

Examination Center DGAC

Examination Date _____

Name _____

Firstname _____

Birthday _____

- 1 A piece of equipment on your public transport aircraft fails while taxiing to the holding point. The reference document you use in the first place to decide on the procedure to follow is: (1.00 P.)
- [A] the operations manual's chapter "Abnormal and Emergency Procedures".
 - [B] the flight record.
 - [C] the minimum equipment list.
 - [D] the KCARs.

- 2 Wind shear is:
(1.00 P.)
- [A] a vertical or horizontal wind velocity and / or wind direction over a large distance
 - [B] a horizontal wind velocity variation over a short distance
 - [C] a variation in vertical or horizontal wind velocity and / or wind direction over a short distance
 - [D] a variation in vertical wind velocity variation over a short distance

- 3 A piece of equipment on your public transport aircraft fails while you are still parked. The reference document you use to decide on the procedure to follow is: (1.00 P.)
- [A] the KCARs.
 - [B] the minimum equipment list.
 - [C] the flight manual.
 - [D] the operations manual's chapter "Abnormal and Emergency procedures".

- 4 During a landing approach, the aircraft is subjected to windshear with an increasing head wind. In the absence of a pilot action, the aircraft:

- 1- flies above the glide path
- 2- flies below the glide path
- 3- has an increasing true airspeed
- 4- has a decreasing true airspeed

The combination of correct statements is: (1.00 P.)

- [A] 1,3.
- [B] 1,4.
- [C] 2,4.
- [D] 2,3.

- 5 The minimum equipment list of a public transport aircraft is to be found in the:
(1.00 P.)
- [A] KCARs.
 - [B] flight record.
 - [C] flight manual.
 - [D] operations manual.

- 6 The operator must ensure that the mass and balance documentation of a flight is stored for a minimum period of: (1.00 P.)
- [A] 6 months
 - [B] 3 months
 - [C] 1 year
 - [D] 1 month
- 7 The operator must ensure that the information contained in the aircraft technical log is stored for a minimum period of: (1.00 P.)
- [A] 24 months
 - [B] 15 months
 - [C] 3 months
 - [D] 12 months

- 8 During a landing approach, the aircraft is subjected to windshear with a decreasing tail wind. In the absence of a pilot action, the aircraft:

- 1- flies above the glide path
- 2- flies below the glide path
- 3- has an increasing true airspeed
- 4- has a decreasing true airspeed

the combination of correct statements is: (1.00 P.)

- [A] 1,4.
- [B] 1,3.
- [C] 2,4.
- [D] 2,3.

- 9 For a non pressurised aircraft, the supplemental oxygen is: (1.00 P.)
- [A] used for protection against smoke and carbon dioxide
 - [B] required to operate at pressure altitudes above 10 000 ft
 - [C] available for supply to passengers for physiological reasons
 - [D] therapeutical oxygen specially carried for certain passengers

- 10 After take-off, an aircraft is subjected to windshear with a decreasing head wind. In the absence of a pilot action, the aircraft:

- 1- flies above the climb-out path
- 2- flies below the climb-out path
- 3- has an increasing true airspeed
- 4- has a decreasing true airspeed

The combination of correct statements is: (1.00 P.)

- [A] 2,4.
- [B] 2,3.
- [C] 1,3.
- [D] 1,4.

- 11 As a pilot in command, during flight preparation, if you are notified that a dangerous package has been damaged during its loading, you: (1.00 P.)
- [A] mention it on the Notification to Captain
 - [B] ensure that arrangements are made for its removal
 - [C] mention it on the shipper's declaration
 - [D] accept it after a visual inspection

- 12 An Instrument rating comprises a rating, permitting the holder to inter alia:
(1.00 P.)
- [A] act as safety pilot, provided he is the holder of the appropriate type of group type rating (piston-engine aircraft: MCM 5700 kg or less); where a type rating by name is required then by name for such an aircraft.
 - [B] act as safety pilot
 - [C] act as pilot in command of tug aircraft
 - [D] Not act as pilot in Command

- 13 To use passengers oxygen in case of severe cabin smoke is: (1.00 P.)
- [A] useless because the oxygen units do not operate under smoke conditions.
 - [B] useless because breathing oxygen would explode under smoke conditions.
 - [C] useless because the toxical cabin smoke is mixed with the breathing oxygen.
 - [D] possible and recommended.

