate take-off and landing massb over 5.700 kg maximum certificate take-off massc up to 5.700 kg maximum certificate take-off massd up to 5.700 kg maximum certificate take-off and landing mass
37 id 5206	<p>When an aircraft has sustained damage, the aircraft shall be allowed to resume its flight, if</p> <ul style="list-style-type: none">a the state of registry, the state of design and the state of manufacture consider that the aircraft is still airworthyb the state of registry considers that the damage sustained is of a nature such that the aircraft is still airworthyc the state of manufacture informs the state of registry that the damage sustained is of a nature such that the aircraft is still airworthyd the state of design and the state of manufacture inform the state of registry that the aircraft is still airworthy
38 id 5207	<p>The loading limitations shall include :</p> <ul style="list-style-type: none">a all limiting mass, centres of gravity position and floor loadingsb all limiting mass and centres of gravityc all limiting mass, mass distributions and centres of gravityd all limiting mass, centres of gravity position, mass distributions and floor loadings
39 id 5208	<p>Load factors has the following meaning :</p> <ul style="list-style-type: none">a the loads assumed to occur in the anticipated operating conditionsb the ratio of a specified load to the mass of the aircraft, the former being expressed in terms of aerodynamic forces, inertia forces and ground reactionsc the ratio of a specified load to the mass or the aircraft the former being expressed in terms of aerodynamic and inertia forcesd the ratio of a specified load to the weight of the aircraft, the former being expressed in terms of aerodynamic forces, inertia forces and ground reactions
40 id 5837	<p>According to ICAO Annex 8, a certificate of airworthiness shall be renewed or shall remain valid subject to the:</p> <ul style="list-style-type: none">a Requirements laid down by ICAOb Laws of the State in which is operatedc Laws of the State of registry and operationd Laws of the State of registry

41 id 5838	The continuing airworthiness of an aircraft, according to ICAO Annex 8, shall be determined by:
<ul style="list-style-type: none"> a The operator's State b ICAO c The State of registry d A specific body 	
42 id 7424	An aircraft having sustained damage while on the territory of a Contracting State other than the State of Registry may fly without fare-paying passengers to an airport at which it can be restored to an airworthy condition if:
<ul style="list-style-type: none"> a It receives permission of the State of Registry. b It receives permission from the Contracting State where the damage occurred. c It receives permission from the manufacturer of the aircraft. d The repair works may be done at an airport that is not more than 250 nm away. 	
43 id 7425	Who is competent to issue a Certificate of Airworthiness?
<ul style="list-style-type: none"> a Only such qualified Contracting States specifically listed in Annex 7. b Always the Contracting State in which the power plants have been designed, manufactured and approved. c The Contracting State which approves the aircraft on the basis of satisfactory evidence that the aircraft complies with appropriated airworthiness requirements. d None of the above. 	

10.03. Annex 7-Aircraft Nationality and Registration Mark

44 id 5195	The assignment of the common mark to a common mark registering authority will be made by :
	a the state of registry
	b the state of registry and accepted by the International Telecommunication Union
	c the International Telecommunication Union
	d the International Civil Aviation Organisation
45 id 5196	The common mark shall be selected from the series of symbols included in the radio call signs allocated :
	a to state of the operator
	b to the state of registry by the International Civil Aviation Organisation
	c to the State of registry by the International Telecommunication Union
	d to the International Civil Aviation Organisation by the International Telecommunication Union
46 id 5197	The registration mark shall be letters, numbers or a combination of letters and numbers and shall be that assigned by :
	a the International Civil Aviation Organisation
	b the state of registry only
	c the state of registry or common mark registering authority
	d the International Telecommunication Union
47 id 5199	When letters are used for registration mark combinations shall not be used which might be confused with urgent signals for example
	a LLL
	b FFF
	c RCC
	d TTT
48 id 5200	When letters are used for registration mark combinations shall not be used which might be confused with urgent signals for example
	a DDD
	b RCC
	c LLL
	d PAN
49 id 5201	When letters are used for the registration mark combinations shall not be used which might be confused with urgent or distress signals for example
	a LLL
	b DDD
	c RCC
	d XXX
50 id 5202	The height of the marks on lighter than air aircraft other than unmanned free balloons shall be
	a at least 60 centimetres
	b at least 50 centimetres
	c at least 100 centimetres
	d at least between 40 centimetres and 50 centimetres

51 id 5203	The height of the marks under the wings of heavier than air aircraft shall be
<ul style="list-style-type: none"> a at least 75 centimetres b at least between 40 centimetres and 50 centimetres c at least 60 centimetres d at least 50 centimetres 	
52 id 5204	The height of the marks on the fuselage (or equivalent structure) and on the vertical tail surfaces of heavier than air aircraft shall be
<ul style="list-style-type: none"> a at least 20 centimetres b at least 40 centimetres c at least 30 centimetres d at least between 20 centimetres and 40 centimetres 	
53 id 7426	The certificate of registration shall:
<ul style="list-style-type: none"> a Be visible to the passengers at all times. b Be reproduced on the portion of the airline ticket that stays with the passenger c Be carried on board the aircraft at all times. d a) and c) are correct. 	
54 id 7427	When the first character of the registration mark is a letter:
<ul style="list-style-type: none"> a It shall be preceded by a hyphen b It shall be followed by a number. c The registration mark must be completed by the national emblem. d It may not be followed by a number. 	

10.04. Annex 1 Personnel Licensing

55 id 1610	<p>The proficiency check of a pilot took place the 15th of April. The validity of the previous proficiency check was the 30th of June. The period of the new proficiency check can be and can't exceed:</p> <ul style="list-style-type: none">a 30th of April the following yearb 15th of October the same yearc 30th of October the same yeard 31th of December the same year
56 id 1851	<p>The prescribed re-examination of a licence holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the licence authority, provided that such deferment shall only be made as an exception and shall not exceed:</p> <ul style="list-style-type: none">a A single period of six month in the case of a flight crew member of an aircraft engaged in non-commercial operations.b Two consecutive periods each of three month in the case a flight crew member of an aircraft engaged in non-commercial operations.c A single period of three month in the case of a flight crew member of an aircraft engaged in commercial operations.d Two consecutive periods each of six month in the case of a flight crew member of an aircraft engaged in non-commercial operations.
57 id 1852	<p>When a contracting state renders valid a licence issued by another contracting state, the validity of the authorization:</p> <ul style="list-style-type: none">a Is only considered for PPL.b Depends on the regulations of the contracting state which renders valid the licence.c Shall not extend beyond one year for ATPL and PCL.d Shall not extend beyond the period of validity of the licence.
58 id 3277	<p>You may act as a flight instructor to carry out flight instruction for the issue of a PPL</p> <ul style="list-style-type: none">a With an ATPLb With a theoretical CPL examination plus flight instructor ratingc With a PPL plus flight instructor ratingd With a CPL
59 id 3278	<p>The validity of the instrument-rating aeroplane - IR(A) is :</p> <ul style="list-style-type: none">a 1 yearb 6 monthsc 5 yearsd 2 years
60 id 3280	<p>The minimum age for obtaining a PPL is :</p> <ul style="list-style-type: none">a 21 yearsb 16 yearsc 18 yearsd 17 years

61 id 3318	To be able to execute a public transport flight, the minimum and maximum age (with ATPL) is :
<ul style="list-style-type: none"> a 21 and 59 years b 16 and 60 years c 17 and 59 years d 18 and 60 years 	
62 id 3841	Which of the following Annexes to the Chicago convention contains minimum specifications for a crew licence to have international validity?
<ul style="list-style-type: none"> a Annex 4 b Annex 2 c Annex 3 d Annex 1 	
63 id 4628	The holder of a pilot's licence should inform the Authority of any illness which they are suffering which involves incapacity to undertake those functions to which the licence relates throughout a period of a certain number of days or more. The number of days is :
<ul style="list-style-type: none"> a 21 b 30 c 60 d 90 	
64 id 4629	If a licence holder is unable to perform the flight crew functions appropriate to that licence due to illness, the authority must be informed :
<ul style="list-style-type: none"> a as soon as possible if the illness is expected to last more than 21days b After 21 days of consecutive "illness" c after one calendar month of consecutive illness d if still not fit to fly when his/her current medical certificate expires 	
65 id 5154	The holder of a pilot licence, when acting as co-pilot of an aircraft required to be operated with a co-pilot, shall be entitled to be credit with not more than :
<ul style="list-style-type: none"> a 60 % of the co-pilot flight time towards, the total flight time required for a higher grade of a pilot licence b 40 % of the co-pilot flight time towards, the total flight time required for a higher grade of a pilot licence c 100 hours of flying time required for a higher grade of a pilot licence d 50 % of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence 	
66 id 5155	The age of an applicant for a commercial pilot licence shall not be less than :
<ul style="list-style-type: none"> a 21 years of age b 18 years of age c 17 years of age d 16 years of age 	

<p>67 id 5156</p>	<p>An applicant for a commercial pilot licence shall hold</p>
	<p>a a current class III medical assessment b a current class II medical assessment c a current class I medical assessment d a current class medical assessment as prescribed by the state issuing the licence</p>
<p>68 id 5157</p>	<p>The privileges of the holder of a commercial pilot licence-aeroplane shall be :</p>
	<p>a to act as pilot in command in any aeroplane engaged in commercial air transportation b to act as pilot-in command in any aeroplane engaged in operations other than commercial air transportation c to act as pilot in command in any aeroplane certificate for single pilot operation other than in commercial air transportation d none of the answers are correct</p>
<p>69 id 5158</p>	<p>An applicant for a commercial pilot licence-aeroplane shall have completed not less than hours of cross country flight time as pilot in command including a cross country flight totalling not less than km (-NM), in the course of which full stop landings at two different aerodromes shall be made. The hours and distance referred are :</p>
	<p>a 10 hours and 270 km (150 NM) b 20 hours and 540 km (300NM) c 15 hours and 540 km (300NM) d 20 hours and 270 km (150NM)</p>
<p>70 id 5159</p>	<p>An applicant for a commercial pilot licence aeroplane shall have completed in aeroplanes not less than :</p>
	<p>a 10 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM) b 20 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM) c 25 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM) d 15 hours of cross country flight time as pilot-in-command including a cross country flight not less than 540 km (300NM)</p>
<p>71 id 5160</p>	<p>An applicant for an Airline Transport Pilot Licence aeroplane shall have completed in aeroplanes not less than hours, either as pilot in command or made up by not less than hours as pilot-in-command and the additional flight time as co-pilot performing, under the supervision of the pilot-in-command the duties and functions of a pilot in command provided that the method of s</p>
	<p>a 200 hours and 75 hours b 250 hours and 100 hours c 200 hours and 100 hours d 150 hours and 75 hours</p>

72 id 5161	<p>The applicant for an Airline Transport Pilot Licence shall have completed in aeroplanes not less than hours of cross-country flight time, of which not less than hours shall be as pilot-in command or co-pilot performing, under the supervision of the pilot in command, the duties and functions of a pilot in command, provided that the method of supervision employed is acceptable</p> <p>a 150 hours and 75 hours</p> <p>b 250 hours and 10 hours</p> <p>c 200 hours and 100 hours</p> <p>d 200 hours and 75 hours</p>
73 id 5162	<p>An applicant for an Airline Transport Pilot Licence shall have completed in aeroplanes not less than :</p> <p>a 100 hours of instrument time, of which not more than 30 hours of instrument ground time</p> <p>b 75 hours of instrument time, of which not more than 30 hours may be instrument ground time.</p> <p>c 150 hours of instrument time, of which not more than 75 hours of instrument ground time.</p> <p>d 75 hours of instrument time, of which not more than 20 hours of instrument ground time.</p>
74 id 5163	<p>An applicant for an Airline Transport Pilot Licence shall have completed in aeroplanes not less than :</p> <p>a 75 hours of night flight as pilot in command or as co-pilot</p> <p>b 100 hours of night flight only as pilot in command</p> <p>c 100 hours of night flight as pilot in command or as co-pilot</p> <p>d 75 hours of night time only as pilot in command</p>
75 id 5164	<p>The licensing authority shall determine whether experience as pilot under instruction in a synthetic flight trainer which it has approved, is acceptable as part of the total flight time of 1 500 hours. Credit for such experience shall be limited to a maximum of :</p> <p>a 75 hours of which not more than 20 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer</p> <p>b 100 hours of which not more than 20 hours shall have been acquired in a basic instrument flight trainer</p> <p>c 100 hours of which not more than 15 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer</p> <p>d 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or basic instrument flight trainer</p>
76 id 5165	<p>An applicant holding a private or commercial pilot licence aeroplane for the issue of an instrument rating, shall have completed hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the licensing Authority, of which not less than hours shall be in aeroplanes. The said hours, are respectively</p> <p>a 40 hours and 15 hours</p> <p>b 40 hours and 10 hours</p> <p>c 50 hours and 10 hours</p> <p>d 50 hours and 15 hours</p>

77 id 5166	<p>In certain circumstances a medical examination may be deferred at the discretion of the licensing authority, provided that such deferment shall only be made as an exception and shall not exceed :</p> <ul style="list-style-type: none"> a A single period of six months in the case of a flight crew member of an aircraft engaged in commercial operations. b Two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in non commercial operations c A single period of six months in the case of a flight crew member of an aircraft engaged in non commercial operations. d in the case of a private pilot, a single period of 12 months
78 id 5167	<p>The duration of the period of currency of a medical assessment shall begin on the date :</p> <ul style="list-style-type: none"> a the medical assessment is issued b the licence is issued or validated c the licence is issued or renewed d the licence is delivered to the pilot
79 id 5168	<p>When a contracting state renders valid a licence issued by another contracting state the validity of the authorization</p> <ul style="list-style-type: none"> a shall not extend more than 15 days from the date of the licence b shall not extend beyond the period of validity of the licence c the Contracting state rendering a licence valid may extend the date of the validity at its own discretion d shall not extend beyond the period of validity of the licence other than for use in private flights
80 id 5169	<p>When the holders of aircraft transport pilot licences aeroplane and helicopter have passed their 40th birthday the medical examination shall be reduced from :</p> <ul style="list-style-type: none"> a 24 months to 12 months b 12 months to 3 months c 12 months to 6 months d none of the answers are correct
81 id 5170	<p>Type ratings shall be established</p> <ul style="list-style-type: none"> a only aircraft certificated for operation with a minimum crew of at least two pilots b for any type of aircraft whenever considered necessary by the authority c only for aircraft certificated for operation with a minimum crew of at least two pilots and each type of helicopter d all the answers are correct
82 id 5171	<p>The holder of a pilot licence when acting as co-pilot performing under the supervision of the pilot in command the functions and duties of a pilot in command shall be entitled to be credit :</p> <ul style="list-style-type: none"> a in full with his flight but not more than 300 hours towards the total time required for a higher grade of pilot licence b in full with his flight time towards the total time required for higher grade of pilot licence c the flight time towards the total time required for higher grade of pilot licence in accordance with the requirements of the licensing authority d 50% of his flight time towards the total time required for higher grade of pilot licence

83 id 5172	<p>For commercial pilot licence aeroplane the applicant shall have completed in aeroplanes not less than if the privileges of the licence are to be exercised at night</p> <p>a 5 hours of night flight time including 5 take offs and 5 landings either as pilot in command or as co-pilot</p> <p>b 5 hours of night flight time including 5 take offs and 5 landings as pilot in command</p> <p>c 5 hours of night flight time including 3 take-offs and 3 landings as pilot in command</p> <p>d 5 hours of night flight time including 3 take offs and 5 landings as pilot in command</p>
84 id 5173	<p>An applicant for a commercial pilot licence aeroplane shall have completed in aeroplanes not less than :</p> <p>a 150 hours of flight time and 100 hours as pilot in command</p> <p>b 200 hours of flight time and 80 hours as pilot in command</p> <p>c 200 hours of flight time and 70 hours as pilot in command</p> <p>d 200 hours of flight time or 150 hours if completed during a course of approved training as a pilot of aeroplanes</p>
85 id 5174	<p>An applicant for a commercial pilot licence shall have completed in aeroplanes not less than :</p> <p>a 20 hours of instrument instruction time of which not more than 10 hours may be instrument ground time</p> <p>b 20 hours of instrument instruction time of which not more than 5 hours may be instrument ground time.</p> <p>c 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time</p> <p>d 15 hours of instrument time of which not more than 5 hours as pilot in command</p>
86 id 5297	<p>The International Civil Aviation Convention Annex containing standards and recommended practices for Personnel Licensing is :</p> <p>a Annex 2</p> <p>b Annex 1</p> <p>c Annex 11</p> <p>d Annex 12</p>
87 id 5482	<p>The applicant to exercise the functions of an Instrumental Flight Rating in _____ aeroplanes shall prove, according to Annex I, PERSONNEL LICENSING, his/her capability to pilot such aircraft only by instrumental rules and an engine _____.</p> <p>a Amphibious/inactive or simulated inactive.</p> <p>b Land/inactive.</p> <p>c Multi-engine / inoperative or simulated inoperative.</p> <p>d Single-engine/inactive.</p>
88 id 5819	<p>According to JAR-FCL, a professional flight crew licence license issued by a non JAA State may be rendered valid for use on aircraft registered in a JAA Member State</p> <p>a At the discretion of the Authority of that Member State concerned for a period not exceeding one year</p> <p>b At the discretion of the Authority of the Member State concerned for a period not exceeding the period validity of basic licence</p> <p>c At the discretion of the Authority of that Member State concerned for a period not exceeding two years</p> <p>d At the discretion of the Authority of that Member State concerned for a period not exceeding one year, provided that the basic licence remains valid.</p>

89 id 5820	According to JAR-FCL, licence holders do not exercise the privileges of their licences, related ratings or authorisations at any time when they are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges. They shall without undue delay seek the advice of the authority or AME when becoming aware of hospital or clinic admissions for
	<ul style="list-style-type: none"> a More than one week b More than 12 days c More than 12 hours d Any period
90 id 5821	According to JAR-FCL, Class 2 medical certificate for private pilots will be valid for
	<ul style="list-style-type: none"> a 24 months until age of 40, 12 months thereafter b 60 months until age of 30, 24 months until age of 40, 12 months thereafter c 60 months until age of 30, 24 months until age of 50, 12 months until age of 65 and 6 months thereafter d 24 months until age of 40, 12 months until age of 60 and 6 months thereafter
91 id 5822	According to JAR-FCL, an applicant for a CPL (A) who has satisfactorily followed an completed an integrated flying training course shall have completed as a pilot of aeroplanes having a certificate of airworthiness issued or accepted by a JAA Member State at least:
	<ul style="list-style-type: none"> a 200 hours of flight time b 150 hours of flight time c 150 hours of flight time plus 10 hours of instrument ground time d 200 hours of flight time plus 10 hours of instrument ground time
92 id 5823	According to JAR-FCL, an instrument rating is valid for :
	<ul style="list-style-type: none"> a Indefinitely b two years c The period of validity of the licence. d one year
93 id 5824	According to JAR-FCL, an applicant for an IR(A) shall hold a PPL (A) including a night qualification or CPL(A) and shall have completed at least 50 hours :
	<ul style="list-style-type: none"> a Cross country flight time as pilot-in-command in aeroplanes or helicopters of which at least 10 hours shall be in aeroplanes. b Cross country flight time as pilot of aeroplanes or helicopters of which at least 10 hours shall be in aeroplanes. c Instructional flight time as studen-pilot-in-command of aeroplanes. d Instructional flight time as student-pilot-in-command of aeroplanes or helicopters of which at least 10 hours shall be in aeroplanes.
94 id 5825	According to JAR-FCL, class rating shall be established for single pilots aeroplanes not requiring a type rating, including :
	<ul style="list-style-type: none"> a All self.-sustaining gliders. b All types of single-pilot, single-engine aeroplanes fitted with a turbojet engine. c Microlights having fixed wings and moveable aerodynamic control surfaces acting in all three dimensions. d Any other type of aeroplane if considered necessary.

95 id 5826	<p>According to JAR-FCL, establishment of separate type rating for aeroplanes will be assessed on the basis of three criteria. One of these three criteria is that the aeroplane has :</p> <p>a Handling characteristics that require additional flying or simulator training</p> <p>b Handling characteristics that require the use of more than one crew member</p> <p>c A certificate of airworthiness issued by a non-member state.</p> <p>d A certificate of airworthiness issued by the manufacturer.</p>
96 id 5827	<p>According to JAR-FCL, the validity of type ratings and multi-engine class ratings will be one year from the date :</p> <p>a Of the skill test</p> <p>b Of issue</p> <p>c The application is received by the Authority.</p> <p>d Of the last medical certificate</p>
97 id 5828	<p>According to JAR-FCL, single pilot single-engine class ratings are valid for :</p> <p>a Two years up to age 40 years then one year thereafter.</p> <p>b One year</p> <p>c Two years</p> <p>d Five years after licence issue.</p>
98 id 5829	<p>According to JAR-FCL, successful completion of multi-crew co-operation (MCC) training shall be required to: :</p> <p>a Revalidate any rating or licence</p> <p>b Obtain the first class rating on multi-engine aeroplanes</p> <p>c Obtain a professional pilot licence</p> <p>d Obtain the first type rating on multi-pilot aeroplanes</p>
99 id 5830	<p>According to JAR-FCL, an applicant for ATPL (A) shall have completed as a pilot of aeroplane at least 1.500 hours of flight time, including</p> <p>a 500 hours in multi-pilot operations on aeroplanes type certificated in accordance with JAR/FAR 25 or JAR/FAR 23.</p> <p>b 500 hours in multi-pilot operations on aeroplanes type certificated in accordance with JAR/FAR 25 or JAR/FAR 23, as pilot-in-command</p> <p>c 500 hours in multi-pilot operations on aeroplanes type certificated in accordance with JAR/FAR 25 or JAR/FAR 23, of which up to 150 hours may be as flight engineer.</p> <p>d 500 hours in multi-pilot operations on aeroplanes type certificated in accordance with JAR/FAR 25 or JAR/FAR 23, including 200 hours of night flight as pilot-in-command or as co-pilot.</p>
100 id 5831	<p>According to JAR-FCL, an applicant for ATPL(A) shall have demonstrated the ability to perform as pilot-in-command, the procedures and manoeuvres of an aeroplane type certificated for.</p> <p>a Operations by pilots under training.</p> <p>b For the carriage of passengers at night.</p> <p>c A minimum crew of two pilots plus a flight engineer.</p> <p>d A minimum crew of two pilots under IFR</p>

101 id 5832	<p>According to JAR-FCL, the privileges of a newly qualified Flight Instructor are restricted to carrying out instruction under the supervision of a FI(A), approved for this purpose. The restrictions may be removed from the rating :</p> <ul style="list-style-type: none"> a On the recommendation of the supervising FI(A) after the holder of the restricted FI(A) rating has completed a competency test. b On the recommendation of the supervising FI(A) after the holder of the restricted FI(A) rating has supervised at least 100 solo flights. c On the recommendation of the supervising FI(A) after the holder of the restricted FI(A) rating has completed at least 100 hours flight instruction and , in addition, has supervised at least 25 student solo flights. d On the recommendation of the supervising FI(A) after the holder of the restricted FI(A) rating has supervised at least 100 solo flights and completed a competency test.
102 id 5833	<p>According to JAR-FCL, the aeroplane instructor categories recognised are:</p> <ul style="list-style-type: none"> a FI(A) and IRI(A). b FE(A)/TRE(A)/CRE(A)/IRE(A) and SFI authorisation. c FI(A)/TRI(A)/CRE(A)/IRE(A) and SFI authorisation d FI(A)/TRI(A)/CRI(A)/IRI(A) and SFI authorisation
103 id 5834	<p>According to JAR-FCL, the privileges of the holder of an unrestricted FI(A) rating are to conduct flight instruction for the issue of a CPL(A):</p> <ul style="list-style-type: none"> a Provided that the FI(A) has completed 200 hours of flight instruction b Provided that the FI(A) has completed not less than 15 hours on the relevant type in the preceding 12 months. c Provided that the FI(A) has completed at least 500 hours of flight time as a pilot of aeroplanes including at least 200 hours of flight instruction d Without restriction
104 id 5835	<p>According to JAR-FCL, an examiner's authorisation is valid for :</p> <ul style="list-style-type: none"> a The period of validity of the class/type rating. b Not more than two years c Not more than three years d The period of validity of the medical certificate.
105 id 5836	<p>According to JAR-FCL, Medical certificates classes are:</p> <ul style="list-style-type: none"> a 1, 2 and 3 b 1 and 2 c 1,2,3 and 4 d class 1 only.
106 id 7383	<p>Medical requirements are contained in the following JAR-FCL Part:</p> <ul style="list-style-type: none"> a Part 1 b Part 2 c Part 3 d Part 4

107 id 7384	"Demonstration of skill to revalidate or renew ratings, and including such oral examination as the examiner may require" is the definition for a:
	<ul style="list-style-type: none"> a Skill test b Proficiency check c Revalidation d Conversion
108 id 7385	May further ratings under JAR-FCL requirements be obtained be other States than the State of licence issue and if yes, by whom are such ratings entered into the licence?
	<ul style="list-style-type: none"> a No, ratings may only be obtained by the State of licence issue. b Yes, ratings may be obtained and entered into the licence by any JAA Member State. c Yes, ratings may be obtained by any JAA Member State, they will be entered into the licence by State of licence issue. d Yes, ratings may be obtained from any State but they will be entered into the licence by a JAA Member State only.
109 id 7386	The holder of a licence with a night flying qualification that does not include a valid IR (A) and not operating under JAR-OPS 1 shall not act as a PIC of aeroplane carrying passengers at night unless
	<ul style="list-style-type: none"> a during the previous 90 days, at least one landing has been carried out at night. b during the previous 90 days, at least three landings have been carried out at night. c during the previous 30 days, at least one landing has been carried out at night. d during the previous 60 days, at least one landing has been carried out at night.
110 id 7387	Which medical certificate is required for a CPL or ATPL and by whom shall the medical checks be carried out.
	<ul style="list-style-type: none"> a Class 2 medical certificate; the first check has to be carried out by an AMC, the consecutive checks may be carried out by an AME. b Class 2 medical certificate; the first check has to be carried out by an AME, the consecutive checks may be carried out by an AMC. c Class 1 medical certificate; the first check has to be carried out by an AMC, the consecutive checks may be carried out by an AME. d Class 1 medical certificate; all checks have to be carried out by an AMC.
111 id 7388	The validity period of a PPL for a Pilot between 50 and 65 years is:
	<ul style="list-style-type: none"> a 2 years b 1 year c 6 month d 3 month
112 id 7389	If due to an illness, a pilot is unable to act as a member of a flight crew for a period of 21 days or more, the holder of the licence shall
	<ul style="list-style-type: none"> a inform the Authority in writing about the illness. b inform the Authority in writing about the illness and may resume flight duty when feeling fit again. c inform the Authority in writing when the period of 21 days has elapsed. Flight duties may only be resumed when the requirements imposed by the Authority have been met. d seek advice of an AMC and may resume flight duties when declared fit.

