## Questions

**1. For a multi-engine Class B aeroplane, the en route phase extends from:**

a. 1000 ft above the take-off surface to 1500 ft above the landing surface
b. 1500 ft above the take-off surface to 1000 ft above the landing aerodrome level
c. from the start of level flight to the end of level flight
d. 50 ft above the take-off surface to 1500 ft above the landing aerodrome level

**2. Following engine failure in the cruise, what is the name given to the descent procedure from the cruise altitude to the one engine inoperative ceiling?**

a. Descent profile
b. Descent procedure
c. Drift down
d. Emergency descent

**3. Why does the descent profile of the drift down procedure steadily become shallower?**

a. As density increases, the remaining engine generates more thrust
b. Drag starts to decrease towards the end of the drift down procedure
c. Weight apparent thrust decreases with increasing density
d. The increase in gravitational acceleration causes the weight apparent thrust to increase

**4. Which of the statements below correctly describes the en route requirements for a multi-engine Class B aeroplane?**

a. In the event of engine failure, the aeroplane is capable of reaching a place at which a safe forced landing can be made
b. In the event of the failure of one engine, the aeroplane is capable of continuing flight to an aerodrome
c. The aeroplane must not be operated unless a landing into safe forced landing areas can be made
d. The aeroplane cannot operate above an altitude where the rate of climb is less than 300 ft/min

**5. Following engine failure in a multi-engine Class B aeroplane at cruise altitude, why is the aeroplane forced to descend?**

a. There is insufficient oxygen at high altitude to support the passengers
b. Drag increases so that it exceeds the thrust available
c. The one engine inoperative ceiling is lower than the two engine operative ceiling
d. There is insufficient thrust to balance drag

**6. For a multi-engine Class B aeroplane, following engine failure, what speed should be used during the descent to the one engine inoperative ceiling?**

a. $V_{MD}$
b. $V_{MP}$
c. $1.32V_{MD}$
d. $V_X$