- 14 A public transport aircraft is intended to be operated at FL 390. The total number of oxygen masks (dispensing units and outlets) in the cabin must be at least the same as the total number of: (1.00 P.)
- [A] seats exceeded by 10%.
 - [B] passengers.
 - [C] seats.
 - [D] passengers exceeded by 10%.
- 15 The flight data recorder must stop automatically to record the data: (1.00 P.)
- [A] when the main gear shock strut compresses when touching the runway.
 - [B] when the aeroplane clears the runway.
 - [C] when the landing gear is extended and locked.
 - [D] after the aeroplane is unable to move by its own power.
- 16 An aeroplane with 8 passengers on board is operated at FL 270. The supply of undiluted oxygen carried on board shall be sufficient for at least: (1.00 P.)
- [A] no first aid required.
 - [B] 1 passenger for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 14000 ft.
 - [C] 2 passengers for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 10000 ft.
 - [D] 1 passenger for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8000 ft.
- 17 In regard to passengers briefing in public transport aeroplane, information about oxygen must be given to passengers through a demonstration. If a flight is to be carried out at FL 290, this demonstration must be completed before: (1.00 P.)
- [A] the aircraft reaches FL 250.
 - [B] the aircraft reaches FL 140.
 - [C] take-off.
 - [D] the aircraft reaches FL 100.

- 18 Minimum time route is a route calculated for: (1.00 P.)
- [A] aircraft flying in MNPS airspace
 - [B] a period of 24 hours
 - [C] a period of 12 hours
 - [D] a given flight from departure to destination

- 19 Fire fighting in the toilets must be performed with: (1.00 P.)
- [A] all available liquids.
 - [B] only the extinguisher corresponding to the toilets.
 - [C] all available extinguishers in sequence.
 - [D] all available extinguishers simultaneously.

- 20 The field of application of the Minimum Equipment List (MEL) is defined by a phase of flight operation. The commander must use the limitations provided by the MEL: (1.00 P.)
- [A] At any time during the flight.
 - [B] At the parking area prior to the aircraft taxiing.
 - [C] Until the aircraft has come to a complete stop at the end of the flight.
 - [D] Prior to the aircraft take-off.

- 21 The term decision height (DH) is used for: (1.00 P.)
- [A] a precision approach.
 - [B] an indirect approach.
 - [C] a non precision approach.
 - [D] a circling approach only.

- 22 The recent experience conditions of a commander assigned to a flight on an aircraft by an operator must not be less than: (1.00 P.)
- [A] 3 take-offs and 3 landings on this type of aircraft during the last 6 months
 - [B] 6 take-offs and 6 landings during the last 6 months
 - [C] 3 take-offs and 3 landings as pilot flying on the same type of aircraft or approved simulator in the preceding 90 days
 - [D] 6 take-offs and 6 landings as pilot flying on the same type of aircraft or approved simulator

- 23 A life jacket is mandatory for each person on board an aeroplane when flying over water at a distance from the shore of more than: (1.00 P.)
- [A] 200 NM
 - [B] 50 NM
 - [C] 400 NM
 - [D] 100 NM
- 24 For a non pressurised aircraft, all occupants of flight deck seats on flight deck duty shall be supplied with supplemental oxygen during: (1.00 P.)
- [A] the entire flight time after 30 minutes at pressure altitudes greater than 10 000 ft but not exceeding 13 000 ft
 - [B] the entire flight time at pressure altitudes above 10 000 ft
 - [C] the entire flight time at pressure altitudes above 13 000 ft and for any period exceeding 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft
 - [D] the entire flight time at pressure altitudes above 13 500 ft
- 25 The minimum number of hand fire-extinguishers to be located in the passenger compartment of an aircraft with a maximum approved passenger seating configuration of 31 is: (1.00 P.)
- [A] 0
 - [B] 1
 - [C] 2
 - [D] 3