113 id 7390	Type ratings are established for
	<ul style="list-style-type: none"> a multi-engine piston aeroplanes (MEP) land. b single-engine turbo-prop aeroplanes (SET) land. c single-engine piston aeroplanes (SEP) sea. d each type of multi-pilot aeroplane (MPA).
114 id 7391	The validity period of a type rating is
	<ul style="list-style-type: none"> a one year b two years c two years if the type is operated under VFR only. d none of the above is correct.
115 id 7392	(IR) The validity period of an IR (A) is
	<ul style="list-style-type: none"> a two years for single-engine aeroplanes. b six month for multi-engine jet aeroplanes. c one year d two years for single engine aeroplanes and one year for multi-engine aeroplane.
116 id 7393	(CPL) Which of the statements concerning the privileges of a holder of a CPL (A) is correct:
	<ul style="list-style-type: none"> a act as PIC in commercial air transportation. b act as PIC in commercial air transportation on VFR flights only. c act as PIC in commercial air transportation of any single-pilot aeroplane. d act as PIC in commercial air transportation of any aircraft with a MTOW of 5700 kg or less.
117 id 7394	The minimum age for a ATPL (A) shall be at least:
	<ul style="list-style-type: none"> a 21 years. b 20 years. c 20 years if the applicant has completed at least 1500 hours of flight time. d 22 years.
118 id 7395	The minimum age for a PPL (A) shall be at least:
	<ul style="list-style-type: none"> a 17 years. b 18 years. c 19 years. d 16 years.
119 id 7396	(CPL) The minimum age for a CPL (A) shall be at least:
	<ul style="list-style-type: none"> a 17 years. b 18 years. c 19 years. d 20 years.

120 id 7397	(CPL) An applicant for a CPL (A) shall have completed at least the following flight time: a 150 hours if following an integrated course. b 150 hours if following a modular course. c 200 hours if following an integrated course. d 50 hours cross country flight as PIC in aeroplanes.
121 id 7398	For which aircraft is MCC required? a For any jet aeroplane. b For any turbo-prop aeroplane. c For any aircraft engaged in commercial operation. d For multi-crew aeroplanes.

10.05. Rules of the Air

10.05.01. Annex 2

122 id 42	Except when a clearance is obtained from an ATC unit, a VFR flight can not enter or leave a control zone when ceiling is less than : a 2 000 feet or visibility is less than 5 km b 1 000 feet or visibility is less than 5 km c 1 500 feet or visibility is less than 5 km d 1 000 feet or visibility is less than 8 km
123 id 43	The person who has final authority as to the disposition of an aircraft during flight time is: a The airliner operator b The ATC controller if the aircraft is flying in a controlled airspace c The aircraft owner d The commander
124 id 44	Which of the following flights has the greatest priority to land ? a Emergency aircraft b Military aircraft c VIP (Head of state) aircraft d Hospital aircraft carrying a very sick person needing immediate medical attention
125 id 45	An aircraft flying above the sea between 4 500 feet MSL and 9 000 feet MSL outside controlled airspace under VFR, must remain on principle at least: a Clear of clouds and in sight of the surface; 8 km visibility. b 1500 m horizontally, 1000 feet vertically from clouds; 8 km visibility. c 1 500 m horizontally, 1000 feet vertically from clouds; 5 km visibility. d 2 000 feet horizontally, 1000 feet vertically from clouds; 5 km visibility.
126 id 47	The VMC minima for an airspace classified as "G" above 10 000 feet MSL are : a 1 nautical mile horizontally and 1000 feet vertically from clouds; 8 km visibility b 1500 m horizontally and 1 000 feet vertically from clouds; 5 km visibility c 1 nautical mile horizontally and 1 000 feet vertically from clouds; 5 km visibility d 1500 m horizontally and 1 000 feet vertically from clouds; 8 km visibility.
127 id 48	A controlled flight is requested to inform the appropriate ATC unit whenever the average True Air Speed at cruising level varies or is expected to vary from that given in the flight plan by plus or minus: a 2% b 3% c 5% d 10 %

128 id 49	An aircraft intercepted by another aircraft, if equipped with SSR transponder shall, unless otherwise instructed by the appropriate ATS unit, select one of the following code on mode "A"
<ul style="list-style-type: none"> a 7 700 b 7 500 c 7 600 d 7 000 	
129 id 50	An aircraft intercepted by another aircraft shall immediately attempt to establish radio communication with the intercepting aircraft on the following frequencies:
<ul style="list-style-type: none"> a 121.5 MHz - 125.5 MHz b 121.5 MHz - 243 MHz c 121.5 MHz - 282.8 MHz d 243 MHz - 125.5 MHz 	
130 id 51	Which manoeuvre shall be executed by an intercepting aircraft if the pilot wants to communicate to the intercepted aircraft "YOU MAY PROCEED" ?
<ul style="list-style-type: none"> a Executing a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft. b Rocking wings twice and crossing in front of the aircraft. c Circling the intercepted aircraft in a clock-wise pattern. d Rocking the wings and flashing the navigational lights. 	
131 id 52	Which action shall be taken by an aircraft in the traffic pattern of an aerodrome, experiencing radio failure to indicate difficulties which compel it to land without requiring immediate assistance?
<ul style="list-style-type: none"> a The repeated switching on and off of the landing lights b Switching on and off three times the landing lights c Switching on and off four times the landing lights d Switching on and off four times the navigation lights 	
132 id 53	If radio communication is established during an interception but communications in a common language is not possible, which phrase should be pronounced by the intercepting aircraft to request the intercepted aircraft to descend for landing ?
<ul style="list-style-type: none"> a Descend b Let down c You land d Descend for landing 	
133 id 54	If radio contact with the intercepting aircraft is established but communication on a common language is not possible, which phrase should be pronounced by the intercepted aircraft to communicate that he is unable to comply with the instructions received ?
<ul style="list-style-type: none"> a CAN NOT COMPLY b CAN NOT c UNABLE TO COMPLY d NOT POSSIBLE 	

134 id 55	A flashing red light from control tower during an approach to land means:
<ul style="list-style-type: none"> a The airport is temporarily closed, continue circling b The airport is unsafe, do not land c Give way to other aircraft in emergency d Continue circling and wait for further instructions 	
135 id 56	On aerodromes aircraft taxiing on the manoeuvring area of an aerodrome shall give way to:
<ul style="list-style-type: none"> a other converging aircraft b other vehicles and pedestrians c aircraft taking off or about to take off d all vehicles moving on the apron except the "follow me" vehicle 	
136 id 519	Unless otherwise prescribed, what is the rule regarding level to be maintained by an aircraft flying IFR outside controlled airspace?
<ul style="list-style-type: none"> a 2 000 feet above the highest obstacle within 8 kilometres of course b 1 000 feet above the highest obstacle within 8 kilometres of the estimated position of the aircraft c 1 000 feet above the highest obstacle within 8 nautical miles of course d 2 000 feet above the highest obstacle within 8 nautical miles of course 	
137 id 520	Aircraft "A" with an ATC clearance is flying in VMC conditions within a control area. Aircraft "B" with no ATC clearance is approaching at approximately the same altitude and on a converging course. Which has the right of way?
<ul style="list-style-type: none"> a Aircraft "B" if "A" is on its left b Aircraft "A" if "B" is on its right c Aircraft "A" regardless of the direction which "B" is approaching d Aircraft "B" regardless of the direction "A" is approaching 	
138 id 521	Which of the following actions shall be taken in case of a controlled flight deviates from the track?
<ul style="list-style-type: none"> a Adjust the heading of aircraft to regain track as soon as practicable b Inform the ATC unit immediately c If VMC, maintain this condition, waiting for the ATC instructions d Notify ATC of the new track immediately and comply with instructions 	
139 id 522	While on IFR flight, a pilot has an emergency which causes a deviation from an ATC clearance. What action must be taken?
<ul style="list-style-type: none"> a The appropriate ATC unit shall be notified of the action taken as soon as circumstances permit b Request an amended clearance or cancel the IFR flight plan c Submit a detailed report to ATC within 24 hours d Squawk 7700 	
140 id 523	A signalman will ask the pilot to apply parking brakes by the following signals:
<ul style="list-style-type: none"> a Raise arm and hand, with fingers extended, horizontally in front of body , then clench fist b Arms down , palms facing inwards, moving arms from extended position inwards. c Crossing arms extended above his head d Horizontally moving his hands, fingers extended, palms toward ground 	

141 id 524	<p>An aircraft is flying under Instrument Flight Rules in an area where the visibility is unlimited and the sky is clear (free of clouds), when it totally loses radiocommunications. The procedure to be followed is:</p> <p>a land on the closest appropriate aerodrome, then advise Air Traffic Services of landing</p> <p>b adopt a VFR flight level and continue flight onto destination</p> <p>c continue flight onto destination, complying with last received clearances then with filed flight plan.</p> <p>d descend to En-route Minimum Safe Altitude and join closest airfield open to IFR operations</p>
142 id 525	<p>A red flare addressed to a flying aircraft means :</p> <p>a Dangerous airfield. Do not land.</p> <p>b Come back and land.</p> <p>c Give way to another aircraft and hold the circuit.</p> <p>d Not with standing any previous instructions, do not land for the time being.</p>
143 id 851	<p>A double white cross displayed horizontally in the signal area means:</p> <p>a Special precautions must be observed due to bad state of the taxiways.</p> <p>b An area unit for the movement of aircraft.</p> <p>c The aerodrome is being used by gliders and that glider flights are being performed.</p> <p>d Need special precautions while approaching for landing.</p>
144 id 1846	<p>Aircraft wishing to conduct IFR flight within advisory airspace, but not electing to use the air traffic advisory service:</p> <p>a Shall nevertheless submit a flight plan and notify changes made thereto to the ATS unit providing that service.</p> <p>b Shall nevertheless submit a flight plan but changes made thereto are not necessary to be notified.</p> <p>c need to file a flight plan</p> <p>d may file a flight plan under pilot's discretion.</p>
145 id 3281	<p>An aircraft is considered to overtake another if it approaches the other aircraft from the rear on a line forming an angle of less than :</p> <p>a 70 degrees with the plane of symmetry of the latter</p> <p>b 50 degrees with the plane of symmetry of the latter</p> <p>c 60 degrees with the plane of symmetry of the latter</p> <p>d 80 degrees with the plane of symmetry of the latter</p>
146 id 3282	<p>Which provisions on a VFR-flight in Class E airspace are CORRECT?</p> <p>a Service provided : Traffic Information as far as practical; ATC Clearance : not required ;</p> <p>b Service provided : Air Traffic Control Service; ATC Clearance : required ;</p> <p>c Service provided : Traffic Information as far as practical; ATC Clearance : required ;</p> <p>d Service provided : Air Traffic Control Service; ATC Clearance : not required</p>
147 id 3283	<p>VMC minima for VFR flights in Class B airspace, above 3050m (10000 ft) AMSL, are :</p> <p>a 8 km visibility, and clear of clouds ;</p> <p>b 5 km visibility, 1500 m horizontal and 1000 ft vertical distance from clouds ;</p> <p>c 8 km visibility, 1500 m horizontal and 1000 ft vertical distance from clouds ;</p> <p>d No minima, VFR flights are not permitted</p>

148 id 3284	During an IFR flight in VMC in controlled airspace you experience a two-way radio communication failure. You will :
	<ul style="list-style-type: none"> a Land at the nearest suitable aerodrome maintaining VMC and inform ATC ; b Select A7600 and continue according current flight plan to destination ; c Descend to the flight level submitted for that portion of flight ; d Land at the nearest suitable aerodrome and inform ATC
149 id 3308	When a controlled flight inadvertently deviates from its current flightplan, ATC has to be informed in case :
	<ul style="list-style-type: none"> a the TAS varies by plus or minus 5% of the TAS notified in the flightplan. b of an emergency. c the estimated time is in error by more than 10 minutes. d it is a deviation from the track.
150 id 3310	Where State has not established minimum IFR altitudes, the minimum height of an aircraft above the highest obstacle over high terrain, or in mountainous areas shall be for an IFR flight :
	<ul style="list-style-type: none"> a at least 1000 feet within 8 KM of the estimated position b at least 1000 feet within 5KM of the estimated position c at least 2000 feet within 8 KM of the estimated position d at least 2000 feet within 5KM of the estimated position
151 id 3311	An aircraft shall display, if so equipped, an anti-collision light:
	<ul style="list-style-type: none"> a outside the daylight-period at engine-start. During the daylight-period this is not applicable; b outside the daylight-period in flight, but not on the ground when it is being towed; c while taxiing, but not when it is being towed; d on the ground when the engines are running
152 id 3312	The white dumb-bell with black perpendicular bar indicates that :
	<ul style="list-style-type: none"> a landing, take-off and taxiing is allowed on runway and/or taxiway only; b gliderflying is performed outside the landing area; c taxiing need not be confined to the taxiways ; d this aerodrome is using parallel runways
153 id 3313	Your aircraft is intercepted by a military aircraft The signals given by this aircraft conflict with ATC instructions You should :
	<ul style="list-style-type: none"> a select code A7500 on your transponder. b follow ATC instructions. c request ATC for other instructions. d follow the instructions of the intercepting aircraft.
154 id 4231	An aircraft which is being subjected to unlawful interference ('hijacked') and is forced to divert from the cleared track or cruising level without being able to communicate with ATS shall try to:
	<ul style="list-style-type: none"> a Fly the emergency triangle b Continue at an altitude that differs from the semicircular rule with 1000 feet when above FL 290 and 500 feet when lower than FL 290 c Declare an emergency d As soon as possible commence emergency descent in order minimize the difference between cabin pressure and outside pressure

155 id 5293	An aircraft manoeuvring in an airport's circuit receives a series of red flashes from the control tower. This signifies that the aircraft must :
<ul style="list-style-type: none"> a not land for the moment regardless of previous instructions. b give way to another aircraft. c return to land and that clearance to land will be communicated in due course. d not land because the airport is not available for landing. 	
156 id 5309	Whilst flying in an aerodrome's traffic circuit, an aircraft receives a series of green flashes from the tower. The aircraft :
<ul style="list-style-type: none"> a must give way to another aircraft. b is cleared to land. c must land immediately and clear the landing area. d must come back to land and the landing clearance will be sent in due time. 	
157 id 5316	While taxiing an aircraft receives the following light signal from the control tower : series of red flashes. This signal means that the aircraft :
<ul style="list-style-type: none"> a must vacate the landing area in use. b must stop. c must return to its point of departure. d may continue to taxi to the take-off area. 	
158 id 5317	While taxiing, an aircraft receives from the airport controller the following light signal : a series of green flashes. This signal means that the aircraft :
<ul style="list-style-type: none"> a must stop. b may continue to taxi towards the take-off area. c must return to its point of departure. d is cleared for take-off. 	
159 id 5321	Given: AGL = above ground level AMSL = above mean sea level FL = flight level within uncontrolled airspace, the first usable level in IFR must provide a 500 ft margin above the following two levels:
<ul style="list-style-type: none"> a 3 000 ft AMSL or 1 000ft AGL. b 3 000 ft AMSL or 1 500 ft AGL. c FL 30 or 100 ft AGL. d FL 30 or 1 500 ft AGL. 	
160 id 7399	On an IFR flight in airspace class D, you receive a traffic information from ATC, that a VFR flight is going to cross your flight path from right to left. Who has the right-of-way?
<ul style="list-style-type: none"> a The VFR flight has the right-of-way. b I have the right-of-way as i am on an IFR flight. c ATC decides who has the right of way and issues appropriate instruction. d Its the task of ATC to separate VFR flights from IFR flights in airspace class D. 	
161 id 7400	To cross lighted stop bars on the manoeuvring area of an aerodrome, the following applies:
<ul style="list-style-type: none"> a Lighted stop bars may only be crossed with the authorisation of the aerodrome control tower. b An aircraft shall stop and hold at all lighted stop bars unless otherwise authorised by the aerodrome control tower. c An aircraft has to stop and hold at all lighted stop bars if so required by the aerodrome control tower. d An aircraft may only proceed further if the lights are switched off. 	

162 id 7401	When has a flight plan to be filed at the latest:
	<ul style="list-style-type: none"> a 60 minutes before the flight plan becomes active. b 10 minutes before departure into an advisory area. c 60 minutes before departure or, if filed in flight, 10 minutes before the aircraft is estimated to reach the intended point of entry into a control area or advisory area or the point of crossing an airway or advisory route. d 60 minutes before departure or, if filed in flight, 30 minutes before the aircraft is estimated to reach the intended point of entry into a control area or advisory area or the point of crossing an airway or advisory route.
163 id 7402	<p>If the time estimated for the next reporting point differs from that notified to ATS, a revised estimate shall be notified to ATS if the time difference is:</p> <ul style="list-style-type: none"> a in excess of three minutes. b three minutes or more. c plus or minus two minutes or more. d none of the above is correct.
164 id 7403	<p>If a communication failure is experienced on an IFR flight in IMC, the pilot shall:</p> <ul style="list-style-type: none"> a land at the nearest suitable aerodrome. b try to reach VMC and land at the nearest suitable aerodrome. c proceed to the navigation aid serving the destination aerodrome and commence descent at the expected approach time or, if no expected approach time has been received, as close as possible to the estimated time of arrival resulting from the current flight plan. d proceed to the navigation aid serving the destination aerodrome and commence descent at the estimated time of arrival or the expected approach time, whichever is later.
165 id 7404	<p>If, during an interception, instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the pilot of the intercepted aircraft shall</p> <ul style="list-style-type: none"> a request immediate clarification while continuing the flight according to the current flight plan. b try to establish radio contact with the intercepting aircraft on the emergency frequency 121.5 MHz and continue the flight according the current ATC clearance. c notify, if possible, the appropriate ATS unit, and land at the nearest suitable aerodrome. d request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.
166 id 7405	<p>The minimum flight visibility and distance from clouds on a VFR flight in airspace class C at 9000 ft. AMSL/2500 ft. AGL is:</p> <ul style="list-style-type: none"> a 5 km, clear of clouds. b 8 km, distance from clouds 1500 m horizontally and 300 m vertically. c 5 km, distance from clouds 1500 m horizontally and 300 m vertically. d 8 km, clear of clouds.
167 id 7406	<p>For flights into control zones, the following meteorological conditions do not require a special VFR clearance:</p> <ul style="list-style-type: none"> a Ground visibility 5 km, ceiling 1500 ft. b Ground visibility 12 km, ceiling 1300 ft. c Ground visibility 4 km, ceiling 2500 ft. d Ground visibility 5 km, ceiling 1400 ft.

168 id 7407	<p>Except when necessary for take-off or landing, a VFR flight over congested areas of cities, towns or settlements or over an open-air assembly of persons shall not be flown at a height less than</p> <ul style="list-style-type: none"> a 300 m above the highest obstacle within a radius of 600 ft. from the aircraft. b 300 m. above the highest obstacle within a radius of 600 m from the aircraft. c 300 m above the highest obstacle. d 600 m above the highest obstacle within a radius of 300 m from the aircraft.
169 id 7408	<p>(IR) Where no minimum flight altitudes have been established for IFR flights, which statement concerning minimum flight altitudes for IFR flights is correct:</p> <ul style="list-style-type: none"> a Over high terrain or in mountainous areas, at a level which is at least 600 m (2000 ft.) above the highest obstacle located within 8 nm of the estimated position of the aircraft. b Over high terrain or in mountainous areas, at a level which is at least 300 m (1000 ft.) above the highest obstacle located within 8 km of the estimated position of the aircraft. c Over high terrain or in mountainous areas, at a level which is at least 600 m (2000 ft.) above the highest obstacle located within 8 km of the estimated position of the aircraft. d Over high terrain or in mountainous areas, at a level which is at least 300 m (1000 ft.) above the highest obstacle located within 8 nm of the estimated position of the aircraft.
170 id 7409	<p>Which of the following signals is a distress signal?</p> <ul style="list-style-type: none"> a In radiotelephony the spoken words PAN, PAN. b The repeated switching on and off of the landing lights. c A parachute flare showing a red light. d The repeated switching on and off of the navigation lights.
171 id 7410	<p>Series of red flashes directed towards an aircraft on ground mean:</p> <ul style="list-style-type: none"> a Taxi clear of landing area in use. b Return to the starting point on the aerodrome. c Give way to another aircraft. d Stop.
172 id 7490	<p>A horizontal white dumb-bell when displayed on a signal area of an aerodrome means:</p> <ul style="list-style-type: none"> a Aircraft are required to land and take-off on runways only, but other manoeuvres need not be confined to runways and taxiways. b Aircraft are required to land, take off and taxi on runways and taxiways only. c Aircraft are required to land and take-off on runways only. d Aircraft are not required to land, take-off and taxi on runways and taxiways.
173 id 7491	<p>On a VFR flight, your magnetic track is 005°, the magnetic heading 355°. Which of the following flight level is correct?</p> <ul style="list-style-type: none"> a FL 60 b FL 55 c FL 70 d FL 65

174 id 7492	In areas where a vertical separation of 2000 ft. has to be applied above FL 290, which group of the following flight levels contains odd flight levels only?
	<ul style="list-style-type: none"> a FL 330, FL 350 b FL 310, FL 370 c FL 410, FL 330 d FL 430, FL 350
175 id 7493	An aircraft which is intercepted by another aircraft shall set its transponder to:
	<ul style="list-style-type: none"> a Mode A, Code 2000 unless otherwise instructed by the appropriate ATS unit. b Mode A, Code 7700 unless otherwise instructed by the appropriate ATS unit. c Mode A, Code 7000 unless otherwise instructed by the appropriate ATS unit. d Mode A, Code 7600 unless otherwise instructed by the appropriate ATS unit.
176 id 7494	At an aerodrome, a red pyrotechnic means:
	<ul style="list-style-type: none"> a Aerodrome unsafe, do not land. b Give way to another aircraft being compelled to land. c Notwithstanding any previous instructions, do not land for the time being. d Return for landing immediately.
177 id 7495	"Raise arm and hand, with fingers extended, horizontally in front of body, then clench fist". This signal from a signalman to an aircraft means:
	<ul style="list-style-type: none"> a Engage brakes. b Start engines. c Chocks removed. d Release brakes.
178 id 7496	In areas where a separation minimum of 1000 ft. is applied up to FL 410, authorisation for VFR flight shall not be granted above which flight level?
	<ul style="list-style-type: none"> a FL 190. b FL 200. c FL 240. d FL 290.
179 id 7497	A special VFR clearance may be obtained from ATC for the following airspaces:
	<ul style="list-style-type: none"> a CTR and CTA. b CTR. c CTR and TMA. d CTR, TMA and AWY.
180 id 7498	(IR) On an IFR flight, you experience a total communication failure in conditions of no clouds and in unlimited visibility. What should you do?
	<ul style="list-style-type: none"> a Continue to destination in VMC. b Descend to en route minimum sector altitude and land at the nearest suitable IFR aerodrome. c Land at the nearest suitable aerodrome and inform ATS immediately. d Continue under IFR and follow filed flight plan.

181 id 7499	(IR) An ETA for an IFR flight refers to the following: a IAF. b FAF/FAP. c Touch down. d None of the above.
182 id 7500	Aircraft on the manoeuvring area have to give way to: a aircraft landing and taking off. b aircraft landing. c aircraft taking off. d follow me vehicles (and pedestrians).
183 id 7501	If the ground visibility is reported 1000 m, can a special VFR flight take off from an aerodrome in a control zone? a Yes. b No. c Yes, provided the cloud ceiling is higher than 500 ft. d Yes, provided the pilot remains in visual contact with the ground.
184 id 7502	Which of the following defines flight visibility? a The ability to determine in the air the distance and identity of unlighted objects by day and lighted objects by night. b Visibility determined in flight not obscured by cloud, dust, haze or precipitation. c The forward distance at which objects can be discerned in the air with reference to atmospheric conditions. d The forward visibility from the cockpit of an aircraft in flight.
185 id 7503	Which of the following correctly defines Special VFR? a Any flight cleared by ATC to operate in conditions less than VMC in which the pilot is required to remain clear of clouds and in sight of the surface. b A flight cleared by ATC to operate within a CTR in conditions below VMC. c A flight in IMC for which the pilot and/or aeroplane is unable to comply with the requirements of IFR. d A VFR procedure to enable an aeroplane to transit a control zone or area in IMC without compliance with IFR.
186 id 7504	On a VFR flight in airspace class B, what is the minimum distance from clouds? a Clear of clouds b 300 m horizontally, 1500 m vertically. c 300 ft vertically, 1500 m horizontally. d 300 m vertically, 1500 m horizontally.
187 id 7505	What defines a danger area? a A zone where military activity includes firing projectiles in the air. b Notified airspace (zone or area) where activities dangerous to flight may exist. c NOTAM activated airspace where the normal flight rules are disregarded. d Airspace of defined dimension where activities dangerous to flight may exist.

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10.06.02. Definitions and abbreviations

188 | What does the abbreviation OIS mean?

id 1613

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

189 | What does the abbreviation DER mean?

id 1614

- a Departure end of runway.**
- b Distance end of route.
- c Departure end of route.
- d Distance end of runway.

