

## Questions

1. The landing reference speed  $V_{REF}$  has, in accordance with international requirements, the following margins above the stall speed in landing configuration for a Class B aeroplane:
  - a. 15%
  - b. 20%
  - c. 10%
  - d. 30%
2. At a given mass, the stalling speed of a twin engine, Class B aeroplane is 100 kt in the landing configuration. The minimum speed a pilot must maintain in short final is:
  - a. 130 kt
  - b. 115 kt
  - c. 125 kt
  - d. 120 kt
3. The stalling speed or the minimum steady flight speed at which the aeroplane is controllable in landing configuration is abbreviated as:
  - a.  $V_{S1}$
  - b.  $V_S$
  - c.  $V_{MC}$
  - d.  $V_{S0}$
4. What margin above the stall speed is provided by the landing reference speed  $V_{REF}$  for a Class B aeroplane?
  - a.  $1.10V_{S0}$
  - b.  $V_{MCA} \times 1.2$
  - c.  $1.30V_{S0}$
  - d.  $1.05V_{S0}$
5. An increase in atmospheric pressure has, among other things, the following consequences on landing performance:
  - a. a reduced landing distance and degraded go-around performance
  - b. a reduced landing distance and improved go-around performance
  - c. an increased landing distance and degraded go-around performance
  - d. an increased landing distance and improved go-around performance

6. The landing distance of an aircraft is 600 m in a standard atmosphere, with no wind and at a pressure altitude of 0 ft. Using the following corrections:

± 20 m / 1000 ft field elevation  
- 5 m / kt headwind  
+ 10 m / kt tailwind  
± 15 m / % runway slope  
± 5 m / °C deviation from standard temperature

The landing distance at an airport of 1000 ft elevation, temperature 17°C, QNH 1013.25 hPa, 1% upslope, 10 kt tailwind is:

- a. 555 m
  - b. 685 m
  - c. 725 m
  - d. 785 m
7. To minimize the risk of hydroplaning during the landing the pilot of a modern airliner should:
- a. make a "positive" landing and apply maximum reverse thrust and brakes as quickly as possible
  - b. use maximum reverse thrust, and should start braking below the hydroplaning speed
  - c. use normal landing, braking and reverse thrust techniques
  - d. postpone the landing until the risk of hydroplaning no longer exists
8. An aircraft has two certified landing flaps positions, 25° and 35°. If a pilot chooses 25° instead of 35°, the aircraft will have:
- a. a reduced landing distance and better go-around performance
  - b. an increased landing distance and degraded go-around performance
  - c. a reduced landing distance and degraded go-around performance
  - d. an increased landing distance and better go-around performance
9. May anti-skid be considered to determine the take-off and landing data?
- a. Only for take-off
  - b. Only for landing
  - c. Yes
  - d. No
10. An aircraft has two certified landing flaps positions, 25° and 35°. If a pilot chooses 35° instead of 25°, the aircraft will have:
- a. an increased landing distance and better go-around performance
  - b. a reduced landing distance and degraded go-around performance
  - c. a reduced landing distance and better go-around performance
  - d. an increased landing distance and degraded go-around performance