- 26 For a non pressurised aircraft, all required cabin crew members shall be supplied with supplemental oxygen during: (1.00 P.)
- [A] the entire flight time at pressure altitudes above 13 000 ft and for any period exceeding 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft
 - [B] the entire flight time after 30 minutes at pressure altitudes greater than 10 000 ft but not exceeding 13 000 ft
 - [C] the entire flight time at pressure altitudes above 10 000 ft
 - [D] the entire flight time at pressure altitudes above 13 000 ft
- 27 On overwater flights, an operator shall not operate an aeroplane at a distance away from land, which is suitable for making a emergency landing greater than that corresponding to: (1.00 P.)
- [A] 400 NM or 120 minutes at cruising speed.
 - [B] 100 NM or 30 minutes at cruising speed.
 - [C] 300 NM or 90 minutes at cruising speed.
 - [D] 200 NM or 45 minutes at cruising speed.
- 28 For a non pressurised aircraft, 100% of passengers shall be supplied with supplemental oxygen during: (1.00 P.)
- [A] the entire flight time at pressure altitudes above 10 000 ft
 - [B] the entire flight time at pressure altitudes above 13 000 ft and for any period exceeding 30 minutes at pressure altitudes above 10 000 ft but not exceeding 13 000 ft
 - [C] the entire flight time at pressure altitudes above 13 000 ft
 - [D] the entire flight time after 30 minutes at pressure altitudes greater than 10 000 ft but not exceeding 13 000 ft

- 29 A minimum time track is a: (1.00 P.)
- [A] spherical capable flight segment
 - [B] rhumb line
 - [C] great circle track
 - [D] track determined according to wind conditions

- 30 An aircraft having undergone an anti-icing procedure and having exceeded the holdover time of the anti-icing fluid: (1.00 P.)
- [A] must only undergo a new anti-icing procedure for take-off.
 - [B] need not undergo a new anti-icing procedure for take-off.
 - [C] must undergo a de-icing procedure before a new application of anti-icing fluid for take-off.
 - [D] must only undergo a de-icing procedure for take-off.

- 31 After a landing, with overweight and overspeed conditions, the tyres and brakes are extremely hot. The fireguards should approach the landing gear tyres: (1.00 P.)
- [A] only from left or right side.
 - [B] from any side.
 - [C] under no circumstances.
 - [D] only from front or rear side.

- 32 During a de-icing / anti-icing procedure carried out in two stages, the holdover time starts: (1.00 P.)
- [A] at the beginning of the first stage (de-icing stage).
 - [B] at the beginning of the second stage (anti-icing stage).
 - [C] at the end of the second stage (anti-icing stage).
 - [D] at the end of the first stage (de-icing stage).

- 33 At the alternate aerodrome, the commander of a turbojet engine aeroplane should have a fuel quantity (final reserve) sufficient for flying during: (1.00 P.)
- [A] 45 minutes at cruising speed
 - [B] 30 minutes at cruising speed
 - [C] 45 minutes at holding flight speed at 1500 ft
 - [D] 30 minutes at holding flight speed at 1500 ft
- 34 On arriving overhead an isolated aerodrome, the commander of a turbojet engine aircraft should have a minimum quantity of fuel (additional reserve including the final reserve) sufficient for flying during: (1.00 P.)
- [A] 30 minutes at holding flight speed and 1500 ft
 - [B] 30 minutes with normal cruising consumption
 - [C] 2 hours with normal cruise consumption
 - [D] 2 hours at holding flight speed and 1500 ft
- 35 For a twin engine aeroplane, non ETOPS, when the weather conditions require a take-off alternate to be selected, it shall be located, in still air conditions, within: (1.00 P.)
- [A] 2 hours of flight time at single engine cruising speed
 - [B] 2 hours of flight time at cruising speed
 - [C] 1 hour of flight time at single engine cruising speed
 - [D] 1 hour of flight time at cruising speed