190 | The MSA, which must be established around a navigation facility, is in general valid within a sector of :

id 3299

- a 30 NM
- b 10 NM
- c 15 NM
- d 25 NM**

191 | (IR) What does the abbreviation DER mean?

id 7508

- a Dead reckoning.
- b Departure end routing.
- c Departure end of runway.**
- d Distance error rectification.

10.06.03. Departure procedures

192 | As a rule, while establishing the departure procedures, the operator reckons that aeroplane has a climb gradient of:

id 543

- a 3.3% with all engines operating.
- b 5% with all engines operating and a climb gradient margin respectively of 0.8%, 0.9%, 1% with two, three and four engines, taking in account one engine inoperative.
- c 2.4% with all engines operating and 1.5% with one engine inoperative.
- d 2.4% with two engines, 2.7% with three engines, 3% with four engines**

193 | A four-engine aeroplane is about to take-off from an airport where poor weather conditions are prevailing. The closest accessible aerodrome is three flying hours away. The take-off minima to be observed at departure airfield are:

id 544

- a VH (visibility horizontal) greater or equal to VH required for landing, and ceiling greater or equal to ceiling required for landing, with an available instrument approach procedure
- b VH (visibility horizontal) greater or equal to VH required for landing on the runway to be used
- c ceiling greater or equal to DH or MDH, and VH (horizontal visibility) greater or equal to VH required for landing, with an available instrument approach procedure to be envisaged with one engine out
- d ceiling greater or equal to DH/MDH, and VH (horizontal visibility) greater or equal to VH required for landing, with an available instrument approach procedure**

194 id 1615	<p>If in an instrument departure procedure the track to be followed by the aeroplane is published, the pilot is expected:</p> <p>a To correct for known wind to remain within the protected airspace.</p> <p>b To request from ATC different heading for wind correction.</p> <p>c To ignore the wind and proceed on an heading equal to the track.</p> <p>d To request clearance from ATC for applying a wind correction.</p>
195 id 1616	<p>In general, which is the main factor that dictates the design of an instrument departure procedure?</p> <p>a Navigation aids.</p> <p>b ATC requirements.</p> <p>c The terrain surrounding the airport.</p> <p>d Airspace restrictions.</p>
196 id 1617	<p>In an instrument departure procedure the minimum obstacle clearance at the departure end of runway equals:</p> <p>a 35 ft.</p> <p>b 3.3 % gradient.</p> <p>c 0 ft.</p> <p>d 0.8 % gradient.</p>
197 id 1618	<p>In a straight departure, the initial departure track is of the alignment of the runway centre line within:</p> <p>a 45°.</p> <p>b 30°.</p> <p>c 15°.</p> <p>d 12.5°.</p>
198 id 3290	<p>Turning departures provide track guidance within :</p> <p>a 20 Km</p> <p>b 5 Km</p> <p>c 15 Km</p> <p>d 10 Km</p>
199 id 3300	<p>We can distinguish two types of departure routes. During a straight departure the initial departure track is within :</p> <p>a 15° of the alignment of the runway centre-line</p> <p>b 5° of the alignment of the runway centre-line</p> <p>c 10° of the alignment of the runway centre-line</p> <p>d 25° of the alignment of the runway centre-line</p>
200 id 7506	<p>(IR) Who is responsible for the development of the contingency procedures required to cover the case of engine failure during an instrument departure, which occurs after V1?</p> <p>a The designer of the procedure (normally the State).</p> <p>b ATC will provide radar vector for obstacle clearance.</p> <p>c The operator of the aircraft.</p> <p>d The pilot in close co-operation with ATC.</p>

201 id 7507	(IR) Which of the following standard instrument departures is not a straight departure? A) A departure where the initial departure track differs more than 20° from the runway alignment. B) A departure where the initial departure track differs more than 15° from the runway alignment. C) A departure where the initial departure track differs more than 10° from the runway alignment
a	A
b	A and B
c	A, B and C
d	A, B, C and D

10.06.04. Approach procedures

202 id 542	During circling-to-land (with or without prescribed flight tracks), the maximum allowed airspeed for a Cat B aeroplane, in order to remain within the protection envelope, is:
a	125 kt
b	120 kt
c	135 kt
d	150 kt
203 id 758	The protection areas associated with instrument approach procedures are determined with the assumption that turns are performed at a bank angle of:
a	25° or the bank angle giving a 3°/s turn rate, whichever is lower, for departure and approach instrument procedures, 25° for circling-to-land with prescribed flight tracks and 15° for missed approach procedures.
b	25° or the bank angle giving a 3°/s turn rate, whichever is lower, for departure and approach instrument procedures, as well as circle-to-land, and 15° for missed approach procedures.
c	The bank angle giving a 3°/s turn rate for all procedures with airspeed limitation related to aeroplane categories.
d	25° or the bank angle giving a 3°/s turn rate, whichever is lower, for departure, approach or missed approach instrument procedures, as well as circling-to-land (with or without prescribed flight tracks).
204 id 759	Under which conditions may an aircraft on a straight-in-VOR approach continue its descend below the OCA?
a	When the aircraft is in visual contact with the ground and with the runway lights in sight
b	When the aircraft has the control tower in sight
c	When the aircraft is in contact with the ground but not with the runway in sight yet
d	When seems possible to land
205 id 760	A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track is a:
a	Procedure turn
b	Base turn
c	Reversal procedure
d	Race track
206 id 761	If a stepdown fix is established on the final approach track, a descend shall be made so as to :
a	pass the fix at the rate of descent of 500 feet/min, which is obligatory.
b	follow approximately 50 feet above the nominal glide path.
c	pass the fix not below the specified crossing altitude.
d	leave the intermediate approach altitude, step by step until reaching the MAPt.

207 id 762	<p>In the ILS-approach, the OCA is referenced to:</p> <ul style="list-style-type: none"> a Aerodrome elevation. b Aerodrome reference point. c Relevant runway threshold. d Mean sea level.
208 id 763	<p>A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track is called a :</p> <ul style="list-style-type: none"> a Procedure turn. b Base turn. c Race track. d Reversal track.
209 id 764	<p>You are on an IFR flight executing a circling approach. A descend below the MDA should not be made until : 1. the pilot has the landing threshold in sight 2. visual reference has been established and can be maintained 3. the required obstacle clearance can be maintained and a landing can be made The combination regrouping all the correct answers is :</p> <ul style="list-style-type: none"> a 2, 3. b 1, 2. c 1, 2, 3. d 1, 3.
210 id 1270	<p>In an approach procedure, a descent or climb conducted in a holding pattern is called:</p> <ul style="list-style-type: none"> a Shuttle. b Based turn. c Racetrack pattern. d Procedure turn.
211 id 1271	<p>Where an operational advantage can be obtained, an ILS procedure may include a dead reckoning segment from a fix to the localizer. The DR track will:</p> <ul style="list-style-type: none"> a Intersect the localizer at 30° and will not be more 10 NM in length. b Intersect the localizer at 30° and will not be more 5 NM in length. c Intersect the localizer at 45° and will not be more 5 NM in length. d Intersect the localizer at 45° and will not be more 10 NM in length.
212 id 1272	<p>Which is the obstacle clearance in the primary area of the intermediate approach segment in an instrument approach procedure?</p> <ul style="list-style-type: none"> a 150m (492 ft). b 300m (984 ft). c 450m (1476 ft). d 600m (1968 ft).
213 id 1273	<p>In an instrument approach procedure, the segment in which alignment and descent for landing are made is called:</p> <ul style="list-style-type: none"> a Final approach segment. b Initial approach segment. c Intermediate approach segment. d Arrival segment.

214 id 1274	In a precision approach (ILS), the final approach segment begins at the:
	<ul style="list-style-type: none"> a FAF. b FAP. c MAP. d IF.
215 id 1275	In a precision approach (ILS), generally glide path intersection occurs at heights above runway elevation from:
	<ul style="list-style-type: none"> a 150m (492 ft) to 300m (984 ft). b 300m (984 ft) to 600m (1968 ft). c 300m (984 ft) to 900m (2955 ft). d 150m (492 ft) to 900m (2955 ft).
216 id 1619	In an offset entry into an omnidirectional racetrack procedure, the time on the 30° offset track is limited to:
	<ul style="list-style-type: none"> a 1 minute 30 seconds. b 1 minute. c 2 minutes. d 3 minutes.
217 id 1620	How many separate segments has an instrument approach procedure.
	<ul style="list-style-type: none"> a 3. b Up to 5. c 4. d Up to 4.
218 id 1621	Where does the initial approach segment in an instrument approach procedure commence?
	<ul style="list-style-type: none"> a At the IF. b At the IAF. c At the FAF. d At the final en-route fix.
219 id 1622	Which is the obstacle clearance in the primary area of the initial approach segment in an instrument approach procedure?
	<ul style="list-style-type: none"> a At least 300m (984 ft). b 150m (492 ft). c 300m (984 ft). d At least 150m (492 ft).
220 id 1623	In a procedure turn (45°/180°), a 45° turn away from the outbound track is performed from the start of turn for categories A and B aircraft for:
	<ul style="list-style-type: none"> a 1 minute. b 1 minute 15 seconds. c 1minute 30 seconds. d 2 minutes.

221 id 1624	<p>In a procedure turn (45°/180°), a 45° turn away from the outbound track is performed from the start of the turn for categories C, D, E aircraft for:</p> <ul style="list-style-type: none"> a 1 minute 30 seconds. b 1 minute. c 1 minute 15 seconds. d 2 minutes.
222 id 1625	<p>In a precision approach (ILS), obstacle clearance surfaces assume that the pilot does not normally deviate from the centreline, after being established on track, more than:</p> <ul style="list-style-type: none"> a One and a half of scale deflection. b One scale deflection. c A quarter of scale deflection. d Half a scale deflection.
223 id 1626	<p>In a precision approach (ILS), the OCA or OCH values are based among other standard conditions, on a vertical distance between the flight paths of the wheels and glide path antenna, not greater than:</p> <ul style="list-style-type: none"> a 6m. b 3m. c 9m. d 12m.
224 id 1627	<p>Which are the phases of a missed approach procedure?</p> <ul style="list-style-type: none"> a Arrival, intermediate and final. b Arrival, initial, intermediate and final. c Initial, intermediate and final. d Initial and final.
225 id 1628	<p>Normally missed approach procedures are based on a nominal missed approach climb gradient of:</p> <ul style="list-style-type: none"> a 0.8%. b 2.5%. c 3.3%. d 5%.
226 id 1629	<p>Where does the initial phase of a missed approach procedure end?</p> <ul style="list-style-type: none"> a At the point where the climb is established. b At the missed approach point. c At the first point where 50m (164 ft) obstacle clearance is obtained and can be maintained. d At the point where a new approach, holding or return to en-route flight is initiated.
227 id 1630	<p>The term used to describe the visual phase of flight after completing an instrument approach, to bring an aircraft into position for landing on runway which is not suitably located for straight-in approach, is:</p> <ul style="list-style-type: none"> a Contact approach. b Visual approach. c Visual manoeuvring (circling). d Aerodrome traffic pattern.

228 id 1631	It is permissible to eliminate from consideration a particular sector where a prominent obstacle exists in the visual manoeuvring (circling) area outside the final approach and missed approach area. When this option is exercised, the published procedure:
	<p>a Prohibits circling within the total sector in which the obstacle exists.</p> <p>b Permits circling only in VMC.</p> <p>c Recommends not to perform circling within the total sector in which the obstacle exists.</p> <p>d Prohibits the circling approach to the affected runway.</p>
229 id 1632	When the visual manoeuvring (circling) area has been established the obstacle clearance altitude/height (OCA/H) is determined:
	<p>a Only for categories A and B aircraft.</p> <p>b For each category of aircraft, and it may be different for each one of them.</p> <p>c Only for categories C, D and E aircraft.</p> <p>d For all categories of aircraft, and it is the same for all of them.</p>
230 id 1633	A circling approach is:
	<p>a A flight manoeuvre to be performed only under radar vectoring.</p> <p>b A visual manoeuvre to be conducted only in IMC.</p> <p>c A visual flight manoeuvre keeping the runway in sight.</p> <p>d A contact flight manoeuvre.</p>
231 id 1634	If visual reference is lost while circling to land from an instrument approach, it is expected that the pilot will make an initial climbing turn towards the:
	<p>a Landing runway.</p> <p>b MAP.</p> <p>c FAF.</p> <p>d Final missed approach track.</p>
232 id 3275	Obstacle clearance for an ILS approach is based on the assumption that the pilot does not deviate from the centre line more than :
	<p>a half scale deflection of the glidepath indicator and horizontal 35 ° off the centerline.</p> <p>b full scale deflection of the localizer indicator.</p> <p>c half scale deflection of the localizer indicator.</p> <p>d full scale deflection of the localizer indicator and half scale deflection of the glidepath indicator.</p>
233 id 3293	Who establishes the OCA/H (Obstacle Clearance Altitude/Height) for an approach procedure?
	<p>a the "flight-operations" of the company</p> <p>b the operator</p> <p>c the pilot-in-command ;</p> <p>d the state</p>
234 id 3294	On a non-precision approach a so-called "straight-in-approach" is considered acceptable, if the angle between the final approach track and the runway centreline is :
	<p>a 40 degrees or less</p> <p>b 30 degrees or less</p> <p>c 20 degrees or less</p> <p>d 10 degrees or less</p>

235 id 3301	Normally, the maximum descent gradient, applicable in the final approach segment to ensure the required minimum obstacle clearance, is :
	<ul style="list-style-type: none"> a 8%. b 5%. c 7%. d 6,5%.
236 id 3314	The primary area of an instrument approach segment is :
	<ul style="list-style-type: none"> a the most critical part of the segment where the minimum altitude should be kept very carefully; b A defined area symmetrically disposed about the nominal flight track in which full obstacle clearance is provided. c the first part of the segment ; d the outside part of the segment where the obstacle clearance increases from 0 ft to the appropriate minimum
237 id 3315	In the primary area, the obstacle clearance for the initial approach segment provides at least :
	<ul style="list-style-type: none"> a decreasing from 984 to 492 ft b 1476 ft c 492 ft d 984 ft
238 id 4228	If contact is lost with the runway on the down-wind leg of a circling manoeuvre, what actions should be taken ?
	<ul style="list-style-type: none"> a Turn towards the inner marker for the runway in use, maintaining circling altitude b Turn 90 degrees towards the runway and wait for visual contact c If you have other visual cues, continue with ground contact d Initiate a missed approach
239 id 4229	What action should be taken if contact is lost with the aerodrome on the down wind leg ?
	<ul style="list-style-type: none"> a Request an amended clearance b Descend to OCL/ACH and in the hope that the visibility is better at a lower altitude c Maintain your circling altitude and turn towards the aerodrome d Initiate a missed approach
240 id 4365	During an instrument approach, the minimum obstacle clearance (MOC) of the initial approach segment primary area is equal to :
	<ul style="list-style-type: none"> a 120 m (394 ft) b 300 m (984 ft) c 210 m (690 ft) d 150 m (492 ft)
241 id 4366	During an instrument approach, followed by a missed approach, the minimum obstacle clearance (MOC) in the intermediate phase of this missed approach is :
	<ul style="list-style-type: none"> a 90 m (295 ft) b 50 m (164 ft) c 30 m (98 ft) d 120 m (384 ft)

242 id 4367	During an instrument approach, followed by a missed approach, the minimum obstacle clearance (MOC) in the intermediate phase of this missed approach is :
	<ul style="list-style-type: none"> a 50 m (164 ft) b 30 m (98 ft) c 90 m (295 ft) d 120 m (384 ft)
243 id 4368	During an instrument approach, followed by a missed approach, the minimum obstacle clearance (MOC) in the final phase of this missed approach is :
	<ul style="list-style-type: none"> a 120 m (384 ft) b 30 m (98 ft) c 90 m (295 ft) d 50 m (164 ft)
244 id 5318	A "precision approach" is a direct instrument approach...
	<ul style="list-style-type: none"> a using at least one source of bearing information and one source of elevation or distance information. b using bearing, elevation and distance information. c using bearing, elevation and distance information, providing the pilot uses a flight director or an autopilot certified to a height below 200 ft. d carried out by a crew of at least two pilots trained with a specific working method.
245 id 5319	Unless otherwise indicated, the missed approach procedures published on the IAC charts are based on a minimum climb gradient of:
	<ul style="list-style-type: none"> a 2% b 2.5% c 5% d 3.3%
246 id 5322	Minimum sector altitudes are determined by the inbound radial in relation to the IAF. These sectors are established for a distance from the IAF of:
	<ul style="list-style-type: none"> a 5 NM b 20 NM c 10 NM d 25 NM
247 id 5323	The width of the corridor around a specified arrival route is :
	<ul style="list-style-type: none"> a ± 12.5 NM b ± 10 NM c ± 5 NM d ± 2.5 NM
248 id 5324	In general, during a straight-in approach, the MDH cannot be below:
	<ul style="list-style-type: none"> a the OCH b 200 ft c 350 ft d 400 ft

<p>249 id 5325</p> <p>a 150 ft b 250 ft c 200 ft d 100 ft</p>	<p>For a category I precision approach, the decision height cannot be lower than :</p>
<p>250 id 7509</p> <p>a 300 m within 25 km of the homing facility associated with the approach procedure for that aerodrome. b 300 m within 25 nm of the homing facility associated with the approach procedure for that aerodrome. c 300 m within 25 km of the FAF or FAP. d 300 m within 25 nm of the initial approach fix.</p>	<p>(IR) Minimum sector altitudes published on approach charts provide at least the following obstacle clearance:</p>
<p>251 id 7510</p> <p>a 3° b 3.8° c 3 % d 6.5 %</p>	<p>(IR) For the construction of precision approaches, which is the operationally preferred glide path angle?</p>
<p>252 id 7511</p> <p>a 150 m b 150 ft. c 300 m d 300 ft.</p>	<p>(IR) Which is the minimum obstacle clearance within the primary area of an intermediate approach segment?</p>
<p>253 id 7512</p> <p>a A, B and D b A and B c D d A, B and C</p>	<p>(IR) During a visual circling, descent below MDA/H shall not be made until: A) Visual reference has been established and can be maintained. B) The pilot has the landing threshold in sight. C) The required obstacle clearance can be maintained and the aircraft is in a positions to carry out a landing. D) A landing clearance has been received by ATC.</p>
<p>254 id 7513</p> <p>a Make an initial climbing turn towards the landing runway and follow the missed approach procedures. b Require immediate assistance from ATC which is obliged to provide radar vectors in order to maintain obstacle clearance. c Descend further in order to reach an altitude where visual reference can be maintained. d Climb straight ahead to the minimum sector altitude.</p>	<p>(IR) If, during a visual circling, visual reference is lost while circling to land from an instrument approach, the pilot shall:</p>

255 id 7517	(IR) Based on operational considerations, a margin may be added to the OCA of a non-precision approach. The result is then called: a DH b MDA c MDH d DA
256 id 7520	(IR) Where does the initial section of a missed approach procedure end? a When a height of 50 m has been achieved and maintained. b When established in the climb. c At the missed approach point. d When enroute either to hold or departure.
257 id 7521	(IR) Where a final approach fix (FAF) is specified for a non-precision approach procedure, what is the minimum obstacle clearance fixed margin that is applied for all aircraft? a 75 m (246 ft) b 90 m (295 ft) c 100 m (316 ft) d 120 m (400 ft)
258 id 7522	(IR) For non precision approaches, the Final Approach Fix (FAF) is set at a specified distance from the threshold of the instrument runway. What is the maximum this distance can be? a 9 km (5 nm) b 19 km (10 nm) c 28 km (15 nm) d 38 km (20 nm)
259 id 7523	(IR) Under what circumstances would an ILS glide path in excess of 3° be used? a Where other means of obstacle clearance are impracticable. b For aircraft with STOL capabilities. c Where noise abatement restrictions make a less steep approach impracticable. d Parallel runway operations.
260 id 7524	(IR) Where does the missed approach procedures start? a At DH/MDH. b At any point that the criteria to continue the approach is lost. c At the missed approach point. d Over the threshold of the instrument runway.
261 id 7525	(IR) If the ILS glide path transmitter fails during an instrument approach procedure, can the approach be continued? a Yes, but the DH becomes a MDH. b Yes, but the non-precision criteria must be complied with. c It depends if the descent on the glide path has already been initiated. d Yes, if the flight is in VMC.

262 (IR) Why is the descent gradient kept as low as possible in the intermediate approach segment?
id 7526

- a This is the segment in which speed and configuration are adjusted.**
- b It is not possible to guarantee full obstacle clearance in this segment.
- c Usually track guidance is poor in this segment resulting in a requirement for a high MOC.
- d Pilots cannot cope with track maintenance an a high rate of descent.

263 (IR) A Visual Manoeuvring (Circling) Area may be sector to exclude a prominent obstacle. Under what circumstances is this permitted?
id 7527

- a Flight visibility of 1500 m or more and cloud ceiling of 850 ft or more.
- b The obstacle is outside the final approach or missed approach areas.**
- c The obstacle lies on the other side of the aerodrome from the threshold of the landing runway.
- d The obstacle height for that obstacle is not more than 10% higher than the OCH calculated without consideration of that obstacle.

264 (IR) Where does the final approach segment for a precision approach start?
id 7529

- a FAF
- b IAF
- c FAH
- d FAP**

265 What is the normal procedure design climb gradient for a missed approach procedure?
id 7530

- a 3°
- b 2.5 %**
- c 3.3 %
- d 2.5°

10.06.05. Holding procedures

266 What will be your action if you can not comply with a standard holding pattern?
id 811

- a Follow the radio communication failure procedure.
- b a non-standard holding pattern is permitted.
- c it is permitted to deviate from the prescribed holding pattern at pilots discretion.
- d inform the ATC immediately and request a revised clearance.**

267 In a holding pattern all turns are to be made at a :
id 812

- a rate of 3°per second.
- b rate of 3°per second or at a bank angle of 25°, which ever requires the lesser bank.**
- c maximum bank angle of 25°.
- d rate of 3°per second or at a bank angle of 20°, which ever requires the lesser bank.

268 Entering a holding pattern at FL 110 with a jet aircraft, which will be the maximum speed ?
id 813

- a 230 kt TAS.
- b 230 kt IAS.**
- c 240 kt IAS.
- d 240 kt TAS.

269 id 814	Unless otherwise published or instructed by ATC, all turns after initial entry into the holding pattern shall be made into which direction?
	<ul style="list-style-type: none"> a Teardrop to the left and then to the right. b To the left. c First right and then to the left. d To the right.
270 id 815	What is the outbound timing in a holding pattern up to FL 140?
	<ul style="list-style-type: none"> a 30 secondes b 2 minutes c 1,5 minutes d 1 minute
271 id 816	You have received holding instructions for a radio fix. The published holding procedure is: all turns to the right, 1 minute outbound, inbound MC 052°. You are approaching the fix an inbound Magnetic Track 232°. Select the available entry procedure.
	<ul style="list-style-type: none"> a Either "off set" or "parallel". b Off set. c Parallel. d Direct.
272 id 817	What is the outbound timing in a holding pattern above FL 140?
	<ul style="list-style-type: none"> a 2 minutes 30 seconds. b 1 minute. c 2 minutes. d 1 minute 30 seconds.
273 id 1635	In relation to the three entry sectors, the entry into the holding pattern shall be according to:
	<ul style="list-style-type: none"> a Bearing. b Course. c Heading. d Track.
274 id 1636	Related to the three entry sectors in a holding pattern, there is a zone of flexibility on either side of the sectors boundaries of:
	<ul style="list-style-type: none"> a 15°. b 10°. c 5°. d 20°.
275 id 1637	How far beyond the boundary of the holding area extends the buffer area?
	<ul style="list-style-type: none"> a 3 km. b 3 NM. c 5 km. d 5 NM.

276 id 3292	In a standard holding pattern turns are made : a in a direction depending on the entry ; b to the left c to the right d in a direction depending on the wind direction
277 id 4550	Standard airway holding pattern below 14 000 ft ? a Left hand turns / 1 minute outbound b Right hand turns / 1.5 minutes outbound c Right hand turns / 1 minute outbound d Left hand turns / 1.5 minutes outbound
278 id 7514	(IR) The entry into a holding pattern shall be according to: a Magnetic heading in relation to the three entry sectors. b Magnetic track in relation to the three entry sectors. c True heading in relation to the three entry sectors. d True track in relation to the three entry sectors.
279 id 7515	(IR) In a holding pattern, turns are to be made: a At a bank angle of 20° or at a rate of 3° per second, whichever requires the lesser bank. b At a bank angle of 15° or at a rate of 3° per second, whichever requires the lesser bank. c At a bank angle of 30° or at a rate of 3° per second, whichever requires the lesser bank. d At a bank angle of 25° or at a rate of 3° per second, whichever requires the lesser bank.
280 id 7516	(IR) Which is the normal still air outbound time in a holding pattern? a One and one half minute for altitudes above 14'000 ft. b One and one half minute for altitudes above 10'000 ft. c One minute for altitudes above 14'000 ft. d None of the above is correct.
281 id 7528	(IR) Is the length of the outbound leg of a holding pattern always expressed in terms of time? a Yes. b No, where DME is used it may be specified in terms of distance. c Yes even where DME is used, the maximum length is always in time d No, where G/S is less than 65 kt, the outbound leg must be at least 2 nm long.

10.06.06. Altimeter setting procedures

282 id 818	The pilot of a departing aircraft flying under IFR shall change the altimeter setting from QNH to standard setting 1013.25 hPa when passing: a Transition layer. b Transition altitude. c Transition level. d The level specified by ATC.
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283 id 1638	The transition altitude of an aerodrome should not be below:
	<ul style="list-style-type: none"> a 1500 ft. b 2500 ft. c 3000 ft. d 1000 ft.
284 id 1639	The vertical position of an aircraft at or below the transition altitude will be reported:
	<ul style="list-style-type: none"> a according pilot's choice. b as height. c as flight level. d as altitude.
285 id 1640	The vertical position of an aircraft at or above the transition level will be reported :
	<ul style="list-style-type: none"> a as altitude. b as height. c as flight level. d According to pilot's choice.
286 id 4009	At what moment during the approach should the reported airfield altimeter setting be set?
	<ul style="list-style-type: none"> a When passing the transition level b When passing the transition altitude c Within the transition layer d When passing 3000 FT AMSL or 1000 FT AGL
287 id 4221	In the vicinity of an aerodrome that is going to be used by the aircraft the vertical position of the aircraft shall be expressed in:
	<ul style="list-style-type: none"> a altitude above sea level on or below the transition altitude b altitude above sea level on or above the transition altitude c flight level on or below the transition level d flight level on or below the transition altitude
288 id 4222	During flight through the transition layer the vertical position of the aircraft should be expressed as
	<ul style="list-style-type: none"> a flight level during descent b altitude above mean sea level during climb c altitude above mean sea level during descent d either altitude above mean sea level or flight level during climb
289 id 4227	On a VFR-Flight which of the following cruising levels would you select under the following conditions: True track 358°, variation 3°E, deviation 2°W?
	<ul style="list-style-type: none"> a FL 80 b FL 65 c FL 70 d FL 75

290 id 4326	<p>The transition level:</p> <p>a shall be the lowest available flight level above the transition altitude that has been established</p> <p>b shall be the highest available flight level below the transition altitude that has been established</p> <p>c for the aerodrome is published in the AGA section of the AIP</p> <p>d is calculated and decided by the commander</p>
291 id 4327	<p>The transition level:</p> <p>a Is calculated by the commander</p> <p>b Is published on the approach and landing chart for each aerodrome</p> <p>c Is calculated by ATS</p> <p>d Will be distributed via NOTAM</p>
292 id 5306	<p>Transition from altitude to flight level, and vice-versa is done:</p> <p>a at transition altitude during climb and transition level during descent.</p> <p>b at transition level during climb and transition altitude during descent.</p> <p>c only at transition altitude.</p> <p>d only at transition level.</p>
293 id 7518	<p>During flight below the transition altitude, the altimeter of an aircraft shall be set to</p> <p>a QNH and its vertical position is expressed in terms of height.</p> <p>b QNH and its vertical position is expressed in terms of altitude.</p> <p>c QNE and its vertical position is expressed in terms of flight levels.</p> <p>d QNE and its vertical position is expressed in terms of altitude.</p>
10.06.07. SSR transponder operating procedures	
294 id 819	<p>What will be the transponder mode and code for radio communication failure?</p> <p>a Mode B code 7600.</p> <p>b Mode A code 7500.</p> <p>c Mode A code 7600.</p> <p>d Mode A code 7700.</p>
295 id 1641	<p>When an aircraft carries a serviceable transponder, the pilot shall operate the transponder:</p> <p>a Only when the aircraft is flying within controlled airspace.</p> <p>b Only when the aircraft is flying within airspace where SSR is used for ATS purposes.</p> <p>c At all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes.</p> <p>d Only when directed by ATC.</p>
296 id 1642	<p>When the aircraft carries serviceable Mode C equipment, the pilot:</p> <p>a Shall continuously operate this mode only when directed by ATC.</p> <p>b Shall continuously operate this mode unless otherwise directed by ATC.</p> <p>c Shall continuously operate this mode regardless of ATC instructions.</p> <p>d Shall continuously operate this mode only when the aircraft is within controlled airspace.</p>

297 id 1643	The pilot of an aircraft losing two-way communications shall set the transponder to Mode A Code:
	<ul style="list-style-type: none"> a 7500. b 2000. c 7600. d 7700.
298 id 1644	When an aircraft is subjected to unlawful interference, the pilot-in-command shall indicate the situation by setting the transponder to:
	<ul style="list-style-type: none"> a 7000. b 7700. c 7600. d 7500.
299 id 1645	Pilots shall not operate the SSR special position indicator (IDENT) feature unless:
	<ul style="list-style-type: none"> a They operate within controlled airspace. b Requested by ATC. c They operate a transponder with Mode C. d They operate within non controlled airspace.
300 id 1646	When acknowledging mode/code setting instructions, pilots shall:
	<ul style="list-style-type: none"> a Use only the word WILCO. b Use only the word ROGER. c Read back the mode and code to be set. d Read back only the code to be set.
301 id 4549	Which of the following correctly lists special purpose codes that are to be used in conjunction with Secondary Surveillance Radar (SSR)?
	<ul style="list-style-type: none"> a Distress 7600. Hijacking 7500. Communication failure 7700. b Distress 7700. Hijacking 7600. Communication failure 7500. c Distress 7500. Hijacking 7700. Communication failure 7600. d Distress 7700. Hijacking 7500. Communication failure 7600.
302 id 5312	Your transponder code assigned by ATC is 5320. In flight, in case of radio communications failure, you will squawk code :
	<ul style="list-style-type: none"> a A 5300 Mode C b A 7600 Mode C c A 7620 Mode C d A 0020 Mode C
303 id 7519	When shall the SQUAWK IDENT button be pushed by the pilot?
	<ul style="list-style-type: none"> a After the setting of a different code has been requested by ATC. b For test purposes if the pilot is in doubt of the correct functioning of the transponder. c Only if requested by ATC. d If the mode C equipment is unserviceable.

10.07. Air Traffic Services

10.07.01. Annex 11

304 id 1020	A controlled airspace extending upwards from a specified limit above the earth is: a Control area. b Control zone. c Advisory airspace. d Flight Information Region.
305 id 1021	A controlled airspace extending upwards from the surface of the earth to a specified upper limit is: a Air traffic zone. b Control area. c Control zone. d Advisory airspace.
306 id 1022	ATS airspaces where IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other are classified as: a Class E. b Class A. c Class D. d Class B.
307 id 1023	Aerodrome traffic is: a All traffic in the aerodrome circuit. b All traffic on the manoeuvring area. c All traffic on the movement area and flying in the vicinity of an aerodrome. d All traffic on the manoeuvring area and flying in the vicinity of an aerodrome.
308 id 1024	Air Traffic Service unit means: a Flight Information Centers and Air Services reporting offices. b Air Traffic Control units and Flight Information Centers. c Air Traffic Control units and Air Services reporting offices. d Air Traffic Control units, Flight Information Centers or Air Services reporting offices.
309 id 3843	Which of the following Annexes to the Chicago convention contains international standards and recommended practices for air traffic services (ATS)? a Annex 6 b Annex 14 c Annex 11 d Annex 17

310 id 5191	An information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low level flights in the flight information region concerned or sub-area thereof is
	<ul style="list-style-type: none"> a An En-Route Meteo Report b A SIGMET information c A NOTAM d An AIRMET information
311 id 5311	Regarding Aerodrome Flight Information (AFIS) :
	<ul style="list-style-type: none"> a its purpose is to supply ATC services but it is not a state organisation. b it can only supply limited services to the users and under no circumstances may it supply ATC services. c it has the same privileges and prerogatives as an ATC organisation but its activity is neither continuous nor regular. d its only purpose is to relay ATC information to the aircraft in flight or on the ground.
312 id 7531	Which of the following objectives is not an objective of air traffic services?
	<ul style="list-style-type: none"> a Prevent collision between aircraft. b Expedite and maintain an orderly flow of air traffic. c Provide advice and information for the safe and efficient preparation of flights. d All of the above objectives are objectives of air traffic services.
313 id 7532	"A controlled airspace extending upwards from a specified limit above the earth" is the definition for:
	<ul style="list-style-type: none"> a Control zone. b Control area. c Airway. d Terminal control area.

10.07.01.01. General

314 id 1025	Which condition is requested so that an aerodrome may be considered controlled?
	<ul style="list-style-type: none"> a The aerodrome shall be located within a Control Zone (CTR) and provided with a Control Tower. b The aerodrome shall be located within a Control Zone. c The aerodrome shall be located within a controlled airspace. d The aerodrome shall be provided with a Control Tower.
315 id 1026	Flight Information Region (FIR) is an airspace within which the following services are provided:
	<ul style="list-style-type: none"> a Flight Information Service only. b Flight Information Service, Alerting Service and Advisory Service. c Flight Information Service and Alerting Service. d Flight Information Service and Advisory Service.

316 id 1027	Control Area (CTA) is defined as follows:
	<ul style="list-style-type: none"> a A controlled airspace extending upwards from a height of 1000 feet above the earth. b A controlled airspace extending upwards from a height of 900 feet above the earth. c A controlled airspace extending upwards from the surface of the earth to a specified limit. d A controlled airspace extending upwards from a specified limit above the earth.
317 id 1028	A Control Zone shall extend laterally to at least:
	<ul style="list-style-type: none"> a 20 miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made. b 10 miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made. c 15 miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made. d 5 nautical miles from the centre of the aerodrome or aerodromes concerned in the direction from which approaches may be made.
318 id 1029	A lower limit of a Control Area shall be established at a height above the ground level or water of not less than:
	<ul style="list-style-type: none"> a 300 metres. b 200 metres. c 150 metres. d 500 metres.
319 id 1030	The units providing Air Traffic Services are:
	<ul style="list-style-type: none"> a Area Control Centre - Advisory Centre - Flight Information Centre - Approach Control Office and Tower. b Area Control Centre - Approach Control Office and Aerodrome Control Tower. c Area Control Centre - Flight Information Centre - Approach Control Office - Aerodrome Control Tower and Air Traffic Services reporting office. d Area Control Centre - Flight Information Region - Approach Control Office and Tower.
320 id 1031	The Approach Control Service is an air traffic control service
	<ul style="list-style-type: none"> a An air traffic control service provided for IFR and VFR flights within a Control Zone. b An air traffic control service for IFR flights arriving and departing. c An air traffic control service provided for the arriving and departing controlled flights. d An air traffic control service provided for IFR traffic within a Control Zone.
321 id 1032	Air traffic control service is provided for the purpose of:
	<ul style="list-style-type: none"> a Avoiding collisions between all aircraft and maintaining an orderly flow of air traffic b Applying separation between aircraft and expediting and maintaining an orderly flow of air traffic c Preventing collisions between controlled air traffic and expediting and maintaining an orderly flow of air traffic d Preventing collisions between aircraft, between aircraft and obstacles on the manoeuvring area and expediting and maintaining an orderly flow of air traffic

322 id 3295	To perform a VFR flight in airspace classification E /
<p>a a clearance is required.</p> <p>b two way radiocommunication is not required.</p> <p>c a clearance and two-way radiocommunication is required.</p> <p>d a clearance and/or two-way radiocommunication is required.</p>	
323 id 3304	Which statement is correct?
<p>a The lower limit of an UIR may coincide with an IFR cruising level</p> <p>b The lower limit of a CTA shall be established at a height of at least 1500ft AGL;</p> <p>c The upper limit of a CTR shall be established at a height of at least 3000ft AMSL;</p> <p>d The lower limit of a TMA shall be established at a height of at least 700ft AGL;</p>	
324 id 4214	What is the speed limit (IAS) in airspace class E?
<p>a 250 kt for IFR and VFR UP TO FL 100</p> <p>b 250 kt only for VFR up to FL 195</p> <p>c 250 kt VFR and IFR, all levels</p> <p>d 250 kt only for IFR up to FL 100</p>	
325 id 4661	The speed limitation for IFR flights inside ATS airspace classified as C, when flying below 3.050 m (10.000 ft) AMSL, is :
<p>a 250 KT IAS</p> <p>b Not applicable</p> <p>c 250 KT TAS</p> <p>d 240 KT IAS</p>	
326 id 4662	The speed limitation for VFR flights inside ATS airspace classified as C, when flying below 3.050 m (10.000 ft) AMSL, is :
<p>a 240 KT IAS</p> <p>b 250 KT TAS</p> <p>c Not applicable</p> <p>d 250 KT IAS</p>	
327 id 4663	The speed limitation for IFR flights inside ATS airspace classified as E, when flying below 3.050 m (10.000 ft) AMSL, is :
<p>a 250 KT TAS</p> <p>b 250 KT IAS</p> <p>c Not applicable</p> <p>d 260 KT IAS</p>	
328 id 4664	The speed limitation for both IFR flights and VFR flights inside ATS airspace classified as B, when flying below 3.050 m (10.000 ft) AMSL, is :
<p>a 250 KT IAS</p> <p>b Not applicable</p> <p>c 250 KT TAS</p> <p>d 260 KT IAS</p>	

329 id 4669	Where an upper flight information region (UIR) is established, the procedures applicable there in : a have to be as indicated by ICAO council b has to be the same as the underlying flight information region c need not to be identical with those applicable in the underlying flight information region d have to be as agreed at the regional air navigation meetings
330 id 4670	The VMC minima for a VFR flight inside an ATS airspace classified as B, is : a 8 km visibility when at or above 3050 m (10.000 ft) AMSL, and 1500 m horizontal and 300 m vertical from clouds b 8 km visibility when at or above 3050 m (10.000 ft) AMSL and clear of clouds c 5 NM visibility below 3050 m (10.000 ft) AMSL, clear of clouds d 5 MN visibility when below 3050 m (10.000 ft) AMSL, 1500 m horizontal and 300 m vertical from cloud
331 id 4671	A VFR flight when flying inside an ATS airspace classified as B has to maintain the following minima of flight visibility and distance from clouds a 8 km below 3050 m (10.000 ft) AMSL, 1 500 m horizontal and 300 m vertical from clouds b 5 km below 3050 m (10.000 ft) AMSL 1500 m horizontal and 300 m vertical from clouds c 5 km below 3050 m (10.000 ft) AMSL and clear of clouds d 5 km visibility, 1500 m horizontal and 300 m vertical from clouds
332 id 4672	A VFR flight when flying inside an ATS airspace classified as C has to maintain the following minima of flight visibility and distance from clouds a 8 km at or above 3050 m (10.000 ft) AMSL 1500 m horizontal and 300 m vertical from clouds b 5km at or above 3050 m (10.000 ft) AMSL 1500 m horizontal and 300 m vertical from clouds c 5 NM at or above 3050 m (10.000 ft) AMSL, 1500 m horizontal and 300 m vertical from clouds d 8 km at or above 3050 m (10.000 ft) AMSL, and clear of clouds
333 id 4673	An ATS airspace where IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights, is classified as : a Airspace E b Airspace D c Airspace C d Airspace B
334 id 4674	An ATS airspace where IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other is classified as a Airspace D b Airspace C c Airspace B d Airspace E

335 id 4675	An ATS airspace where IFR and VFR flights are permitted and all flights are subject to air traffic control service. IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights. VFR flights receive traffic information in respect of all other flights, is classified as :
<ul style="list-style-type: none"> a Airspace E b Airspace B c Airspace D d Airspace A 	
336 id 4676	An ATS airspace where IFR and VFR are permitted IFR flights are subject to Air Traffic Control Service and are separated from other IFR flights. All flights receive traffic information as far as is practical, is classified as
<ul style="list-style-type: none"> a Airspace A b Airspace D c Airspace B d Airspace E 	
337 id 4677	An ATS airspace where IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested, is classified
<ul style="list-style-type: none"> a Airspace F b Airspace G c Airspace E d Airspace D 	
338 id 4678	An ATS airspace where IFR and VFR are permitted and receive flight information service if requested, is classified as
<ul style="list-style-type: none"> a Airspace C b Airspace F c Airspace G d Airspace E 	
339 id 5184	Concerning to RNP (Required Navigation Performance) types, the indication RNP 4, represents a navigation accuracy of
<ul style="list-style-type: none"> a plus or minus 4 miles on a 90 per cent containment basis b plus or minus 4 NM on a 90 per cent containment basis c plus or minus 4 NM on a 98 per cent containment basis d plus or minus 4 NM on a 95 per cent containment basis 	
340 id 5190	Air traffic services unit clocks and other time recording devices shall be checked as necessary to ensure correct time to within plus or minus
<ul style="list-style-type: none"> a 10 seconds of UTC at all times b 15 seconds of UTC at all times c 30 seconds of UTC at all times d 1 minute of UTC at all times 	
341 id 5192	Except in some special cases the establishment of change-over points should be limited to route segments of
<ul style="list-style-type: none"> a 100 NM or more b 75 NM or more c 50 NM or more d 60 NM or more 	

342 id 5193	Required Navigation Performance (RNP) shall be prescribed
	<ul style="list-style-type: none"> a by regional air navigation agreements b by states but not on the basis of regional air agreements c by ICAO on the basis of regional air navigation agreements d by states on the basis of regional air navigation agreements
343 id 5307	An air traffic control unit :
	<ul style="list-style-type: none"> a may require to change the call sign for safety reasons when there is a risk of confusion between two or more similar call signs providing the aircraft is on a repetitive flight plan. b may ask an aircraft to temporarily change its call sign for safety reasons when there is a risk of confusion between two or more similar call signs. c must not ask an aircraft to change its call sign. d may not ask an aircraft to change its call sign after accepting the flight plan.
344 id 5310	The transfer of an aircraft from one ATC unit to another is done :
	<ul style="list-style-type: none"> a by agreement with the receiving unit. b automatically at the control zone boundary. c with the pilot's consent. d through a central control unit.
345 id 7533	At least which services have to be provided by ATS within a flight information region?
	<ul style="list-style-type: none"> a Flight information service and alerting service. b Flight information service. c Flight information service and air traffic advisory service. d Flight information service and air traffic control service.
346 id 7534	The abbreviation RNP means:
	<ul style="list-style-type: none"> a Required navigation precision. b Requested navigation position. c Required navigation performance. d Required navigation point.
347 id 7536	For VFR flights, continuous two way radio communication with ATS is required in the following airspace classes.
	<ul style="list-style-type: none"> a B, C, D. b B, C, D, E. c B, C, D, E, F. d B, C, D, E, F, G.
348 id 7537	Who is responsible to determine minimum flight altitudes for ATS routes?
	<ul style="list-style-type: none"> a The pilot. b The publishers of aeronautical handbooks. c Each State for ATS routes over their territory. d Each ATC unit for the routes under its jurisdiction.

349 id 7538	Which phase of emergency is declared if an aircraft is known or believed to be the subject of unlawful interference?
	<ul style="list-style-type: none"> a ALERFA b INCERFA c DETRESFA d None of the above.
350 id 7539	The additional letter Z in the designator of an ATS route (e.g. A126Z) has the following meaning:
	<ul style="list-style-type: none"> a RNP 1 route at and below FL190. All turns on the route between 30° and 90° shall be made within the allowable RNP tolerance of a tangential arc between the straight leg segments defined with a radius of 15 NM. b RNP 5 route at and below FL190. All turns on the route between 30° and 90° shall be made within the allowable RNP tolerance of a tangential arc between the straight leg segments defined with a radius of 15 NM. c RNP 1 route at and above FL200. All turns on the route between 30° and 90° shall be made within the allowable RNP tolerance of a tangential arc between the straight leg segments defined with a radius of 22.5 NM. d RNP 1 route at and below FL190. All turns on the route between 30° and 90° shall be made within the allowable RNP tolerance of a tangential arc between the straight leg segments defined with a radius of 22.5 NM.
351 id 7540	On IFR flights, who is responsible for the prevention of collision with terrain? A) The Pilot. B) ATC, when IFR flights are vectored by radar. C) The Pilot and ATC in close co-operation. D) ATC, if the respective unit is equipped with SSR.
	<ul style="list-style-type: none"> a Combination of A and B. b Combination of A and D. c Combination of A and C. d Combination of C and D.
352 id 7546	The following applies for aircraft equipped with ACAS: A) The ACAS capability of an aircraft will normally not be known to ATC controllers. B) Separation minima may be reduced by ATC between aircraft equipped with ACAS. C) As the ACAS capability of an aircraft is known to ATC, pilots may be required to maintain their own separation in cruise. D) The ATS procedures to be a
	<ul style="list-style-type: none"> a B and C b A c A and D d C
353 id 7549	"Traffic to which the provision of ATC is applicable, but which, in relation to a particular controlled flight, is not separated therefrom by the minima set forth" is called:
	<ul style="list-style-type: none"> a Emergency traffic. b Essential traffic. c Urgent traffic. d Crossing traffic.
354 id 7556	Separation by ATC shall be provided:
	<ul style="list-style-type: none"> a Between VFR flights in airspace class F. b Between IFR and VFR flights in airspace class A and B. c Between IFR and VFR flights in airspace class C. d Between IFR and VFR flights in airspace class C and D.

355 id 7567	What is the speed limitation for IFR flights in airspace class C?
	<ul style="list-style-type: none"> a 250 kt IAS. b 250 kt TAS. c Not applicable. d 250 kt IAS below 10'000 ft AMSL.
356 id 7568	What type of airspace is normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes?
	<ul style="list-style-type: none"> a Control Zone (CTR). b Terminal Manoeuvring Area (TMA). c Terminal Control Area (TMA). d Special Rules Area (SDR).
357 id 7570	What is defined as: "A control area or portion thereof established in the form of a corridor equipped with navigation aids"?
	<ul style="list-style-type: none"> a A terminal manoeuvring area. b An upper air route. c An airway. d A SVFR entry/exit corridor.
358 id 7571	The take-off mass of MEDIUM aircraft is as follows:
	<ul style="list-style-type: none"> a Less than 136'000 kg but more than 7000 kg. b Less than 132'000 kg but more than 7000 kg. c Less than 136'000 kg but more than 9000 kg. d Less than 132'000 kg but more than 9000 kg.

10.07.01.02. Air Traffic Control

359 id 989	The longitudinal separation minima based on time between aircraft at same cruising level where navigation aids permit frequent determination of position and speed, is:
	<ul style="list-style-type: none"> a 5 minutes. b 10 minutes. c 15 minutes. d 3 minutes.
360 id 990	The longitudinal separation minima based on time between aircraft at same cruising level where navigation aids permit frequent determination of position and speed and the preceding aircraft is maintaining a true airspeed of 20 kt or more faster than the succeeding aircraft, is:
	<ul style="list-style-type: none"> a 3 minutes. b 5 minutes. c 10 minutes. d 15 minutes.

361 id 991	The longitudinal separation minima based on time between aircraft at same cruising level where navigation aids permit frequent determination of position and speed and the preceeding aircraft is maintaining a true airspeed of 40 kt or more faster than the succeeding aircraft, is:
	<p>a 3 minutes.</p> <p>b 5 minutes.</p> <p>c 6 minutes.</p> <p>d 10 minutes.</p>
362 id 992	The longitudinal separation minima between aircraft departed from the same aerodrome and following the same track, and the preceeding aircraft is maintaining a true airspeed of 20 kt or more faster than the succeeding aircraft, is:
	<p>a 5 minutes.</p> <p>b 3 minutes.</p> <p>c 10 minutes.</p> <p>d 2 minutes.</p>
363 id 993	The longitudinal separation minima between aircraft departed from the same aerodrome and following the same track, and the preceeding aircraft is maintaining a true airspeed of 40 kt or more faster than the succeeding aircraft, is:
	<p>a 3 minutes.</p> <p>b 5 minutes.</p> <p>c 10 minutes.</p> <p>d 8 minutes.</p>
364 id 994	When an aircraft will pass through the level of another aircraft on the same track, the following minimum longitudinal separation shall be provided:
	<p>a 5 minutes at the time the level is crossed.</p> <p>b 10 minutes at the time the level is crossed.</p> <p>c 15 minutes at the time the level is crossed.</p> <p>d 20 minutes at the time the level is crossed.</p>
365 id 995	The longitudinal separation minima based on distance using DME, and each aircraft "on track" uses DME stations, is:
	<p>a 5 NM.</p> <p>b 10 NM.</p> <p>c 20 NM.</p> <p>d 20 NM when the leading aircraft maintains a true airspeed of 20 kt or more faster than the succeding aircraft.</p>
366 id 1033	Area Control Centres issue clearances for the purpose of:
	<p>a Achieving separation between controlled flights</p> <p>b Achieving separation between IFR flights</p> <p>c Providing flight Information Service</p> <p>d Providing advisory service</p>

367 id 1034	Clearances will be issued by an ATC unit for the purpose of:
	<ul style="list-style-type: none"> a Achieving separation between controlled flights b Providing flight Information Service c Providing advisory services d Providing alerting services
368 id 1035	You receive an IFR enroute clearance stating: Clearance expires at 0920. What does it mean ?
	<ul style="list-style-type: none"> a If not airborne until 0920, a new clearance has to be issued b Do not take off before 0920 c The take off clearance is expected at 0920 d After 0920 return to the ramp and file a new flight plan
369 id 4324	An aircraft is maintaining FL 150 within airspace class C. Another aircraft below at FL 140 is receiving a clearance to descend to FL 70. It is severe turbulence in the area. When is the earliest that a clearance to descend to FL 140 or below can be expected ?
	<ul style="list-style-type: none"> a When the other aircraft has reported that it has left FL 140 b When the other aircraft has reported that it has descended through FL 120 c When the other aircraft has reported that it has reached FL 70 d When the other aircraft has reported that it has descended through FL 130
370 id 4339	What is the shortest distance in a sequence for landing between a 'Heavy' aircraft preceding a 'Light' aircraft
	<ul style="list-style-type: none"> a 10 km b 3 NM c 2 km d 6 NM
371 id 7535	In which airspace classes has separation between IFR flights and VFR flights to be provided by ATC?
	<ul style="list-style-type: none"> a B, C, D. b A, B, C, D. c B, C. d B, C, D, E.
372 id 7544	When may ATC assign a level previously occupied by another aircraft.
	<ul style="list-style-type: none"> a After the aircraft has reported vacating this level. b After the aircraft has reported to be 1000 ft above this level. c After the aircraft has reported to be 1000 ft above/below the level. d After the aircraft has been cleared to climb/descend to a level separated by at least 1000 ft from the level previously occupied.
373 id 7547	When applying longitudinal separation based on distance (DME), the minimum separation between two aircraft on reciprocal tracks climbing or descending through the same flight level shall be at least:
	<ul style="list-style-type: none"> a 10 nm b 15 nm c 20 nm d 5 nm

374 | When IFR flights are cleared to fly maintaining own separation while in VMC, the following shall apply: A) The clearance shall be for a specified portion of the flight at or below 10'000 ft., during climb or descent. B) The clearance shall be for a specified portion of the flight at or below 10'000 ft., during cruise, climb or descent. C) A pilot may be required by ATC to fl

id 7548

- a **A and D.**
- b B and D.
- c B, C and D.
- d B and C.