- 36 For the purpose of wake turbulence separation, what is the KCARs minimum radar separation distance if a heavy aeroplane is following directly behind another heavy aeroplane on the approach to the same runway ? (1.00 P.)
- [A] 3.7 km (2 NM)
 - [B] 9.3 km (5 NM)
 - [C] 11.1 km (6 NM)
 - [D] 7.4 km (4 NM)

- 37 When the weather conditions require an alternate aerodrome to be available on take-off, the latter shall be located, for aircraft with three or more engines, at an equivalent distance not exceeding: (1.00 P.)
- [A] 2 hours of flight time at cruising speed
 - [B] 1 hour of flight time at single engine cruising speed
 - [C] 2 hours of flight time at one-engine-inoperative cruising speed
 - [D] 1 hour of flight time at cruising speed

- 38 For purpose of wake turbulence separation, what is the KCARs minimum radar separation distance and minimum time if a medium aeroplane (less than 136000 kg and more than 7000 kg) is following directly behind a heavy aeroplane on the approach to the same runway ? (1.00 P.)
- [A] 9.3 km (5 NM) and 3 minutes
 - [B] 7.4 km (4 NM) and 2 minutes
 - [C] 9.3 km (5 NM) and 2 minutes
 - [D] 11.1 km (6 NM) and 3 minutes
- 39 For purpose of wake turbulence separation, what is the KCARs minimum separation time if a light aeroplane (7000 kg or less) is following a medium aeroplane (less than 136000 kg but more than 7000 kg) on the approach to landing ? (1.00 P.)
- [A] 4 minutes
 - [B] 5 minutes
 - [C] 3 minutes
 - [D] 2 minutes

- 40 Who shall be satisfied, before flight, that the aircraft's weight is such that flight can be safely made, and that any transported cargo is properly distributed and secured? (1.00 P.)
- [A] The airline's dispatcher.
 - [B] The flight engineer.
 - [C] The commander.
 - [D] The operator.

- 41 The flight data recorder must start automatically to record the data: (1.00 P.)
- [A] when the landing gear is retracted.
 - [B] when lining up.
 - [C] prior to the aircraft being capable of moving under its own power.
 - [D] when taking-off.

- 42 The greatest wake turbulence occurs when the generating aircraft is: (1.00 P.)
- [A] Small, light, at low speed in clean configuration
 - [B] Large, heavy, at low speed in clean configuration
 - [C] Small, light, at maximum speed in full flaps configuration
 - [D] Large, heavy, at maximum speed in full flaps configuration

- 43 A commander shall not take-off for an IFR flight unless information is available indicating that the expected weather conditions at the destination and/or required alternate aerodrome(s) are: (1.00 P.)
- [A] At the estimated time of arrival, at or above the planning minima.
 - [B] At the estimated time of arrival, and for a reasonable period before and after such a predicted time, equal to or better than the minimum conditions required for aerodrome use.
 - [C] during a period from 1 hour before to 1 hour after the estimated time of arrival at the aerodrome, at or above the planning minima.
 - [D] At the estimated time of arrival better than the minimum conditions required for aerodrome use.

- 44 Flight data recorders must keep the data and parameters recorded during at least the last: (1.00 P.)
- [A] 48 hours of operation.
 - [B] flight.
 - [C] 30 hours of operation.
 - [D] 25 hours of operation.
- 45 On board a non-pressurized aircraft, the crew and all the passengers must be fed with oxygen throughout the flight period during which the pressure altitude is greater than: (1.00 P.)
- [A] 10 000 ft
 - [B] 13 000 ft
 - [C] 12 000 ft
 - [D] 11 000 ft
- 46 On board a non-pressurised aircraft, 10% of the passengers shall be supplied with oxygen throughout the entire flight time, after 30 minutes at pressure altitude greater than: (1.00 P.)
- [A] 10 000 ft but not exceeding 13 000 ft
 - [B] 10 000 ft but not exceeding 12 000 ft
 - [C] 11 000 ft but not exceeding 12 000 ft
 - [D] 11 000 ft but not exceeding 13 000 ft