375 | Which is the minimum longitudinal separation for two aircraft at the same cruising level, if the preceding aircraft is maintaining a true airspeed of 20 kt higher than the succeeding aircraft?

id 7557

- a 15 minutes.
- b 10 minutes.
- c **5 minutes.**
- d 3 minutes.

376 | Two aircraft are departing from a reporting point defined by an NDB. What is the minimum track separation required before one aircraft would be permitted to climb/descend through the other aircraft's level?

id 7559

- a 15° and a distance of 15 nm or more.
- b 15° and a distance of 15 km or more.
- c **30° and a distance of 15 nm or more.**
- d 30° and a distance of 15 km or more.

377 | The minimum separation of a MEDIUM aircraft taking-off from the same runway behind a HEAVY aircraft is:

id 7572

- a 3 minutes
- b 1 minute
- c Not defined
- d **2 minutes**

10.07.01.03. Flight Information Service

378 | When are ATIS broadcasts updated ?

id 1036

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

379 | Flight information service provided to flights shall include the provision of information concerning collision hazards to aircraft operating in airspace classes:

id 4667

- a A to E (inclusive)
- b A to G (inclusive)
- c **C to G (inclusive)**
- d F and G

380 id 4668	ATIS broadcast messages containing departure and arrival information should include cloud cover, when the clouds are : a below 2 000 m (600 ft) or below the highest minimum sector altitude, whichever is the greater b below 900 m (3.000 ft) or below the highest minimum sector altitude, whichever is the greater c below 1 500 m (5.000 ft) or below the highest minimum sector altitude, whichever is the greater d cumulonimbus
381 id 5186	The ATIS broadcast message should, whenever practicable, not exceed a 3 minutes b 1 minute c 2 minutes d 30 seconds
382 id 5187	Whenever ATIS is provided, the broadcast information shall be updated a as prescribed by the meteorological office b at least every half an hour independently of any significant change c immediately a significant change occurs d as prescribed by the state
383 id 5188	Whenever ATIS is provided, the preparation and dissemination of the ATIS message shall be the responsibility of a the meteorological office serving the aerodrome (s) b the air traffic services c both air traffic services and the meteorological office d the unit as prescribed the states
384 id 5189	ATIS broadcast a Shall not be transmitted on the voice of a VOR b Shall be transmitted on the voice channel of an ILS, on a discrete VHF frequency or on the voice channel of a VOR c shall not be transmitted on the voice channel of an ILS d Shall only be transmitted on a discrete VHF frequency
385 id 5194	Flight Information Service shall be provided to aircraft in order to avoid collision hazards when operating in airspace classes : a F and G only b C, D, E, F, and G c A, B, C, D, E, F and G d F only
386 id 7545	When shall an ATIS broadcast be updated? a Every 30 minutes. b Immediately when a significant change occurs. c Every 60 minutes. d Every 90 minutes.

387 id 7565	<p>On which of the following frequencies shall a voice ATIS broadcast never be transmitted?</p> <ul style="list-style-type: none"> a On a discrete VHF-frequency. b On the voice channel of a VOR. c On the voice channel of an ILS. d There is no such limitation.
10.07.01.04. Alerting Service	
388 id 1037	<p>When it becomes apparent that an aircraft is in difficulty, the decision to initiate the alert phases is the responsibility of the:</p> <ul style="list-style-type: none"> a search and rescue co-ordination centres b flight information or control organisations c air traffic co-ordination services d operational air traffic control centres
389 id 1084	<p>The Alerting Service is provided by:</p> <ul style="list-style-type: none"> a The Area Control Centres. b The ATC unit responsible for the aircraft at that moment, when it is provided with 121.5 MHz. c Only by ATC units. d The ATS unit responsible for the aircraft at that moment.
390 id 1085	<p>The phases related to an aircraft in emergency or believed in emergency are:</p> <ul style="list-style-type: none"> a uncertainty phase, alert phase, distress phase and urgency phase. b uncertainty phase, urgency phase, distress phase. c uncertainty phase, distress phase, urgency phase. d uncertainty phase, alert phase, distress phase.
391 id 1086	<p>A radio communications, "Distress" differs from "Urgency" because in the first case:</p> <ul style="list-style-type: none"> a The aeroplane will not be able to reach a suitable aerodrome. b The aeroplane has suffered damages which impair its fitness to fly. c There is a serious and imminent danger requiring immediate assistance. d The aeroplane or a passenger's safety require the flight immediately interrupted.
392 id 3302	<p>Which of the following statements regarding Alerting service is correct?</p> <ul style="list-style-type: none"> a Aircraft in the vicinity of an aircraft known or believed to be the subject of unlawful interference, shall be informed about this; b The Alert phase is established when no communication has been received from an aircraft within a period of thirty minutes after the time a communication should have been received; c The distress phase is established when an aircraft is known or believed to be the subject of unlawful interference d Alerting Service and Flight Information Service are often provided by the same ATS unit
393 id 5326	<p>When an aircraft is experiencing difficulties, triggering of the alert phase is the responsibility of:</p> <ul style="list-style-type: none"> a air traffic coordination centres. b search and rescue coordination centres. c air traffic control and flight information centers. d control centres only.

394 id 7566	Who is responsible to initiate a phase of emergency (INCERFA, ALERFA, DETRESFA)?
a ATS units (ATC, FIS). b Rescue co-ordination centres. c SAR centres. d Pilots of aircraft experiencing an emergency situation.	

10.07.01.05. Principles governing the identification of ATS rou

395 id 1087	Alert phase is defined as follows:
a A situation related to an aircraft which reports that the fuel on board is exhausted. b An emergency event in which an aircraft and its occupants are considered to be threatened by a danger. c A situation related to an aircraft and its occupants are considered to be in a state of emergency. d A situation where an apprehension exists as to the safety of an aircraft and its occupants.	

396 id 5183	When on a RNP 1 route is indicated A342 Z, means that all turns shall be made within the allowable RNP tolerance of a tangential arc between the straight leg segments with a radius of :
a 15 NM on the route between 30° and 90° at and above FL 200 b 15 NM on the route between 30° and 90° at and below FL 190 c 22.5 NM on the route between 30° and 90° at and above FL 250 d 25 NM on the route between 30° and 90° at and below FL190	

397 id 5185	When on a RNP 1 route is indicated B235 Y, means that all turns shall be made within the allowable RNP tolerance of a tangential arc between the straight leg segments defined with a radius of :
a 25.0 NM on the route between 30° and 90° at and above FL 250 b 22.5 NM between 30° and 90° at and above FL200 c 22.5 NM between 30° and 90° at and above FL260 d 20 NM on the route between 30° and 90° at and above FL200	

10.07.03. Rules of the air and air traffic services

398 id 1088	The rule governing flight over water for a single engined aeroplane engaged in the public transport of passengers:
a limits such flight to a height sufficient to land safely if the engine fails. b does not permit such flight in any circumstances. c limits flight to up to 10 minutes flying time from the nearest shore. d limits flight to up to 8 NM from the nearest shore.	

399 id 1089	The period of validity for take-off slots assigned by CEU (flow control centre):
a depends on the type of flight (10 minutes for international flights, 5 minutes for domestic flights). b is 15 minutes. c is 10 minutes. d is 5 minutes.	

400 id 1091	A flight plan shall be submitted prior to departure for a controlled flight at least:
	<ul style="list-style-type: none"> a 30 minutes prior to leave the blocks. b 10 minutes prior to departure. c 60 minutes prior to departure. d 50 minutes prior to leave the blocks.
401 id 1092	If radio communication failure is experienced on an IFR flight in IMC, generally the pilot shall:
	<ul style="list-style-type: none"> a Try to get contact on other frequencies either ground or aircraft stations. b Land on the nearest suitable aerodrome and report the termination of the flight to ATC. c Try to get contact on other frequencies either ground or aircraft stations - Transmit being indicating important details required 2 times. d Transmit blind indicating details required at least 2 times.
402 id 4666	A strayed aircraft is :
	<ul style="list-style-type: none"> a an aircraft in a given area but whose identity has not been established b only that aircraft which has deviated significantly its intended track c only that aircraft which reports that it is lost d An aircraft which has deviated significantly from its intended track or which reports that it is lost
403 id 5308	The pilot in command of an aircraft: 1 - must comply immediately to all instructions received from ATC. 2 - is responsible only if he is the "pilot flying". 3 - may deviate from air regulations for safety reasons. 4 - may be exempt from air regulations in order to comply to an ATC instruction. 5 - may ask for the modification of an unsatisfactory clearance. Which
	<ul style="list-style-type: none"> a 3 - 4 - 5 b 3 - 5 c 1 - 4 d 2 - 3 - 5

10.07.03.01. General provisions

404 id 1090	"ESSENTIAL TRAFFIC" is that controlled flight to which the provision of separation by ATC is applicable, but which, in relation to a particular controlled flight is not separated therefore by the appropriate separation minima. Whenever separation minima is not applied. The following flights are considered essential traffic one to each other.
	<ul style="list-style-type: none"> a Controlled VFR flights and VFR flights. b All IFR flight in controlled airspaces and controlled VFR. c All IFR flights. d Only controlled IFR flights.

405 id 1093	<p>When, in air space where VFR are permitted, the pilot in command of an IFR flight wishes to continue his flight in accordance with visual flight rules, until the destination is reached: 1 He must inform the control unit ("cancel IFR") 2 He must request and obtain clearance. 3 He may request his IFR flight plan to be changed to a VFR flight plan. 4 The flight plan automaticall</p>
<p>a 1 and 3</p> <p>b 2 and 4</p> <p>c 2 and 3</p> <p>d 1 and 4</p>	
406 id 1094	<p>A signalman will ask the pilot to apply parking brakes by the following signals:</p>
<p>a Arms down, palms facing inwards, moving arms from extended position inwards.</p> <p>b Raising arm and hand horizontally in front of body, fingers extended then clenching fist.</p> <p>c Crossing arms extended above his head.</p> <p>d Horizontally moving hands, fingers extended, palms toward ground.</p>	
407 id 1095	<p>In the event of a delay of a controlled flight, the submitted flight plan should be amended or cancelled and a new flight plan submitted when the delay is:</p>
<p>a 30 minutes in excess of the estimated time off blocks.</p> <p>b 30 minutes in excess of the estimated time of departure.</p> <p>c 60 minutes in excess of the estimated time off blocks.</p> <p>d 60 minutes in excess of the estimated time of departure.</p>	
408 id 1096	<p>Which is the content of section 2 of Air-Report (AIREP)?</p>
<p>a Estimated time of arrival (ETA), endurance.</p> <p>b Estimated elapse time (EET), endurance.</p> <p>c Present position, estimated time of arrival (ETA).</p> <p>d Estimated time over FIR boundary, endurance.</p>	
409 id 1097	<p>The position reports shall contain the following elements of information in the order listed:</p>
<p>a Aircraft identification, position, flight level or altitude,time, next position and time over and ensuing significant point.</p> <p>b Aircraft identification, position, time, flight level or altitude, next position and time over and ensuing significant point.</p> <p>c Aircraft identification, position, time, true air speed, flight level or altitude, next position and time over.</p> <p>d Aircraft identification, position, time, flight level or altitude, next position and time over.</p>	
410 id 1098	<p>Who is responsible for an ATC clearance to be safe in respect to terrain clearance?</p>
<p>a The pilot in command.</p> <p>b The aircraft operator.</p> <p>c The ATC.</p> <p>d The air traffic service reporting office when accepting the flight plan.</p>	

411 id 1099	Which letter is used in a flight plan to indicate that the flight commences in accordance with VFR and subsequently changes to IFR?
	<ul style="list-style-type: none"> a I b Z c V d Y
412 id 1100	Which letter is used in a flight plan to indicate that the flight commences in accordance with IFR and subsequently changes to VFR?
	<ul style="list-style-type: none"> a Y b I c V d Z
413 id 1101	In the event of a delay for an uncontrolled flight which a flight plan has been submitted, the flight plan should be amended or a new flight plan submitted and the old one cancelled, when:
	<ul style="list-style-type: none"> a The delay is more than 30 minutes of the estimated time off-blocks. b The delay is more than 60 minutes of the estimated time off-blocks. c The delay is more than 60 minutes of the estimated time of departure. d The delay is more than 30 minutes of the estimated time off departure.
414 id 1102	A pilot receiving an IFR clearance from ATC should:
	<ul style="list-style-type: none"> a Read back should be unsolicited. b Read back those parts containing level assignments, vectors or any part requiring verification. c Read back the initial route clearance, level assignments and transponder codes. d Read back the entire clearance as required by regulation.
415 id 3324	A Special Air Report comprises a number of sections. In section I the pilot fills in :
	<ul style="list-style-type: none"> a a position report, including aircraft identification, height, position and time ; b weather noted ; c flight identification and weather noted ; d urgent messages
416 id 4226	Change from IFR to VFR will always take place :
	<ul style="list-style-type: none"> a when the aircraft is leaving controlled airspace during VMC b at the clearance limit, irrespective of the weather conditions c as instructed by an air traffic control unit d on the initiative of the aircraft commander
417 id 5304	The planned cruising speed for the first leg or all of the cruising portion of the flight must be entered in the speed box of a flight plan form. This speed is the:
	<ul style="list-style-type: none"> a indicated air speed (IAS). b estimated ground speed (G/S). c true air speed (TAS). d true air speed at 65% power.

418 id 5305	<p>The "estimated total time" in block 16 of a VFR flight plan is the estimated time :</p> <p>a required by the aircraft from take-off to arrive overhead the destination airport.</p> <p>b required by the aircraft from the moment it moves by its own power until it stops at the end of the flight (block time).</p> <p>c required by the aircraft from brake release at take-off until landing.</p> <p>d of endurance at cruising power taking into account pressure and temperature on that day.</p>
419 id 5314	<p>The letter "L" is written in the wake turbulence box of a flight plan form when the maximum certified take-off weight of an aircraft is less than or equal to:</p> <p>a 20 000 kg.</p> <p>b 14 000 kg.</p> <p>c 7 000 kg.</p> <p>d 5 700 kg for airplanes and 2 700 kg for helicopters.</p>
420 id 5315	<p>If no ICAO identifier has been attributed to an alternate airport (box 16) of a flight plan form...</p> <p>a write XXXX in box 16 and indicate in box 18 (additional information) ALTN/ followed by the name of the airport</p> <p>b write ZZZZ in box 16 and indicate in box 18 (additional information) ALTN/ followed by the name of the airport.</p> <p>c write XXXX in box 16 and indicate in box 18 (additional information) DEGT/ followed by the name of the airport</p> <p>d write ZZZZ in box 16 and indicate in box 18 (additional information) DEGT/ followed by the name of the airport.</p>
421 id 7541	<p>A flight plan should be amended or a new flight plan submitted and the old flight plan cancelled in the event of a delay. For controlled flights, this should be done in the event of a delay in excess of:</p> <p>a 30 minutes.</p> <p>b 60 minutes.</p> <p>c 20 minutes.</p> <p>d None of the above is correct.</p>
422 id 7543	<p>Aircraft in which wake turbulence category shall include their category immediately after the call sign in the initial radiotelephony contact with the aerodrome control tower or the approach control office prior to departure or arrival.</p> <p>a Heavy aircraft.</p> <p>b Medium aircraft.</p> <p>c Medium and heavy aircraft.</p> <p>d Medium, heavy and light aircraft.</p>
10.07.03.02. Area Control Service	
423 id 996	<p>The longitudinal separation minima based on DME, and each aircraft "on track" uses DME stations, is:</p> <p>a 20 NM provided that the leading aircraft maintains a true airspeed of 10 kt or more faster than the succeeding aircraft.</p> <p>b 10 NM provided that the leading aircraft maintains a true airspeed of 40 kt or more faster than the succeeding aircraft.</p> <p>c 10 NM provided that the leading aircraft maintains a true airspeed of 20 kt or more faster than the succeeding aircraft.</p> <p>d 10 NM provided that the leading aircraft maintains a true airspeed of 10 kt or more faster than the succeeding aircraft.</p>

424 id 1103	Which procedure you follow if during an IFR flight in VMC you have two way communication failure?
	<ul style="list-style-type: none"> a Return to the aerodrome of departure. b Continue the flight at the assigned level and route; start approach at your ETA. c Maintain your assigned level and route and land at the nearest aerodrome that has VMC conditions. d Continue the flight maintaining VMC and land as soon as practicable.
425 id 1104	Track separation between aircraft using the same NDB shall be applied requiring the aircraft to fly:
	<ul style="list-style-type: none"> a At least 45° separated at a distance of 15 NM or more from the facility. b At least 15° separated at a distance of 15 NM or more from the facility. c At least 30° separated at a distance of 15 NM or more from the facility. d At least 30° separated at a distance of 15 miles or more from the facility.
426 id 1105	Track separation between aircraft using the same FIX shall be applied requiring the aircraft to fly:
	<ul style="list-style-type: none"> a At least 30° separated at a distance of 15 NM or more from the FIX. b At least 45° separated at a distance of 15 miles or more from the FIX. c At least 45° separated at a distance of 15 NM or more from the fix. d At least 30° separated at a distance of 15 miles or more from the FIX.
427 id 1106	If an ATC clearance is not suitable to the pilot in command of an aircraft:
	<ul style="list-style-type: none"> a The pilot has to accept the ATC clearance because it has been based on the flight plan filed with ATC. b He may request another clearance and the ATC concerned has to accept the pilot request. c He may request and, if practicable, obtain an amended clearance. d The pilot should propose another clearance to the ATC concerned.
428 id 1107	The "VMC and own separation" ATC clearance is used for a controlled flight to cross the level of another controlled flight when:
	<ul style="list-style-type: none"> a Requested by the pilot and authorized by the state overflown. b Requested by the pilot and during the day light. c Requested by the pilot, during the day light and authorized by the state overflown. d This procedure is not allowed.
429 id 1108	Normally all turns, which are requested by a radar controller have to be executed as:
	<ul style="list-style-type: none"> a Prescribed by the aircraft operations. b Decided on pilot's discretion. c Standard rate turns if not otherwise instructed by ATC. d the weather permits.
430 id 1109	What are the controlled IFR separation methods applied by ATC?
	<ul style="list-style-type: none"> a Vertical, horizontal and composite separation. b Vertical, horizontal and longitudinal separation. c Time separation and track separation. d Composite separation.

431 id 1110	The vertical IFR separation minimum being applied by ATC within a controlled airspace below FL 290 is: a 1000 feet (300 m). b 2000 feet (600 m). c 500 feet (150 m). d 2500 feet (750 m).
432 id 1111	The vertical IFR separation minimum being applied by ATC within a controlled airspace above FL 290 is: a 1000 feet (300 m). b 2000 feet (600 m). c 500 feet (150 m). d 4000 feet (1200 m).
433 id 1112	Track separation between aircraft using the same VOR shall be applied requiring the aircraft to fly: a At least 15° separated at a distance of 15 miles or more from the facility. b At least 30° separated at a distance of 15 NM or more from the facility. c At least 45° separated at a distance of 15 NM or more from the facility. d At least 15° separated at a distance of 15 NM or more from the facility.
434 id 1113	Flying exactly on your current flight plan route, you receive and acknowledge the following instruction from the radar controller: "Turn immediately, continue heading 050° until further advised". Time now is 18:36 UTC. At 18:37 UTC you find out that radio communication cannot be established again and you have to return to your current flight plan route: a On the nearest way. b With an intercept of 20° or more. c With an intercept of at least 45°. d With an intercept of at least 30°.
435 id 1114	Above flight level FL 290 the vertical flight separation between aircraft on the same direction is: a 3 000 feet. b 2 000 feet. c 4 000 feet. d 1 500 feet.
436 id 1764	A "RNAV" distance based separation minimum may be used at the time the level is crossed, provided that each aircraft reports its distance to or from the same "on track" way-point. This minimum is: a 50 NM. b 60 NM. c 80 NM. d 20 NM.
437 id 1765	A VFR flight constitutes essential traffic to other VFR flights, when operating in controlled airspace classified as: a B and C. b B. c B, C and D. d B, C, D and E.

438 id 1766	One minute separation may be used between departing aircraft if they are to fly on tracks diverging by at least: a 15° immediately after take-off. b 30° immediately after take-off. c 45° immediately after take-off. d 25° immediately after take-off.
439 id 1767	Two minutes separation may be used between departing aircraft if they are to fly on the same track, when: a The preceeding aircraft is 40 kt or more faster than the following aircraft. b The preceeding aircraft is 30 kt or more faster than the following aircraft. c The preceeding aircraft is 20 kt or more faster than the following aircraft. d The preceeding aircraft is 10 kt or more faster than the following aircraft.
440 id 3305	The separation method whereby the vertical and horizontal separation may be reduced till a maximum of half the standard criteria is called : a Composite separation b Combined separation c Reduced separation d Essential separation
441 id 4225	What is the minimum vertical separation between aircraft flying IFR below flight level 290? a 500 feet b 1000 feet c 1500 feet d 2000 feet
442 id 4335	Cruising level IFR during cruise within controlled airspace shall be given as flight level (FL) a only in airspace class A b When QNH is higher than the standard pressure 1013 hPa c Above the transition altitude when applicable d if the obstacle clearance is more than 2000 feet
443 id 4336	Changing of flight rules from IFR to VFR is possible a If instructed by ATC so long as VMC is forecasted during the next 30 minutes b If the commander so requests c If instructed by ATC so long as VMC is forecasted during the next 60 minutes d Only when leaving controlled airspace
444 id 4340	Aircraft flying along the same track may be separated by DME-distances from the same DME and it is confirmed that the aircraft have passed each other. Specify the shortest difference in DME-distance to make it possible for one aircraft to climb or descend a 12 NM b 10 NM c 15 NM d 20 NM

445 id 4641	Whenever unlawful interference with an aircraft is suspected, and where automatic distinct display of SSR Mode A code 7500 and code 7700 is not provided, the radar controller shall attempt to verify this suspicion by :
	<ul style="list-style-type: none"> a Setting the SSR decoder to mode A 7500 then to standby and thereafter to code 7700 b Setting the SSR decoder to mode A code 7000 and thereafter to code 7500 c Setting the SSR decoder to mode A code 7500 and thereafter to code 7700 d Setting the SSR decoder to mode A 7700 then to standby and thereafter to code 7500
446 id 4642	When the Mach number technique (MNT) is being applied, and the preceding aircraft shall maintain a mach number equal to or greater than the following aircraft a RNAV distance based separation minimum may be used on the same direction tracks in lieu of 10 minutes longitudinal separation minimum. The distance is :
	<ul style="list-style-type: none"> a 80 NM b 100 NM c 70 NM d 60 NM
447 id 4643	Longitudinal separation minima based on distance using DME for aircraft at the same cruising level and track, provided that each aircraft utilizes "on Track" DME stations and separation is checked by obtaining simultaneous DME readings, is :
	<ul style="list-style-type: none"> a 10 NM b 20 NM c 25 NM d 40 NM
448 id 4644	Longitudinal separation minima based on time for aircraft at the same cruising level when navigation aids permit frequent determination of position and speed provided that the preceding aircraft is maintaining a true air speed of 40 Kt or more faster than the succeeding aircraft will be
	<ul style="list-style-type: none"> a 2 minutes b 5 minutes c 10 minutes d 3 minutes
449 id 4645	Longitudinal separation minima based on time for aircraft at the same cruising level when navigation aids permit frequent determination of position and speed provided that the preceding aircraft is maintaining a true air speed of 20 Kt or more faster than the succeeding aircraft will be
	<ul style="list-style-type: none"> a 10 minutes b 3 minutes c 5 minutes d 2 minutes
450 id 4646	Longitudinal separation minima based on time for aircraft at the same cruising level when navigation aids permit frequent determination of position and speed will be
	<ul style="list-style-type: none"> a 15 minutes b 10 minutes c 5 minutes d 3 minutes

451 Repetitive flight plans (RPL's) shall not be used for flights operated regularly on
id 4647 the same day(s) of consecutive weeks and :

- a On at least 20 days consecutively
- b On at least ten occasions or every day over a period of at least 20 consecutive days
- c On at least ten occasions or every day over a period of at least ten consecutive days**
- d On at least 20 occasions

10.07.03.03. Approach Control Service

452 The minimum sector altitude provides 300 metres obstacle clearance within how
id 1115 many miles radius from the navigation facility upon which the instrument approach procedure is predicated:

- a 25 NM (46 km).**
- b 15 NM (28 km).
- c 20 NM (37 km).
- d 30 NM (55 km).

453 "Time Approach Procedure" is used as necessary to expedite the approach of a
id 1116 number of arriving aircraft. This will be obtained requesting aircraft:

- a To pass a specified point.
- b To pass the specified point inbound at the previously notified time.**
- c To apply a step down descent between aircraft in the approach sequence.
- d To maintain a specified speed during the approach procedure.

454 During a take-off into IMC conditions with low ceiling the pilot should contact
id 1117 departure control:

- a Before penetrating the clouds.
- b When advised by Tower.**
- c When clear of the airport and established on the first heading given in the clearance.
- d After take-off.

455 A so called "Visual Approach" can be performed :
id 3316

- a as in above, but in addition there should be a visibility of 5,5 km or more
- b during IFR and VFR flights in VMC;
- c during IFR flights, if the cloudbase is 1000 ft more than the appropriate DA or MDA for that procedure;
- d during IFR flights, if there is permanent sight on the movement area and the underlying ground;**

456 An approaching aircraft may descent below the MSA if :
id 3317

- a the pilot has the field and the underlying terrain in sight and will keep it in sight;
- b all mentionned answers are correct**
- c the aircraft gets radar vectors ;
- d the pilot is following the published approach procedure

457 The EAT has to be transmitted to the pilot as soon as possible, in case the
id 3319 expected delay is :

- a 10 minutes
- b 15 minutes or more
- c 5 minutes or more.**
- d 20 minutes

458 id 3322	Which statement is correct ? During a "Visual Approach" in Controlled Airspace (Classe C):
	<ul style="list-style-type: none"> a the pilot to apply separation with other traffic; b ATC will apply separation with other traffic c ATC will apply separation only with other IFR-traffic d ATC will apply separation with other arriving traffic
459 id 4337	For controlled traffic that shall be separated in the vicinity of an airport, separation minima may be reduced:
	<ul style="list-style-type: none"> a If the commander of the involved aircraft so requests b At the discretion of the air traffic controller c When the commander in the following aircraft has the preceding aircraft in sight and is able to maintain own separation d Only if the air traffic controller has the involved aircraft in sight
460 id 4338	If the crew on an arriving aircraft approaching a controlled aerodrome will report 'field in sight', a clearance for 'visual approach' may be given under certain conditions
	<ul style="list-style-type: none"> a The approach must be passing the FAF b Continued approach will be according to VFR c The air traffic controller will provide separation to other controlled traffic d The meteorological visibility must not be less than 8 km
461 id 4630	If an arriving aircraft is making a straight in approach a departing aircraft may take off in any direction
	<ul style="list-style-type: none"> a until two minutes before the arriving aircraft is estimated to be over the instrument runway b until three minutes before the arriving aircraft is estimated to be over the instrument runway c until five minutes before the arriving aircraft is estimated to be over the instrument runway d until ten minutes before the arriving aircraft is estimated to be over the instrument runway
462 id 4638	At the commencement of final approach, if the controller possesses wind information in the form of components, significant changes in the mean surface wind direction and speed shall be transmitted to aircraft. The mean cross-wind component significant change is :
	<ul style="list-style-type: none"> a 3 KT b 5 KT c 10 KT d 8 KT
463 id 4639	At the commencement of final approach, if the controller possesses wind information in the form of components, significant changes in the mean surface wind direction and speed shall be transmitted to aircraft. The mean tail-wind component significant change is :
	<ul style="list-style-type: none"> a 2 KT b 4 KT c 5 KT d 3 KT

464 id 4640	At the commencement of final approach, if the controller possesses wind information in the form of components, significant changes in the mean surface wind direction and speed shall be transmitted to aircraft. The mean head-wind component significant change is :
	<ul style="list-style-type: none"> a 8 KT b 5 KT c 10 KT d 4 KT
465 id 4651	A minimum vertical separation shall be provided until aircraft are established inbound on the ILS localizer course and/or MLS final approach track. This minimum is, when independent parallel approaches are being conducted :
	<ul style="list-style-type: none"> a 150 m (500 ft) b 200 m (660 ft) c 300 m (1000 ft) d 100 m (330 ft)
466 id 4654	A minimum radar separation shall be provided until aircraft are established inbound on the ILS localizer course and/or MLS final approach track. This minimum is, when independent parallel approaches are being conducted :
	<ul style="list-style-type: none"> a 3.0 NM b 5.0 NM c 1.0 NM d 2.0 NM
467 id 4655	Independent parallel approaches may be conducted to parallel runways provided that :
	<ul style="list-style-type: none"> a the missed approach track for one approach diverges by at least 20° (degrees) from the missed approach track of the adjacent approach b the missed approach track for one approach diverges by at least 30° (degrees) from the missed approach track of the adjacent approach c the missed approach track for one approach diverges by at least 25° (degrees) from the missed approach track of the adjacent approach d the missed approach track for one approach diverges by at least 45° (degrees) from the missed approach track of the adjacent approach
468 id 4656	When independent parallel approaches are being conducted and vectoring to intercept the ILS localizer course or MLS final approach track, the final vector shall be such as to enable the aircraft to intercept the ILS localizer course or MLS final approach track at an angle not greater than :
	<ul style="list-style-type: none"> a 25 degrees b 30 degrees c 20 degrees d 15 degrees
469 id 4657	Independent parallel approaches may be conducted to parallel runways provided that a no transgression zone (NTZ) of at least :
	<ul style="list-style-type: none"> a 600 m is established between extended runway centre lines and as is depicted on the radar display b 500 m is established between extended runway centre lines and as is depicted on the radar display c 710 m is established between extended runway centre lines and as is depicted on the radar display d 610 m is established between extended runway centre lines and as is depicted on the radar display

470 id 4658	<p>When independent parallel approaches are being conducted to parallel runways and vectoring to intercept the ILS localizer course or MLS final approach track, the vector shall be such as to enable the aircraft to be established on the ILS localizer course or MLS final approach track in level flight for :</p> <ul style="list-style-type: none"> a at least 2.5 NM prior to intercepting the ILS glide path or specified MLS elevation angle b at least 3.0 NM prior to intercepting the ILS glide path or specified MLS elevation angle c at least 1.5 NM prior to intercepting the ILS glide path or specified MLS elevation angle d at least 2.0 NM prior to intercepting the ILS glide path or specified MLS elevation angle
471 id 4659	<p>Dependent parallel approaches may be conducted to parallel runways provided that : the missed approach track for one approach diverges by :</p> <ul style="list-style-type: none"> a at least 30° (degrees) from the missed approach track of the adjacent approach b at least 45° (degrees) from the missed approach track of the adjacent approach c at least 25° (degrees) from the missed approach track of the adjacent approach d at least 15° (degrees) from the missed approach track of the adjacent approach
472 id 5320	<p>For an IFR flight to an airport equipped with navaids, the estimated time of arrival is the estimated time at which the aircraft:</p> <ul style="list-style-type: none"> a will leave the initial approach fix to start the final approach. b will land. c will stop on the parking area. d will arrive overhead the initial approach fix.
473 id 5327	<p>During an arrival procedure under an IFR flight plan in VMC conditions, traffic avoidance is the responsibility of:</p> <ul style="list-style-type: none"> a the radar controller. b the approach controller. c the pilot in command. d the airport controller.
474 id 7550	<p>For visual approaches, the following shall apply: A) A visual approach may only be requested when the reported ceiling is at or above the initial approach altitude/level. B) When so requested by a pilot, ATC is obliged to clear the aircraft for a visual approach. C) When cleared for a visual approach, the pilot has to maintain own separation to other aerodrome traffic. D)</p> <ul style="list-style-type: none"> a B and C. b B only. c A and D. d D only.
475 id 7551	<p>Under which circumstances may a pilot deviate from a published instrument approach procedure?</p> <ul style="list-style-type: none"> a If visual reference is established before the completion of the instrument approach procedure. b Under no circumstances a pilot may deviate from a published instrument approach procedure. c If visual reference is established before the completion of the instrument approach procedure and the aircraft is cleared for a visual approach. d None of the above is correct.

476 id 7552	The expression "Expected approach time (EAT)" is defined as follows: a The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding point to complete its approach for a landing. b The time at which the PIC expects that he will be able to leave the holding point to complete the approach for a landing. c The time at which ATC expects that an arriving aircraft, following a delay, will leave its cruising level to complete its approach for a landing. d The time at which ATC expects that an arriving aircraft, following a delay, will leave the FAF/FAP to complete its approach for a landing.
477 id 7553	Which radar separation minima is applicable between succeeding aircraft established on the same final approach track within 10 nm of the runway? a 2.5 nm. b 3 nm. c 4 nm. d 5 nm.
478 id 7554	Which wake turbulence radar separation minima shall be applied between a HEAVY aircraft and a succeeding MEDIUM aircraft during the approach and departure phases of a flight. a 2.5 nm. b 4 nm. c 5 nm. d 6 nm.
479 id 7558	Approach Control has the following duties: a Inform aircraft if the approach delay is greater than 30 minutes. b Inform aircraft before departure if the delay is greater than 45 minutes. c Aircraft with first radio contact shall always be number one to land. d During a visual approach, delegate the responsibility for separation to the aircraft performing a visual approach.
480 id 7563	A MEDIUM wake turbulence aircraft is following a HEAVY category aircraft on a radar vectored approach to land. What is the radar separation minima to be applied? a Normal radar separation of 5 nm. b 4 nm provided 1000 ft vertical separation is also maintained. c 6 nm until the speed of the heavy is reduced below wake turbulence threshold. d There is no specified minimum for this case.
481 id 7564	Which of the following defines a visual approach? a When an instrument approach is not completed and visual reference to terrain is subsequently maintained. b An approach made under VFR using instrument height and track guidance. c Any part of an instrument approach that is carried out in VMC. d The circling portion of a precision approach to a runway other than the runway on which the landing is to be made.

10.07.03.04. Aerodrom Control Service

-
- 482** | When a runway is 2 000 metres in length, and taxi holding positions have not been
id 1118 | established, aircraft shall not be held closer to the runway in use more than:
- a 60 metres.
 - b 30 metres.
 - c 45 metres.
 - d **50 metres.**
-
- 483** | Which statement regarding approach control service is correct ?
id 3296 |
- a **If it is anticipated that an aircraft has to hold for 30 minutes or more, an Expected Approach Time will be transmitted by the most expeditious means to the aircraft**
 - b Approach control have to advise the aircraft operators about substantial delays in departure in any event when they are expected to exceed 45 minutes ;
 - c An approach sequence shall be established according to the sequence of initial radio contact between aircraft and approach control ;
 - d During a visual approach an aircraft is maintaining its own separation ;
-
- 484** | Which of the following statements regarding aerodrome control service is correct?
id 3303 |
- a **An aircraft entering the traffic circuit without permission of ATC, will be cleared to land if this is desirable ;**
 - b The aerodrome control service is a service provided for the purpose of preventing collisions between aircraft on the movement area;
 - c Suspension of VFR operations can not be initiated by the aerodrome controller;
 - d ATC permission is required for entering the apron with a vehicle
-
- 485** | According to international agreements wind direction shall be adjusted to the local
id 4010 | variation and given in degrees magnetic :
- a When the local variation exceeds 10° East or 10° West.
 - b **Before landing and take-off**
 - c In upper wind forecast for areas north of lat 60° north or 60° south.
 - d When an aircraft on the request by a meteorological watch office (MWO) or at specified points transmits a PIREP
-
- 486** | A braking action given by ATS of 0.25 and below is :
id 4325 |
- a Medium/poor
 - b Good
 - c **Poor**
 - d Medium
-
- 487** | Lights on and in the vicinity of aerodromes may be turned off, provided that they
id 4637 | can be again brought into operation :
- a At least 5 minutes before the expected arrival of an aircraft
 - b At least 30 minutes before the expected arrival of an aircraft
 - c At least 15 minutes before the expected arrival of an aircraft
 - d **At least one hour before the expected arrival of an aircraft**

488 id 4649	Special VFR flights may be authorized to operate locally within a control zone when the ground visibility is not less than 1 500 metres, even when the aircraft is not equipped with a functioning radio receiver within class :
	<ul style="list-style-type: none"> a C, D and E airspaces b D and E airspaces c D airspace d E airspace
489 id 4650	In order to meet wake turbulence criteria, for arriving aircraft and using timed approaches, what minima shall be applied to aircraft landing behind a heavy or a medium aircraft ?
	<ul style="list-style-type: none"> a light aircraft behind medium aircraft 4 minutes b medium aircraft other medium aircraft - 2 minutes c medium aircraft behind heavy aircraft - 2 minutes d medium aircraft behind heavy aircraft - 3 minutes
490 id 4652	A separation minimum shall be applied between a light or MEDIUM aircraft and a HEAVY aircraft and between a LIGHT aircraft and a MEDIUM aircraft when the heavier aircraft is making a low or missed approach and the lighter aircraft is landing on the same runway in the opposite direction or on a parallel opposite direction runway separated by :
	<ul style="list-style-type: none"> a Less than 760 m b 760 m c Less than 730 m d 730 m
491 id 4653	A separation minimum shall be applied between a light or MEDIUM aircraft and a HEAVY aircraft and between a LIGHT aircraft and a MEDIUM aircraft when the heavier aircraft is making a low or missed approach and the lighter aircraft is utilizing an opposite direction runway for take off, this minimum is :
	<ul style="list-style-type: none"> a 1 minute b 5 minutes c 3 minutes d 2 minutes
492 id 4660	In order to meet the wake turbulence criteria, what minimum separation should be applied when a medium aircraft is taking off behind a heavy aircraft and both are using the same runway ?
	<ul style="list-style-type: none"> a 4 minutes b 3 minutes c 2 minutes d 1 minute
493 id 7555	The definition of "Manoeuvring Area" is:
	<ul style="list-style-type: none"> a That part of an aerodrome to be used for take-off, landing and taxiing of aircraft, including apron(s). b That part of an aerodrome to be used for take-off, landing and taxiing of aircraft, excluding apron(s). c That part of an aerodrome to be used for take-off, landing and taxiing of aircraft, including movement area and apron(s). d None of the above is correct.

494	Which of the following would be described as aerodrome traffic?
id 7569	
a	All traffic on the movement area of an aerodrome.
b	All traffic on the manoeuvring area of an aerodrome and flying in the vicinity of an aerodrome.
c	Local flying aeroplanes in or adjacent to the visual circuit.
d	Any traffic flying through the aerodrome traffic zone.

10.07.03.05. Flight Information Service and Alerting Service

495	Flight information service shall be provided to all aircraft which are likely to be affected by the information and which are:
id 1119	
a	Provided with the air traffic control services and otherwise known to the relevant air traffic service units.
b	Provided with air traffic control services, only.
c	Known to the relevant air traffic services units.
d	Known to the relevant air traffic services units by a filed flight plan.

496	Alerting service shall be provided:
id 1120	
a	To any aircraft known or believed to be subject of unlawful interference, only.
b	For all aircraft provided with air traffic control services, only.
c	For all controlled flight, to any aircraft known or believed to be subject of unlawful interference, and in so far as practicable to all aircraft having filed a flight plan or otherwise known to the ATS.
d	In so far as practicable to all aircraft having filed a flight plan or otherwise known by the ATS.

497	What is the minimum wake turbulence separation criteria when a light aircraft is taking off behind a medium aircraft and both are using the same runway ?
id 4648	
a	3 minutes
b	2 minutes
c	1 minute
d	5 minutes

10.07.03.06. Use of radar in ATS

498	Upon intercepting the assigned radial, the controller advises you that you are on the airway and to "resume own navigation". This phrase means that:
id 1121	
a	You are to assume responsibility for your own navigation.
b	You are still in radar contact, but must make position reports.
c	Radar services are terminated and you will be responsible for position reports.
d	You are to contact the centre at the next reporting point.

499	The Air Traffic control Services : do not prevent collisions with terrain.
id 1122	
a	Correct, except when an IFR flight is vectored by radar.
b	Prevent collisions with terrain
c	Do not prevent collisions with terrain
d	Except when an aircraft is flying IFR in IMC.

500 id 1123	Which code shall be used on mode "A" to provide recognition of an emergency aircraft?
	<ul style="list-style-type: none"> a Code 7500. b Code 7700. c Code 7600. d Code 7000.
501 id 1124	One of the functions ensured by a radar control unit for the provision of approach control service is:
	<ul style="list-style-type: none"> a To conduct surveillance radar approaches. b To apply a reduced vertical separation of 500 feet between IFR flights and VFR flights. c To apply a horizontal separation less than 5 NM. d To provide instructions in order to reduce separations minima, if accepted by the pilots.
502 id 1125	The primary duty provided by a radar unit is:
	<ul style="list-style-type: none"> a To assist aircraft on the location storms. b To assist aircraft due to failure of airborne equipment. c To provide radar separation. d To assist aircraft where navigation appears unsatisfactory.
503 id 1126	When radar identification of aircraft has been achieved, ATC unit shall:
	<ul style="list-style-type: none"> a Inform the aircraft only if communication's load permits it. b Inform the aircraft prior to issue any instructions or advice based on the use of radar. c not advise the aircraft before issuing instructions. d Inform the aircraft only if radar identification has been achieved without availability of SSR.
504 id 1127	One of the functions ensured by a radar control unit for the provision of approach control service is:
	<ul style="list-style-type: none"> a To provide instructions to reduce the separation minima. b To apply a horizontal separation less than 5 NM. c To apply a reduced vertical separation of 500 feet between IFR and VFR flights. d To conduct precision radar approach (PAR).
505 id 1128	Except otherwise established by the appropriate ATS authority a Surveillance Radar Approach (SRA) shall be terminated at a distance from the touchdown of:
	<ul style="list-style-type: none"> a 3 NM. b 4 NM. c 5 NM. d 2 NM.
506 id 1129	When "Secondary Radar" is used, an aircraft may be identified by one of the following procedures:
	<ul style="list-style-type: none"> a To request pilot to set transponder on position "OFF". b To request pilot to set transponder on position "ON". c Observation of compliance with an instruction to operate transponder from "ON" to "STBY" and back to "ON". d To request pilot to switch from "ON" to "STDBY".

507 id 1130	Where a "Secondary Surveillance Radar" (SSR) is not available, radar identification may be achieved by one of the following procedures:
	<ul style="list-style-type: none"> a To instruct the pilot to execute one or more changes of 45°. b To instruct the pilot to execute one or more changes of 20° or more. c To instruct the pilot to execute one or more changes of 10°. d To instruct the pilot to execute one or more changes of 30° or more.
508 id 1131	Which code shall be used on Mode "A" to provide recognition of an aircraft subjected to unlawful interference?
	<ul style="list-style-type: none"> a Code 7700. b Code 7500. c Code 7600. d Code 2000.
509 id 1132	Which does ATC Term "Radar contact" signify?
	<ul style="list-style-type: none"> a You will be given traffic advisories until advised that the service has been terminated or that radar contact has been lost. b Your aircraft has been identified and you will receive separation from all aircraft while in contact with this radar facility. c Your aircraft has been identified on the radar display and radar flight instructions will be provided until radar identification is terminated. d ATC is receiving your transponder and will furnish vectors and traffic advisories until you are advised that contact has been lost.
510 id 1133	What is meant when departure control instruct you to "resume own navigation" after you have been vectored to an airway?
	<ul style="list-style-type: none"> a Radar Service is terminated. b You should maintain that airway by use of your navigation equipment. c Advisories will no longer be issued by ATC. d You are still in radar contact, but must make position reports.
511 id 1768	When vectoring an aircraft to intercept the localizer course, the final vector furnished shall be such as to enable the aircraft to intercept the localizer course at an angle not greater than:
	<ul style="list-style-type: none"> a 20 degrees. b 25 degrees. c 15 degrees. d 30 degrees.
512 id 1769	The following minimum radar separation shall be provided between aircraft on the same localizer with additional longitudinal separation as required for wake turbulence:
	<ul style="list-style-type: none"> a 2 NM. b 3 NM. c 5 NM. d 2.5 NM.

513 id 1770	The minimum radar separation to be provided to aircraft established on the localizer course shall be: a 3.0 NM between aircraft on adjacent localizer course. b 3.0 NM between aircraft on the same localizer course. c 2.0 NM between aircraft on the same localizer course. d 5.0 NM between aircraft on the same localizer course.
514 id 1771	The tolerance value used to determine that mode C derived level information displayed to the controller is accurate shall be: a +/- 500 ft. b +/- 200 ft. c +/- 250 ft. d +/- 300 ft.
515 id 1772	Unless otherwise prescribed by the appropriate ATS authority, the horizontal radar separation minimum shall be: a 3.0 NM. b 5.0 NM. c 10.0 NM. d 3.5 NM.
516 id 1773	The criterion which shall be used to determine that a specific level is occupied by an aircraft shall be, (except that appropriate ATS authorities may specify a smaller criterion): a +/- 300 ft. b +/- 200 ft. c +/- 150 ft. d +/- 250 ft.
517 id 1838	An aircraft is considered to be maintaining its assigned level as long as the SSR mode C derived level information indicated that it is within: a +/- 250 ft of the assigned level. b +/- 200 ft of the assigned level. c +/- 300 ft of the assigned level. d +/- 500 ft of the assigned level.
518 id 1839	An aircraft in climb or descent is considered to have crossed a level when the SSR mode C derived level information indicates that it has passed this level in the required direction by: a More than 200 ft. b 300 ft. c +/- 300 ft. d More than 300 ft.
519 id 1840	The radar separation minimum may be reduced but not below: a 1.5 NM. b 5.0 NM. c 2.0 NM. d 3.0 NM.

520 id 1841	Unless otherwise prescribed by the appropriate ATS authority, the radar controller should notify the non-radar controller when an aircraft making a radar approach is approximately:
	<ul style="list-style-type: none"> a 8 NM. b 10 NM. c 5 NM. d 6 NM.
521 id 1842	An aircraft making a radar approach should be advised to consider executing a missed approach, if the position or identification of the aircraft is in doubt during any portion of the final approach or if the aircraft is not visible on the radar display for significant interval during the last:
	<ul style="list-style-type: none"> a 3 NM. b 2 NM. c 1 NM. d 4 NM.
522 id 1843	When conducting a surveillance radar approach, the radar controller shall terminate the surveillance radar approach, except as determined by the appropriate ATS authority, at a distance of:
	<ul style="list-style-type: none"> a 3 NM from touchdown. b 2 NM from touchdown. c 2.5 NM from touchdown. d 1 NM from touchdown.
523 id 1844	Subject to conditions specified by the appropriate ATS authority, a radar controller may request radar-controlled aircraft to adjust their speed when established on intermediate and final approach. This speed adjustment should not be more than:
	<ul style="list-style-type: none"> a +/- 10 kt. b +/- 20 kt. c +/- 15 kt. d +/- 8 kt.
524 id 1845	The radar controller shall not request the pilot to adjust the speed where the aircraft has passed:
	<ul style="list-style-type: none"> a 5 NM from the threshold on final approach. b 2 NM from the threshold on final approach. c 3 NM from the threshold on final approach. d 4 NM from the threshold on final approach.
525 id 3286	Radar controlled aircraft on intermediate or final approach may be requested to make minor speed adjustments by ATC. These adjustments shall never be more than :
	<ul style="list-style-type: none"> a 25 knots at any stage b 10 knots and not within 5 NM of threshold c 15 knots at any stage d 20 knots and not within 4 NM of threshold

526 id 3297	Radar identification of a departing aircraft can be achieved if a radar blip is observed within a certain distance from the end of the runway. Identification has to be achieved within :
	<ul style="list-style-type: none"> a 1NM b 2NM c 3NM d 5NM
527 id 3309	When the transponder appears to be unserviceable prior to departure and restorage is impossible, than :
	<ul style="list-style-type: none"> a departure to the nearest suitable airport where repair can be effected is allowed b you must indicate the failure in the flightplan, after which the ATC will endeavour to provide for continuation of the flight; c the flight can only continue in the most direct manner; d you are not allowed to commence the flight
528 id 3320	Except when prescribed in procedures or made possible by agreements, aircraft under radar-control shall not be vectored closer to the boundary of controlled airspace than :
	<ul style="list-style-type: none"> a 2,5 NM b 1,5 NM c 3 NM d 5 NM
529 id 3321	During radar-control, a "radar-controller" shall issue a missed-approach instruction, in case the "tower-controller" has not issued a "landing-clearance" at the moment the aircraft is :
	<ul style="list-style-type: none"> a 2 NM from touch-down; b 1NM from touch-down; c 3 NM from touch-down; d 4 NM from touch-down;
530 id 4224	The air traffic control unit has reported 'radar contact', what does that mean to the pilot?
	<ul style="list-style-type: none"> a Position reports may be omitted b The pilot does not have to follow up the position of the aircraft c The aircraft is subject to positive control d The radar identity of the aircraft has been established
531 id 4631	When a surveillance radar approaches is to be continued to the threshold of the runway transmission should not be interrupted for intervals of more than five seconds while the aircraft is within a distance of :
	<ul style="list-style-type: none"> a 4 NM from the touchdown b 2 NM from the touchdown c 3 NM from the touchdown d 1.5 NM from the touchdown

532 id 4632	The surveillance radar approach shall be terminated at a distance of 2 NM from the touchdown except when as determined by the appropriate ATS authority, the accuracy of the radar equipment permits to be continued to a prescribed point less than 2 NM from the touchdown. In this case distance and level information shall be given at each
a 1 NM b half NM c 1.5 NM d half mile	
533 id 4633	Clearence to land or any alternative clearence received from the non-radar controller should normally be passed to the aircraft before it reaches a distance of :
a 3 NM from touchdown b 2 NM from touchdown c 4 NM from touchdown d 5 NM from touchdown	
534 id 4634	An aircraft making a radar approach should be directed to execute a missed approach if no clearence to land has been received from the non-radar controller by the time the aircraft reaches a distance of :
a 1.5 NM from the touchdown b 4 NM from the touchdown c 5 NM from the touchdown d 2 NM from the touchdown	
535 id 4635	An aircraft making a radar approach should be directed to consider executing a missed approach if the aircraft is not visible on the radar display for any significant interval during the :
a Last 5 NM of the approach b Last 4 NM of the approach c Last 3 NM of the approach d Last 2 NM of the approach	
536 id 4636	What is the maximum speed adjustment that a pilot should be requested to make when under radar control and established on intermediate and final approach ?
a ± 20KT b ± 15 KT c ± 10KT d ± 25 KT	
537 id 5313	When a RADAR operator says the following to an aircraft: "fly heading 030", the pilot must fly heading:
a 030° magnetic b 030° magnetic in still air conditions (thereby flying the magnetic track) c 030° true d 030° true, in still air conditions (thereby flying the true track)	

538 id 7542	<p>"A surveillance technique in which aircraft automatically provide, via data link, data derived from on-board navigation and position-fixing systems, including aircraft identification, four-dimensional position and additional data as appropriate" is the definition for:</p> <ul style="list-style-type: none"> a Secondary Surveillance Radar Systems (SSR). b Automatic Terminal Surveillance System(ATSS). c Automatic Dependent Surveillance (ADS). d Automatic En-route Surveillance (AES).
539 id 7560	<p>What is an air traffic controller, using radar to provide ATC, required to do prior to providing an aircraft with ATC based on radar information?</p> <ul style="list-style-type: none"> a Check the serviceability of the radar system. b Confirm the serviceability of the aeroplane SSR system. c Carry out a mode C check against the aircraft pressure altimeter. d Radar identify the aircraft and inform the pilot.
540 id 7561	<p>Which of the following is not a valid SSR mode A squawk?</p> <ul style="list-style-type: none"> a A0000 b A5678 c A7700 d A7777
541 id 7562	<p>Which of the following is true concerning radar separation minima?</p> <ul style="list-style-type: none"> a May be reduced to 3 nm if radar capabilities permit. b Never less than 5 nm. c The minimum is not defined; it depends on the wake turbulence category. d May be reduced to 2.5 nm if 1000 ft vertical separation is applied.

10.08. Aeronautical Information Service

10.08.01. Annex 15

542 id 820	In which section of AIP are contained information elements relating to areas and/or routes for which meteorological service is provided?
a MET. b RAC. c COM. d GEN.	
543 id 821	In which section of AIP are contained information elements relating to refuelling facilities and limitations on refuelling services?
a GEN. b FAL. c AD. d SAR.	
544 id 822	In which section of AIP are contained information elements relating to prohibited, restricted and dangerous areas?
a MAP. b ENR. c GEN. d AGA.	
545 id 823	A notice containing information concerning flight safety, air navigation, technical, administration or legislative matters and originated at the AIS of a state is called:
a Aeronautical Information Publication (AIP). b Aeronautical Information Circular (AIC). c NOTAM. d AIRAC.	
546 id 824	A notice providing information on Rules of the Air, Air Traffic Services and Air Navigation Procedures and distributed in advance of its effective date is:
a An AIRAC. b A NOTAM RAC. c An ATS NOTAM. d An Advisory NOTAM.	
547 id 825	Each contracting state shall provide an Aeronautical Information Service (AIS) in its territory and for areas in which the state is responsible for the Air Traffic Services outside its territory, and this shall include the preparation and origination of:
a Only NOTAM's and Circulars. b Only AIP and NOTAM's. c AIP, NOTAM's, Circular and AIRAC. d Integrated Aeronautical Information Package.	

548 id 3279	In which chapter of the AIP can you find a list with "location indicators"?
a	GEN
b	AGA
c	ENR
d	AD
549 id 3306	The closure of a runway for a year, because of maintenance, will be published :
a	only in AIP
b	only in NOTAM
c	in NOTAM and AIP, inclusive Supplement.
d	NOTAM, AIP and MAL
550 id 4007	Which of the following is information that is not given in AIP approach and landing charts
a	OCH or OCA
b	Obstacles penetrating the obstacle free area in the final approach sector
c	Visibility minima
d	DME-frequencies
551 id 4011	Which information is not included in Instrument Approach Charts (IAC) in the AIP
a	OCA or OCH
b	Obstacles penetrating the obstacle free area in the final approach sector
c	Any addition to minima when the aerodrome is used as alternate
d	DME-frequencies
552 id 5118	An integrated aeronautical information package consists of the following elements
a	AIP, including amendment service; supplements to AIP; NOTAM and pre-flight information bulletin (PIB); AIC; checklists and summaries
b	AIP, including amendment service; supplements to AIP, NOTAM, AIC and checklist summaries
c	AIP, supplements to AIP; NOTAM and PIB; AIC and checklist summaries
d	AIP including amendment service; supplements to AIP; NOTAM, AIC; AIRAC
553 id 5119	The identification of each prohibited, restricted and danger area shall be composed by :
a	The letters P (Prohibited), R (Restricted) and D (Dangerous) for the area concerned and figures
b	The nationality letters for location indicators assigned to the state or territory, followed the letters P, R and D and figures
c	The nationality letters for the location indicators assigned to the state, followed by P, R and D
d	The letters P (Prohibited), R (Restricted) and D (Dangerous) followed by figures
554 id 5120	In order to avoid confusion, the identification numbers given to each prohibited area, restricted area and danger area shall not be re-used for a period of
a	At least 2 months after cancellation of the area to which they refer
b	At least 6 months after cancellation of the area to which they refer
c	At least 3 months after cancellation of the area to which they refer
d	At least one year after cancellation of the area to which they refer

<div>555</div> <div>id 5121</div>	<div>Temporary changes on specifications for AIP supplements of long duration and information of short duration which contains extensive text and/or graphics shall be published as AIP supplements. It is considered a long duration.</div> <div> <div>a Six months or longer</div> <div>b Three months or longer</div> <div>c One year or longer</div> <div>d Two months or longer</div> </div>
<div>556</div> <div>id 5122</div>	<div>Operationally significant changes to the AIP shall be published in accordance with :</div> <div> <div>a AIRAC procedures and identified by the acronym AIRAC</div> <div>b NOTAM procedures and identified by acronym NOTAM followed by a number</div> <div>c AIP supplements and shall be clearly identifiical</div> <div>d AIC procedures and identified by the acronym AIC followed by a number</div> </div>
<div>557</div> <div>id 5123</div>	<div>A checklist of AIP supplements currently in force shall be issued at intervals of :</div> <div> <div>a Not more than 2 months</div> <div>b Not more than three months</div> <div>c Not more than 28 days</div> <div>d Not more than one month</div> </div>
<div>558</div> <div>id 5124</div>	<div>A checklist of NOTAM currently in force shall be issued at the AFTN at intervals of :</div> <div> <div>a No more than 15 days</div> <div>b Not more than one month</div> <div>c Not more than 28 days</div> <div>d Not more than 10 days</div> </div>
<div>559</div> <div>id 5125</div>	<div>The ASHTAM provides information on the status of activity of a volcano when a change in its activity is, or is expected to be of operational significance. This information is provided using the volcano level of colour code. When volcanic eruption in progress or volcano dangerous, eruption likely, with ash plume/cloud is reported above FL 250 or is expected to rise above FL 250, the leve</div> <div> <div>a YELLOW</div> <div>b RED</div> <div>c GREEN</div> <div>d ORANGE</div> </div>
<div>560</div> <div>id 5126</div>	<div>The contents of Aeronautical Information Publication (AIP) are :</div> <div> <div>a GEN, AGA, COM, ENR, FAL</div> <div>b GEN, AGA, COM, RAC, FAL, SAR, MET, MAP.</div> <div>c GEN, ENR, RAC, AD</div> <div>d GEN, ENR (en-route) and AD (aerodromes)</div> </div>
<div>561</div> <div>id 5127</div>	<div>The SIGMET service, is in the AIP, in the following part :</div> <div> <div>a GEN</div> <div>b ENR</div> <div>c AGA</div> <div>d MET</div> </div>

562 id 5128	The informations concerning charges for aerodromes/heliports and Air Navigation Services are on the following part of the AIP
a	AD
b	FAL
c	RAC
d	GEN
563 id 5129	The informations on holding, approach and departure procedures, are found in the following part of the AIP
a	GEN
b	ENR
c	AD
d	MAP
564 id 5130	Detailed description of meteorological information provided at the aerodrome and an indication of which meteorological office is responsible, is in the following part of the AIP
a	AD
b	MET
c	RAC
d	AGA
565 id 5299	An AIRAC is :
a	A package which consists of the following elements : AIP, supplements to the AIP, NOTAM, AIC, checklists and summaries.
b	A publication issued by or with the authority of a state containing aeronautical information of a lasting character essential to air navigation.
c	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
d	An Acronym for a system aimed at advance notification based on common effective dates, of circumstances necessitating significant changes in operating procedures.
566 id 5937	Select the acronym corresponding to the following definition: an special NOTAM series notifying, by means of a specific format, an important change for the aircraft operations, due to a volcano activity, a volcano eruption or a volcanic ash cloud.
a	VULTAM
b	GVATAM
c	NAVTAM
d	ASHTAM
567 id 5938	The system notifying in advance the circumstances requiring important changes in the methods of operation, based on common effective dates, is identified by the acronym:
a	EATCHIP
b	IFPS
c	NOTAM
d	AIRAC

568 id 5939	The temporary, long-term modification (3 months or more) and the short-term extensive or graphical information are published as follows:
	<ul style="list-style-type: none"> a AIP Amendments b AIP Supplements c NOTAM d Trigger NOTAM
569 id 7573	"A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation" is the definition of:
	<ul style="list-style-type: none"> a Aeronautical Information Publication (AIP). b NOTAM. c Aeronautical Information Regulation and Control (AIRAC). d Aeronautical Information Circular (AIC).
570 id 7574	An AIP shall contain the following parts:
	<ul style="list-style-type: none"> a GEN, AGA, RAC b ENR, AGA, FAL c GEN, AGA, RAC, SAR, FAL, MAP d GEN, ENR, AD
571 id 7575	Which of the following has had a significant effect on the role and importance of aeronautical information and flight data?
	<ul style="list-style-type: none"> a ICAO. b The introduction of RNAV, RNP and computer systems. c The speed of aeroplanes. d The increased use of upper airspace.
572 id 7576	At least how many days in advance of the effective date must AIRAC information be distributed?
	<ul style="list-style-type: none"> a 14 b 28 c 42 d 60
573 id 7577	What is an ASHTAM used for?
	<ul style="list-style-type: none"> a Notification of no smoking areas. b Volcanic activity. c Predicted volcanic eruptions. d Aerodromes closed by volcanic ash contamination.

10.09. Aerodromes

10.09.01. Annex 14

574 | Which of the following Annexes to the Chicago convention contains minimum
id 3842 specifications for the design of aerodromes?

- a Annex 11
- b Annex 6
- c Annex 14**
- d Annex 10

575 | "A defined rectangular area on the ground at the end of take-off run available
id 7578 prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off" is the definition for:

- a Runway strip.
- b Runway end safety area.
- c Stopway.**
- d Clearway.

576 | "An area symmetrical about the extended runway centre line and adjacent to the
id 7579 end of the strip primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning the runway" is the definition for:

- a Clearway.
- b Runway end safety area.**
- c Stopway.
- d None of the above.

577 | The width of a runway for an aerodrome with code number 4/D should not be less
id 7588 than:

- a 18 m
- b 30 m
- c 45 m**
- d 60 m

10.09.01.01. Aerodrome data

578 | According to the "Aerodrome Reference Code", the "Code Letter E" shall identify
id 369 an aircraft wing span of:

- a 15 m up to but not including 24 m.
- b 36 m up to but not including 52 m.
- c 24 m up to but not including 36 m.
- d 52 m up to but not including 65 m.**

579 | In the "Aerodrome Reference Code" the code element 2 shall identify:
id 370

- a The aircraft wing span and the outer main gear wheel span.**
- b Only the aircraft wing span.
- c The width of the aircraft wing.
- d The length of the aircraft fuselage.

580 id 371	<p>The "Aerodrome Reference Code" is a code composed of two elements which are related to the aeroplane performance characteristics and dimensions. These elements are a combination of a number and a letter as in the example under listed:</p> <p>a 4F. b 6D. c 5E. d 2B.</p>
581 id 372	<p>According with the "Aerodrome Reference Code" the "Code number 4" shall identify an aircraft reference field length of:</p> <p>a 1 200 m. b 1 600 m. c 1 500 m. d 1 800 m and over.</p>
582 id 373	<p>The STOPWAY is a defined rectangular area on the ground at the end of take-off run available prepared as a suitable area where:</p> <p>a A landing aircraft can be stopped only in emergency. b A landing aircraft can be stopped if overcoming the end of runway. c An aircraft can be stopped in the case of an abandoned take-off. d An aircraft taking-off or landing can be stopped.</p>
583 id 374	<p>"ASDA" (Acceleration Stop Distance Available) is:</p> <p>a The length of the take-off run available plus the length of stopway (if stopway provided) . b The length of the runway plus the length of stopway available (if stopway provided). c The length of the take-off run available plus the length of stopway and clearway (if provided) . d The length of the take-off run available plus the length of the clearway.</p>
584 id 826	<p>"Instrument runways" are the following runways intended for the operation of aircraft using instrument approach procedures.</p> <p>a Precision approach runways in general. b Precision approach runways category I, II and III. c Instrument approach runways, precision approach runways category I, II and III. d Non precision approach runways, precision approach runways category I, II and III.</p>
585 id 827	<p>"Code letter D" shall be chosen to identify a taxiway used by aircraft having an outer main gear wheel span of less than 9 m. The taxiway width shall be:</p> <p>a 25 m. b 15 m. c 23 m. d 18 m.</p>
586 id 828	<p>"TODA" take-off distance available is:</p> <p>a The length of the runway available plus the length of clearway available (if provided). b The length of the take-off run available plus the length of clearway available (if provided). c The length of the take-off run available plus the length of the stopway and clearway (if provided). d The length of the take-off run available plus the length of the stopway.</p>

587 id 829	"Clearway" is defined rectangular area established to: a Reduce the risk of damage to aircraft running off a runway. b Permit aircraft to make a portion of its initial climb to a specific height. c Protect aircraft during take-off or landing operations. d Permit the aircraft to stop if it fails the take-off.
588 id 830	Which "code letter" shall be chosen to identify a taxiway to be used by an aircraft having a wheel base of 15 m? a Code letter "D". b Code letter "B". c Code letter "C". d Code letter "E".
589 id 4215	Within the Annex to the ICAO convention that specifies dimensions of aerodromes are codes for different runways. Which is the minimum width of a runway with runway code 4? a 35 metres b 45 metres c 40 metres d 50 metres
590 id 7580	When the surface of a runway is soaked but there is no standing water, the correct term is: a Damp. b Wet. c Water patches. d Flooded.
591 id 7589	A runway may be contaminated by frozen water deposits. What are the three states of frozen water reported by ATC? a Clear ice, rime ice and snow. b Light snow, heavy snow, blizzard. c Snow, ice and slush. d Thin ice, occasional ice, heavy ice.
592 id 7595	For planning purposes, an aerodrome is categorised by aerodrome reference code. This consists of two elements: A number, and a letter. What does the number relate to? a Load classification number. b Single wheel loading classification. c Crash/Rescue category. d Take-off distance required for an aeroplane.
593 id 7606	Which of the following group shows the correct designators for three parallel runways seen from the direction of the approach? a 29, 29C, 29 b 29R, 29C, 29L c 29L, 29, 29R d 29L, 29C, 29R

10.09.01.02. Visual aids for navigation

594 | How many red lights must a pilot see, whose aircraft, in final approach, is following
id 831 | a normal glide path defined by a PAPI?

- a 1.
- b 3.
- c None.
- d 2.

595 | Taxiway centre line lights other than an exit taxiway shall be:
id 832 |

- a Fixed lights showing white.
- b Fixed lights showing blue.
- c Fixed lights showing yellow.
- d **Fixed lights showing green.**

596 | "3-BAR AVASIS", "PAPI" and "T-VASIS" shall be provided for aircraft having eye-
id 833 | to-wheel heights, when in the flare attitude, not exceeding:

- a Approximately 18 m.
- b Approximately 14 m.
- c Approximately 15 m.
- d **Approximately 16 m.**

597 | In a precision approach category I lighting system, the centre line and crossbar
id 834 | lights shall be:

- a Fixed lights showing variable green.
- b Flashing lights showing variable white.
- c **Fixed lights showing variable white.**
- d Flashing lights showing variable green.

598 | The abbreviation PAPI stands for:
id 835 |

- a Precision Approach Power Index.
- b Precision Approach Path Index.
- c Precision Approach Power Indicator.
- d **Precision Approach Path Indicator.**

599 | The "PAPI" shall consist of:
id 836 |

- a A wing bar of 2 sharp transition multi-lamp equally spaced.
- b Two wing bars of 4 sharp transition multi-lamp or paired units equally spaced.
- c Two wing bars of 6 sharp transition multi-lamp or paired units equally spaced.
- d **A wing bar of 4 sharp transition multi-lamp or paired units equally spaced.**

600 | In the "PAPI" system the pilot during an approach will see the two units nearest the
id 837 | runway as red and the two units farthest from the runway as white when:

- a Above the approach slope.
- b **On or close to the approach slope.**
- c Below the approach slope.
- d Only on the approach slope.

601 id 838	<p>In the case of parallel runways, each runway designation number shall be supplemented:</p> <p>a By a number like "0" and "01" for 2 parallel runways.</p> <p>b By a letter - for example 2 parallel runways "L" and "R" - for 3 "L", "C" and "R".</p> <p>c By a letter for 2 parallel runways.</p> <p>d By a letter - for example 3 parallel runways "L" and "R" and the central has no letter.</p>
602 id 839	<p>Taxiway edge lights shall be:</p> <p>a Fixed showing green.</p> <p>b Fixed showing blue.</p> <p>c Fixed showing yellow.</p> <p>d Flashing showing blue.</p>
603 id 840	<p>Runway end lights shall be:</p> <p>a Fixed lights showing variable white.</p> <p>b Fixed unidirectional lights showing white in the direction of the runway.</p> <p>c Fixed lights showing variable red.</p> <p>d Fixed unidirectional lights showing red in the direction of the runway.</p>
604 id 841	<p>Runway threshold lights shall be:</p> <p>a Fixed unidirectional lights showing white in the direction of approach to the runway.</p> <p>b Fixed unidirectional lights showing green in the direction of approach to the runway.</p> <p>c Fixed lights green colours.</p> <p>d Fixed lights showing green or white colours.</p>
605 id 842	<p>Runway edge lights excepted in the case of a displaced threshold shall be:</p> <p>a Fixed lights showing variable white.</p> <p>b Fixed lights, white or yellow colour.</p> <p>c Fixed lights showing variable white or yellow.</p> <p>d Flashing white.</p>
606 id 843	<p>Runway threshold identification lights, when provided, should be:</p> <p>a Flashing white.</p> <p>b Fixed green.</p> <p>c Flashing green.</p> <p>d Fixed white.</p>
607 id 844	<p>The light shown by an "Aerodrome Identification Beacon" at a land aerodrome shall be:</p> <p>a White and green colour identification given by Morse Code.</p> <p>b Blue colour identification given by Morse Code.</p> <p>c Green colour identification given by Morse Code.</p> <p>d White colour identification given by Morse Code.</p>

608 id 845	In the "VASIS" , how many light units are in each wing bar?
	<ul style="list-style-type: none"> a 4. b 2. c 3. d 5.
609 id 846	In a precision approach category I, lighting system, the single, two and three light sources on the centre line have a length of:
	<ul style="list-style-type: none"> a 300 m. b 150 m. c 200 m. d 250 m.
610 id 3287	What is the length of an approach lighting system of a precision-approach runway CAT II :
	<ul style="list-style-type: none"> a 900m b 150m c 300m d 600m
611 id 3288	What is a "barrette"?
	<ul style="list-style-type: none"> a a frangible structure on which approach lights are fixed. b a lighted obstacle near the runway and/or taxiway. c a CAT II or III holding position. d three or more groundlights closely spaced together to appear as a bar of lights.
612 id 3289	A precision approach runway CAT. II is an instrument runway served by ILS and visual aids intended for operations down to:
	<ul style="list-style-type: none"> a a RVR of 200 meters and a DH of not less than 100 ft. b a RVR of 250 meters and a DH of not less than 200 ft. c a RVR of 550 meters and a DH of not less than 200 ft. d a RVR of 300-450 meters and a DH of not less than 100 ft.
613 id 3291	When a fixed-distance marking has to be provided this marking shall commence at :
	<ul style="list-style-type: none"> a 150 m from threshold b 300 m from threshold c 450 m from threshold d 600 m from threshold
614 id 3298	Runway-lead-in lighting should consist :
	<ul style="list-style-type: none"> a of an arbitrary amount of green lights; b always of a straight row of lights towards the runway c of flashing lights only; d of group of at least three white lights flashing in sequence towards the runway ;

615 id 3307	Aerodromes signs should be in the following configuration :
	<ul style="list-style-type: none"> a information signs; orange background with black inscriptions. b mandatory instruction signs ; red background with black inscriptions. c information signs; yellow or black background with black or yellow inscriptions. d mandatory instruction signs; black background with red inscriptions.
616 id 4216	Within the Annex to the ICAO convention that specifies dimensions of aerodromes is a specific dimension given for the approach light system for CAT 1 ILS. What should be the length of this approach light system?
	<ul style="list-style-type: none"> a 1000 metres b 420 metres c 900 metres d 1200 metres
617 id 4223	Which of the following alternatives describes the complete CAT 1 ('Calvert') type of approach light system?
	<ul style="list-style-type: none"> a 4 crossbars, centre line with 3 or 2 lamps per light unit b 5 crossbars, centre line with 3, 2 and 1 lamp per light unit c 3 crossbars, centre line with 3, 2 or 1 lamp per light unit d 3 crossbars, centre line with 3 or 2 lamps per light unit
618 id 7581	The colour of a runway designation marking on a paved runway shall be
	<ul style="list-style-type: none"> a Yellow. b White. c White or yellow. d Contrasting to the runway surface.
619 id 7582	Where no barrettes are used, each centre line light position of a category I precision approach lighting system shall consist of:
	<ul style="list-style-type: none"> a A single light source. b A capacitor discharge light. c A single light source in the innermost 300 m, two light sources in the central 300 m and three light sources in the outer 300 m. d A single light source in the outer 300 m, two light sources in the central 300 m and three light sources in the innermost 300 m.
620 id 7583	Which of the following systems describes an abbreviated precision approach path indicator:
	<ul style="list-style-type: none"> a Twenty light units symmetrically disposed about the runway centre line in the form of two wing bars of four light units each, with bisecting longitudinal lines of six lights. b A wing bar of 4 sharp transition multi-lamp units equally spaced and normally located on the left side of the runway unless it is physically impracticable to do so. c Ten light units arranged on one side of the runway in the form of a single wing bar of four light units, with a bisecting longitudinal line of six lights. d A wing bar of 2 sharp transition multi-lamp units normally located on the left side of the runway unless it is physically impracticable to do so.

621 id 7584	<p>If runway centre line lights are installed on a runway with a length of 1800 m or more, they shall have the following colours on the last 900 m:</p> <ul style="list-style-type: none"> a White from 900 m to 300 m and red from 300 m to the runway end. b White from 900 m to 300 m and alternate red and white from 300 m to the runway end. c Alternate red and white from 900 m to 300 m and red from 300 m to the runway end. d Alternate red and white from 900 m to 300 m and white from 300 m to the runway end.
622 id 7585	<p>Where are taxiway centre line lights showing alternatively green and yellow installed?</p> <ul style="list-style-type: none"> a On that part of the apron being under control of an apron control unit. b On that parts of taxiways which are not separated from a runway within the perimeter of the ILS/MLS critical/sensitive area. c On all taxiways within the perimeter of the ILS/MLS critical/sensitive area. d From the beginning of a taxiway near the runway centre line to the perimeter of the ILS/MLS critical/sensitive area.
623 id 7586	<p>Mandatory instructions signs on an aerodrome shall have the following colours:</p> <ul style="list-style-type: none"> a Black inscription on a yellow background. b Yellow inscription on a black background. c Black inscription on a red background. d White inscription on a red background.
624 id 7590	<p>What is the principle requirement for a signals area on an aerodrome?</p> <ul style="list-style-type: none"> a It must be big enough to contain all signals. b It must be clearly visible from the air. c It must be clearly visible from all parts of the manoeuvring area. d It is only used for VFR operations.
625 id 7591	<p>What colour is taxiway edge lighting?</p> <ul style="list-style-type: none"> a White b Green c Yellow d Blue
626 id 7592	<p>What does a white line drawn across a runway indicate?</p> <ul style="list-style-type: none"> a The threshold. b A displaced threshold. c The beginning of the touch down zone. d 1000 ft from the end zone.
627 id 7593	<p>What colour are apron markings?</p> <ul style="list-style-type: none"> a White b Red c Green d A contrasting colour from the taxiway markings.

628 id 7594	Do all runways require centreline markings?
	<p>a No, only paved runways.</p> <p>b No, only runways over 50 m wide.</p> <p>c No, only instrument runways.</p> <p>d Yes, but temporary grass runways may be exempt if less than 1200 m long</p>
629 id 7596	For an instrument runway, how far from the centre line of a runway is a "runway vacated" sign positioned?
	<p>a 30 m</p> <p>b At the end of the ILS/MLS sensitive area.</p> <p>c 60 m</p> <p>d A distance equal to twice the width of the runway.</p>
630 id 7597	How is a paved pre-threshold area which is greater than 60 m in length but not suitable for use by aircraft, marked?
	<p>a By white arrows directing approaching aircraft to the displaced threshold.</p> <p>b By yellow chevrons pointing towards the threshold.</p> <p>c By a yellow X.</p> <p>d By a white X.</p>
631 id 7598	What colour are runway edge lights?
	<p>a Blue</p> <p>b Yellow</p> <p>c Red</p> <p>d White</p>
632 id 7599	Where a runway has a displaced threshold, what colour are the edge lights between the beginning of the runway and the displaced threshold. showing in the direction of the approach?
	<p>a Blue</p> <p>b White</p> <p>c Red</p> <p>d Green</p>
633 id 7600	Which of the following correctly describes runway end lights?
	<p>a Fixed; uni-directional; red.</p> <p>b Fixed; omni-directional; red.</p> <p>c Fixed; uni-directional; green.</p> <p>d Fixed; omni-directional; green.</p>
634 id 7601	What lighting is required for runways to be used for take-off in an operating minimum below an RVR of approximately 400 m?
	<p>a Edge lighting and centre line lighting.</p> <p>b Centre line lighting.</p> <p>c Edge lighting.</p> <p>d Either edge lighting or centre line lighting.</p>

635 id 7602	Where a runway has a displayed threshold and the whole of the runway is used for take-off, which of the following can be used to indicate the centre of the runway from the end to the displaced threshold?
a Approach lighting (such that it does not dazzle the pilot taking-off). b Red centre line lighting. c Green/yellow alternating taxiway lights. d Uni-directional green lights.	

636 id 7603	Generally, when and where are stop bars provided?
a They are used as traffic lights on aerodromes to control vehicles in poor ground visibility. b They are used specifically to indicate "stop here" to non radio traffic in IMC conditions. c They are positioned at all runway-holding positions for runways used when RVR is less than 350 m. d At runway entrances to prevent vehicular movement in RVR equal to or less than 550 m.	

637 id 7604	What is/are required if a stop bar is not provided at a runway entrance and the runway is intended to be used in RVR conditions less than 550 m?
a Traffic lights. b Taxi guidance systems. c Ground movement radar. d Runway guard lights.	

638 id 7605	What is the name for a taxiway connected to a runway at an acute angle designed to allow aeroplanes to turn off at higher speeds than are achieved on other exits thereby minimising runway occupancy time?
a Rapid turn off lane. b High speed exit lane. c Rapid exit taxiway. d Acute angle exit.	

10.09.01.03. Visual aids for denoting obstacles

639 id 847	High intensity obstacle lights should be:
a Fixed orange. b Flashing red. c Fixed red. d Flashing white.	

640 id 848	Low intensity obstacle lights on mobile objects shall be:
a Fixed red or preferably blue. b Fixed red or preferably orange. c Flashing red or preferably yellow. d Flashing blue.	

641 id 849	Low intensity obstacle lights on fixed objects shall be:
a Flashing yellow. b Flashing red. c Fixed red. d Fixed orange.	

642	Which of the following lights is a high intensity obstacle light:
id 7587	
a	Flashing white light.
b	Flashing red light.
c	Fixed red light.
d	Fixed white light.

10.09.01.04. Visual aids for denoting restricted use of areas

643	The runway edge lights shall be :
id 850	
a	green
b	blue
c	white
d	red

10.09.01.05. Emergency and other services

644	The aerodrome category for rescue and fire fighting is based on:
id 852	
a	The over-all length of the longest aeroplane.
b	The over-all length of the longest aeroplane normally using the aerodrome and its maximum fuselage weight.
c	The over-all length of the longest aeroplane normally using the aerodrome and its maximum fuselage width.
d	The longest aeroplane maximum width only

10.10. Facilitation (based on Annex 9)

10.10.01. Entry and departure of aircraft

645 id 5131	<p>A contracting state which continues to require the presentation of a cargo manifest shall, apart from the information indicated in the heading of the format of the cargo manifest, not require more than the following item(s) :</p> <ul style="list-style-type: none">a The airway bill number and the number of packages related to the air way bill numberb The airway bill number and the nature of the goodsc The air waybill number; the number of packages related to each air waybill number and the nature of the goodsd The airway bill number
646 id 5132	<p>Contracting states shall not require the authorized agent or pilot-in-command to deliver to the public authorities concerned, before departure of the aircraft, more than some copies of General Declaration, Cargo Manifest and stores list. The numbers of the copies are :</p> <ul style="list-style-type: none">a 2 of eachb 3 of eachc 2 copies of General Declarations and Cargo Manifest and one copie of a simple stores list.d 2 copies of General Declaration and of Cargo Manifest and of a stores list
647 id 5133	<p>In case of aircraft registered in other Contracting States, which are not engaged in schedule international services, and which are making flights across the territory of a Contracting State or stopping for non traffic purposes, such Contracting State shall accept the information contained in a flight plan as adequate advance notification. This information is to be received :</p> <ul style="list-style-type: none">a at least 4 hours in advance of arrivalb at least 2 hours in advance of arrivalc at least 1 hour in advance of arrivald at least 12 hours in advance of the expected ETA
648 id 5134	<p>An aircraft which is not engaged in scheduled international air services and which is making a flight to or through any designated airport of a Contracting State and is admitted temporarily free of duty shall be allowed to remain within that State without security for customs duty.</p> <ul style="list-style-type: none">a For a period to be established by that Stateb for a period of 24 hoursc for a period of 48 hoursd for a period of 12 hours
649 id 5135	<p>Which one of the statements is correct :</p> <ul style="list-style-type: none">a contracting states may not accept oral declaration of baggagesb contracting states shall accept an oral declaration of baggage only from crewc contracting states shall accept an oral declaration of baggage only from passengersd contracting states shall accept an oral declaration of baggage from passengers and crew

650 id 5143	The ICAO annex which deals with entry and departure of persons and their baggage in international flights is :
a annex 9	
b annex 8	
c annex 6	
d annex 15	

651 id 5144	The ICAO annex which deals with entry and departure of cargo and other articles on international flights is :
a annex 9	
b annex 8	
c annex 15	
d annex 16	

10.10.02. Entry and departure of persons and their baggage

652 id 853	When desinsecting is required by a Contracting State as a public health measure, the desinsecting is made when the aircraft is suitably equipped by means of an automatic dispersal or vapour while the aircraft is flying, but as far in advance as possible and:
a At least 30 minute prior to land.	
b At least one hour prior to land.	
c At least when the aircraft enter that state airspace.	
d At least immediately before landing.	

653 id 854	The obligation of a carrier to transport any person away from the territory of a Contracting State shall terminate from the moment such person has been definitely admitted in other Contracting State of destination.
a The obligation of the operator terminates as soon as the person leaves the aeroplane.	
b The operator has no obligation.	
c The obligation is for the Contracting State of the operator.	
d The stated above is correct.	

654 id 5136	In cases where a visitor travelling by air holds a valid passport and no visa is required of him, contracting states
a in certain cases any other identity may be required	
b may require him to obtain any other identity document prior to the commencement of his flight	
c shall not require him to obtain any other identity document from their consultates or operators prior to initiate the flight	
d none of the answers are applicable	

655 id 5137	When cargo, unaccompanied baggage or stores are not unladen at their intended destination but are unladen at another international airport, the contracting state where the unloading takes place; if satisfied that there has been no gross negligence or careless by the operator
a shall not impose penalties, fines and taxes but custom duties on the operator	
b shall not impose penalties and fines but customs duties and taxes on the operator	
c shall not impose penalties, fines and custom duties but taxes on the operator	
d shall not impose penalties, fines, customs duties and taxes on the operator	

<p>656 id 5138</p>	<p>Unaccompanied baggage carried by air shall be cleared under the procedure applicable to :</p> <p>a cargo but clearance documents provided by airlines shall be completed by the passenger prior to shipment</p> <p>b cargo and is covered by a traffic document</p> <p>c cargo but is free from any kind of declaration forms</p> <p>d accompanied baggage or under another simplified customs procedure distinct from that normally applicable to other cargo</p>
<p>657 id 5139</p>	<p>Contracting states shall carry out the handling, forwarding and clearance of airmail and shall comply with the documentary procedures as prescribed :</p> <p>a in the Acts in force of the Universal Postal Union</p> <p>b by IATA and accepted by the contracting states</p> <p>c by IATA and accepted by ICAO</p> <p>d by the Regional Postal Office</p>
<p>658 id 5140</p>	<p>Except in special circumstances determined by the public authorities concerned, when a passenger is passing through the territory of a contracting state and has to stay in that contracting state until the next flight for lack of facilities or any other circumstances, the contracting state where the international airport is located shall permit such a passenger to remain within its terri</p> <p>a the passenger is to leave that state within two (2) days from the day of his (her) arrival</p> <p>b the passenger is to leave that state within two (2) weeks from the day of his (her) arrival</p> <p>c the passenger is to leave that state within one (1) day from the day of his (her) arrival</p> <p>d the passenger is to leave that state within 72 (seventy two) hours from the time of arrival of that passenger</p>
<p>659 id 5141</p>	<p>The documents for entry and departure of aircraft :</p> <p>a are accepted in handwritten block lettering in ink</p> <p>b has to be typewritten</p> <p>c has to be typewritten or produced by electronic data processing techniques</p> <p>d are accepted at the contracting state discretion</p>
<p>660 id 5142</p>	<p>When a person is found inadmissible and is returned to the operator for transport away from the territory of the state, the operator :</p> <p>a shall not be preclude from recovering from such person any transportation costs arising from his (her) inadmissibility</p> <p>b shall not recover from such person any transportation costs arising from his (her) inadmissibility</p> <p>c is not responsible for the person inadmissible for entry in the receiving state</p> <p>d and the state of the operator are both responsible for the person inadmissible</p>
<p>661 id 7607</p>	<p>(CPL) The crew member certificate (CMC) shall be accepted by each Contracting State for identification purposes:</p> <p>a Together with a valid passport.</p> <p>b Together with a valid flight crew license.</p> <p>c Together with a visa if required.</p> <p>d None of the above.</p>

662 id 7608	(CPL) When an airline crew member, in the exercise of her/his duties, travels to another Contracting State as a passenger in order to join an aircraft, she/he must carry for identification purposes:
a A CMC.	
b	A CMC together with a valid passport and visa if required.
c	A temporary admission certificate issued by ICAO.
d	A valid flight crew license.

663 id 7609	(CPL) What is the purpose of a CMC?
a	To permit access to the air side of an aerodrome for aircrew.
b	To allow flight crew to be exempt from customs, health and immigration facilities at an en-route aerodrome.
c	To replace the crew member's licence.
d	To provide identification of aircrew.

10.11. Search and Rescue (based on Annex 12)

10.11.01. Organisation

10.11.01.01. Organisation

664 id 855	The units responsible for promoting efficient organization of search and rescue service are:
a	Alerting centre and rescue coordination centre.
b	Rescue coordination centre and rescue sub-centres.
c	Flight information centre and rescue coordination centre.
d	Area control centre, flight information centre and rescue coordination centre.

665 id 7611	Contracting States shall establish a rescue co-ordination centre:
a	In each search and rescue region.
b	At every ATS facility.
c	At every international airport.
d	If they are adjacent to the sea.

666 id 7612	COSPAS-SARSAT is:
a	A space system for the search of vessels in distress.
b	A communication system linking mayor airports.
c	A SAR satellite-aided tracking system.
d	a and c.

10.11.01.03. Operating procedures

667 id 1906	An operator shall not operate an aeroplane certificated to JAR25, across an area in which search and rescue would be especially difficult, without survival equipment if it flies away from an area suitable for making an emergency landing at a distance greater than :
a	60 minutes at cruising speed.
b	90 minutes at cruising speed.
c	30 minutes at cruising speed.
d	120 minutes at cruising speed.

668 id 1907	A turboprop aeroplane is performing an overwater flight, which takes it further than 340 NM away from an aerodrome where an emergency landing could be performed. Normal cruising speed is 180 kt. One engine out airspeed is 155 kt.
a	The regulation does not require life jackets or rafts to be taken on board in this particular case.
b	Life jackets must be available for all occupants.
c	Life jackets and rafts must be available for all occupants.
d	Life rafts must be available for all occupants.

669 | Three aircraft, (1), (2) and (3), arrive successively at ten minute intervals,
id 5303 | overhead the scene of a recent aircraft accident. -aircraft (1) is unable to establish contact with the Search and Rescue Centre -aircraft (2) is able to contact the Search and Rescue Centre -aircraft (3) is a Search and Rescue helicopter The command of the situation is the responsibility o

- a (1), then by mutual consent (2) and then (3).**
- b** (1), then by mutual consent (2) until the completion of operations.
- c** (1), and then by mutual consent to (3).
- d** (1) until the completion of operations.

670 | Whenever a distress signal and/or message or equivalent transmission is
id 7613 | intercepted by the PIC of an aircraft, he shall:

- a** Record the position of the craft in distress if given.
- b** Enter into a holding pattern and wait for an SAR aircraft to arrive.
- c** If possible take a bearing on the transmission.
- d a and c.**

671 | When a PIC observes that either another aircraft or a surface craft is in distress he
id 7614 | shall, unless he is unable, or in the circumstances of the case considers it unreasonable or unnecessary:

- a** Keep in sight of the craft in distress until such time as his presence is no longer necessary.
- b** Report to the rescue co-ordination centre or the air traffic services as much information as possible.
- c** Act as instructed by the rescue co-ordination centre or the air traffic services unit.
- d All of the above.**

672 | "A situation wherein apprehension exists as to the safety of an aircraft and its
id 7615 | occupants" is the definition for:

- a** Distress phase.
- b Alert phase.**
- c** Uncertainty phase.
- d** Emergency phase.

10.11.01.04. Search and rescue signals

673 | The color identification of the contents of droppable containers and packages
id 1847 | containing survival equipment should take the form of coloured streamers according to the following code:

- a Red for medical supplies and first aid equipment.**
- b** Blue for blankets and protective clothing.
- c** Black for food and water.
- d** Yellow for miscellaneous equipment.

674 | The color identification of the contents of droppable containers and packages
id 1848 | containing survival equipment should take the form of coloured streamers according to the following code:

- a Yellow for blankets and protective clothing.**
- b** Red for food and water.
- c** Blue for medical supplies and first aid equipment.
- d** Black for food and water.

675 id 1849	<p>The color identification of the contents of droppable containers and packages containing survival equipment should take the form of coloured streamers according to the following code:</p> <p>a Yellow for medical supplies and first aid equipment.</p> <p>b Blue for food and water.</p> <p>c Black for food and water.</p> <p>d Red for miscellaneous equipment.</p>
676 id 1850	<p>The color identification of the contents of droppable containers and packages containing survival equipment should take the form of coloured streamers according to the following code:</p> <p>a Blue for blankets and protective clothing.</p> <p>b Black for miscellaneous equipment.</p> <p>c Red for food and water.</p> <p>d Yellow for medical supplies and first aid equipment.</p>
677 id 4621	<p>Using the ground - air visual code the letter(s) similar to the symbol meaning "REQUIRE ASSISTANCE" is (are) :</p> <p>a 2</p> <p>b 1</p> <p>c 3</p> <p>d 4</p>
678 id 4622	<p>Using the ground - air visual code the symbol meaning "we have found all personnel" is :</p> <p>a 1</p> <p>b 2</p> <p>c 3</p> <p>d 4</p>
679 id 4623	<p>What is the meaning of the showed symbol in the ground air visual signal code for use by survivors ?</p> <p>a Require assistance</p> <p>b Require medical assistance</p> <p>c Landing here impossible</p> <p>d Drop emergency supplies at this point</p>
680 id 4624	<p>The ground - air visual code illustrated means :</p> <p>a Proceeding in the direction shown</p> <p>b Please indicate direction</p> <p>c Require assistance</p> <p>d Require medical assistance</p>
681 id 4625	<p>Using the ground - air visual signal code, the letter similar to the symbol meaning "REQUIRE MEDICAL ASSISTANCE" is :</p> <p>a 2</p> <p>b 3</p> <p>c 1</p> <p>d 4</p>

682 id 4626	What is the meaning of the showed symbol in the ground-air visual signal code for use by rescue units ?
	<ul style="list-style-type: none"> a we have found only some personnel b we have found all personnel c operation completed d we are returning to base
683 id 4627	Which of the following is NOT an international distress frequency ?
	<ul style="list-style-type: none"> a 2.182 KHz b 121.5 MHz c 243.0 MHz d 2430 KHz
684 id 5294	An aircraft is flying over a mountainous region in which a search is being carried out to find the survivors of an aircraft accident. The pilot sees a ground signal in the form of an "X". This indicates :
	<ul style="list-style-type: none"> a "Landing impossible". b "Need medical assistance". c "All occupants alive". d "Need mechanical assistance".
685 id 5302	At night an aircraft observes a luminous signal requesting help. To indicate that he has received these ground signals, the pilot must :
	<ul style="list-style-type: none"> a fly over the group of people in difficulty as low as possible. b make at least one complete turn over the group of people in difficulty. c transmit, by luminous Morse signal, a series of the letter "R" using his navigational lights. d switch his landing lights on and off twice or, if he is not so equipped, his navigation lights twice.
686 id 7610	Ground-air signals code for survivors: What is the meaning of an X displayed on the ground?
	<ul style="list-style-type: none"> a Require assistance. b Require medical assistance. c Require food and water. d None of the above.

10.12. Security

10.12.01. Annex 17

687 id 5182	For the transport of potentially disruptive passengers some supplementary safeguards are to be observed such as : <ul style="list-style-type: none">a boarding after to all other passengersb boarding prior to all passengersc the boarding will be at the pilot in command discretiond the boarding has to be done at the state discretion
688 id 5483	The movement area of an airfield, the adjacent lands and buildings or the parts of them with controlled access is called: <ul style="list-style-type: none">a Terminal.b Security program.c Manoeuvring area.d Aeronautical part
689 id 5484	Referring to the operational aspects in the unlawful seizure acts, it can be said: <ul style="list-style-type: none">a The contracting States will not assist with navigation aids, air transit services, etc, to an aircraft affected by an unlawful seizure act.b The contracting States will make provisions to ensure that an aircraft affected by an unlawful seizure act, which has landed in their territory, would be detained in all cases.c The contracting States will make provisions to ensure that an aircraft affected by an unlawful seizure act, which has landed in their territory, would be retained, unless its departure is justified to protect lives.d The Annex 17 does not recognise the importance of consultations between the State where an aircraft affected by an unlawful interference act has landed and the aircraft operator's State.
690 id 5839	Definition of "security, the ICAO Annex 17", is a combination of measures: <ul style="list-style-type: none">a intended to safeguard international civil aviation against acts of unlawful interferenceb and human and material resources intended to safeguard civil aviation against acts of unlawful interferencec and human and material resources intended to safeguard international civil aviation against acts of unlawful interferenced and human and material resources intended to safeguard international civil aviation
691 id 7616	(CPL) "The movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled" is the definition for: <ul style="list-style-type: none">a Controlled airport area.b Air side.c Operations side.d Security area.
692 id 7617	(CPL) The aim of aviation security is the following: <ul style="list-style-type: none">a Safeguard international civil aviation operations against acts of unlawful interference.b Regulate the transportation of dangerous goods by air.c Ensure that adequate maintenance standards are applied by all operators.d Ensure that commercial flight operations are safe and secure.

693 id 7618	(CPL) An airport security programme shall be established by each State for:
a	Every airport that can accommodate jet aircraft.
b	Any airport identified as having a poor safety record.
c	Each airport serving international civil aviation.
d	Airports that are perceived as being under increased threat of acts of unlawful interference.

694 id 7620	(CPL) Where a parking bay is not provided at an aerodrome for the use by aircraft that have been subject to unlawful interference, what is the minimum distance that parking bay is to be from other bays?
a	50 m
b	100 m
c	150 m
d	200 m

10.12.01.01. General

695 id 5175	The national civil aviation security programme shall be established by :
a	ECAC
b	ICAO
c	Each contracting state
d	ICAO and other organisations including the contracting state concerned

696 id 5176	Each contracting state shall designate an appropriate authority within its administration to be responsible for the development, implementation and maintenance of the national civil aviation security programme. The said appropriate authority :
a	Shall be specified to ICAO
b	Shall be specified to ICAO and to ECAC
c	Shall be specified to ICAO, ECAC and to other contracting states
d	Should be specified to ICAO and to ECAC

697 id 5842	When an aircraft subjected to an unlawful interference has landed it shall notify by the most expeditious means of the State of registry of the aircraft and the State of the operator of the landing and shall similarly transmit all other relevant information to the:
a	Two aforementioned States and the ICAO
b	Two aforementioned States, each State whose citizens suffered fatalities or injuries, each State whose citizens are known to be on board the aircraft and the ICAO
c	Two aforementioned States, each State whose citizens suffered fatalities or injuries, each State whose citizens were detained as hostages, each State whose citizens are known to be on board the aircraft and the ICAO
d	Two aforementioned States, each State whose citizens suffered fatalities or injuries on board the aircraft and the ICAO

698 id 5843	A State shall provide assistance to an aircraft subjected to an act of unlawful seizure. This assistance includes :
a	provision of navigation aids, air traffic services, permission to land and refuelling
b	provision of navigation aids, air traffic services and permission to land
c	provision of navigation aids, air traffic services, permission to land and catering for passengers
d	only permission to land

699 id 5844	A State shall take adequate measures for the safety of passengers and crew of an aircraft which is subjected to an act of unlawful interference, a if is requested by an individual passenger b during a period of investigation c and arrange for them to return to their country of origin d until their journey can be continued
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700 id 7619	(CPL) If an aircraft subjected to an act of unlawful seizure has landed on its territory, each Contracting State shall: a Detain the aircraft on ground. b Deliver food and water but turn down requests for fuel. c Let the aircraft depart if it is necessary to protect human life. d a and c.
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10.12.01.02. Organisation

701 id 5177	Each contracting state shall establish measures to ensure that the aircraft operator is informed when passengers are obliged to travel because they have been the subject of judicial or administrative proceedings in order that appropriate security mesures can be taken a the aircraft operator and the pilot in command are only to be informed when any passenger is the subject of judicial proceedings b correct c the statement above question is incomplete. The pilot in command and the aircraft operator are to be informed d these measures are of the discretion of the contracting state
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702 id 5178	When mixing or contact does take place between passengers subjected to security control and other persons not subjected to such control after the security screening points at airports serving internationnal civil aviation have been passed a the passengers concerned and their cabin baggage shall be re screened before boarding an aircraft b only the passengers are to be re screened c only the passengers cabin baggage are to be re screened d the persons not subjected to security control shall be identified
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703 id 5179	Each member state should designate an appropriate authority with its administration to be responsible for the development implementation and maintenance of a national aviation security programme. This programme should apply : a only to all international civil transport including aircraft engaged solely in the carriage of cargo b to all international civil air transport including aircraft engaged solely in the carriage of cargo and yet to domestic flights at the discretion of each member state c only to passengers and aircrew in international civil transport flights d only to passangers and aircrew in international civil transport flights and domestic flights
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704 id 5180	<p>When a member state allows police officers, security staff, bodyguards or other agents of foreign states to carry weapons in their territory for the protection of aircraft in flight, permission for the carriage of weapons should be conditional upon :</p> <ul style="list-style-type: none"> a Notification of the pilot in command of a decision to permit a weapon to be carried on board his aircraft only b Prior notification by the state of embarkation to the foreign state in which the weapons will be carried on the airport of arrival and notification of the pilot in command of a decision to permit a weapon to be carried on board his aircraft c Agreement between the state of embarkation and the state of destination d Agreement between the state of embarkation and the airport of arrival
705 id 5181	<p>Member states should introduce specific security measures for the air transport of the following groups of potentially disruptive passengers defined below :</p> <ul style="list-style-type: none"> a None of the answers is correct b Deportees and persons in lawful custody only c Deportees and inadmissible persons only d Deportees, inadmissible persons and persons in lawful custody
706 id 5840	<p>Each State of ICAO Annex 17 shall ensure the establishment of a security programme,</p> <ul style="list-style-type: none"> a for every airline operating in the State b That is common for all airports within State c At each airport d only for administrative staff of airport
707 id 5841	<p>The ICAO Annex 17 comprise rules in order to establish security measures for passengers:</p> <ul style="list-style-type: none"> a Checked baggage, cargo and other goods, access control and airport design b and baggage c checked baggage, cargo and other goods d Cabin baggage, checked baggage, cargo and other goods, access control and airport design

10.13. Aircraft Accident Investigation

10.13.01. Annex 13

708 id 856	<p>Just before arriving on the apron, taxiing inadvertently on the grass, a wheel falls into a hole, which seriously damages the aircraft and obliges the crew to delay the departure.</p> <p>a This is an irregularity in the operation, the crew must inform the operator of the delay caused by necessary repair.</p> <p>b Since no physical injury has been noticed and the flight is over, the actions to be taken are related only to insurance, to the repairman, the operator and the persons in charge of the runway and taxiways.</p> <p>c This is an accident and the crew must follow the procedure relevant to this case.</p> <p>d This is an incident and the pilot-in-command must report it to the airport authority within the next 48 hours.</p>
709 id 4006	<p>Who is responsible, under Annex 13 of the Chicago convention for the initiation of an accident investigation?</p> <p>a Operators of the same aircraft type</p> <p>b The government of the state in which the accident took place</p> <p>c The aircraft manufacturer</p> <p>d The law enforcement authorities of the state in which the aircraft is registered</p>
710 id 4665	<p>Upon receipt of the modification and a request by the state of occurrence for participation, the state of design and the state of manufacture shall in the case of an accident or serious incident inform the state of occurrence of the name of its representative to be present at the investigation when the aircraft :</p> <p>a Has a maximum mass over 2 250 kg</p> <p>b Has a maximum mass over 27.000 kg</p> <p>c Has a maximum mass over 5 700 kg</p> <p>d Has a maximum mass over 100.000 kg</p>
711 id 5845	<p>The objective of the investigation of an accident or incident shall be the:</p> <p>a prevention of accidents or incidents</p> <p>b prevention of accidents or incidents and apportion blame or liability</p> <p>c prevention of accidents or incidents and to help the judges</p> <p>d prevention of accidents or incidents and to help the manufacturers in design</p>
712 id 5846	<p>Which of the following, according to ICAO Annex 13, shall be entitled to appoint an accredited representative to participate in the investigation?</p> <p>a any State which, on request, provides information, facilities or experts to the State conducting the investigation</p> <p>b State conducting the investigation, State of aircraft registry and operator's State.</p> <p>c State conducting the investigation and State of design and manufacturing</p> <p>d all ICAO members States</p>
713 id 5847	<p>The accident investigation preliminary report shall be submitted to appropriate States and to the ICAO, in:</p> <p>a The language of the investigating State</p> <p>b English</p> <p>c one of the working languages of ICAO</p> <p>d Any of the world's major languages</p>

714 id 7621	The responsibility to institute an investigation into the circumstances of an accident rests with:
	<ul style="list-style-type: none"> a The State of Registry. b The State of Manufacture. c The State of Occurrence. d The ICAO.
715 id 7622	The purpose of an aircraft accident investigation shall be:
	<ul style="list-style-type: none"> a The prevention of accidents. b The prevention of accidents and the determination of the liability of the operator of the aircraft. c The prevention of accidents and assistance to the courts of justice determining the responsibilities for the accident. d None of the above is correct.
716 id 7623	The conducting of an accident investigation may be delegated, in whole or in part, to:
	<ul style="list-style-type: none"> a The State of Manufacture. b The State of Registry. c The State of the Operator. d b and c.
717 id 7624	The State conducting an accident investigation shall:
	<ul style="list-style-type: none"> a Publish a final report according to ICAO Standards. b Hold a press conference immediately after the termination of the investigation. c Publish a final report as requested by the State of the Operator. d None of the above statements are correct.