- 47 When refuelling is being performed while passengers are boarding or disembarking the aircraft, one of the requirements is: (1.00 P.)
- [A] The ground area beneath the exits intended for emergency evacuation and slide deployment areas must be kept clear.
 - [B] Refuelling is prohibited while passengers are boarding and/or disembarking.
 - [C] The aircraft's stairs be completely extended.
 - [D] All flight crew shall remain at their station.

- 48 On board a pressurised aircraft, a flight shall be undertaken only if the aircraft is provided with an oxygen reserve enabling all the crew members and part of the passengers to be supplied with oxygen in the event of a cabin depressurisation, throughout the flight period, during which the pressure altitude is greater than: (1.00 P.)
- [A] 13 000 ft.
 - [B] 10 000 ft.
 - [C] 11 000 ft.
 - [D] 12 000 ft.
- 49 For the flight crew members, quick donning type of oxygen masks are compulsory on board any pressurized aeroplane operating at a pressure altitude above: (1.00 P.)
- [A] 29 000 ft
 - [B] 25 000 ft
 - [C] 13 000 ft
 - [D] 10 000 ft

- 50 For a twin-engine aeroplane, non ETOPS, the take-off alternate, if required, shall be located (in still air conditions) within: (1.00 P.)
- [A] two hours of flight time, at cruising speed with only one engine operative.
 - [B] one hour of flight time at cruising speed all engines operating.
 - [C] two hours of flight time at cruising speed all engines operating.
 - [D] one hour of flight time, at cruising speed with only one engine operative.

- 51 The frequency designated for VHF air to air communications when out of range of VHF ground stations in NAT region is: (1.00 P.)
- [A] 121.5 MHz.
 - [B] 243 MHz.
 - [C] 118.5 MHz.
 - [D] 123.45 MHz.

- 52 For the purpose of wake turbulence separation, what is the minimum separation time that is permitted when a light aircraft is taking off behind a heavy aircraft from an intermediate part of the same runway ? (1.00 P.)
- [A] 5 minutes
 - [B] 4 minutes
 - [C] 3 minutes
 - [D] 2 minutes

- 53 A check on the operation of the SELCAL equipment during a transatlantic flight using the OTS (Organised Track System) must be done: (1.00 P.)
- [A] Within 15 minutes after crossing the oceanic airspace boundary.
 - [B] At or prior entering the oceanic airspace.
 - [C] On ATC request only.
 - [D] As soon as possible after entering the NAT region.
- 54 Air traffic services may require an aircraft to report position when flying east-west, south of 70°N between 5°W and 65°W, every: (1.00 P.)
- [A] 5° of longitude.
 - [B] 20° of longitude.
 - [C] 15° of longitude.
 - [D] 10° of longitude.

- 55 Which statement is correct about noise abatement procedures during landing ?
(1.00 P.)
- [A] These procedures prohibit the use of reverse thrust .
 - [B] There are no noise abatement procedures for landing.
 - [C] These procedures are applied in case of instrument approach only.
 - [D] These procedures shall not prohibit the use of reverse thrust.

- 56 Information concerning emergency evacuation procedures shall be found in the:
(1.00 P.)
- [A] operations manual.
 - [B] operational flight plan.
 - [C] journey logbook.
 - [D] flight manual.

- 57 A list of dangerous goods, which may not be transported by air, can be found in:
(1.00 P.)
- [A] the shipper's declaration for dangerous goods.
 - [B] the technical instructions for the safe transport of dangerous goods by air.
 - [C] Annex 18 to the Chicago Convention.
 - [D] Annex 6 to the Chicago Convention.

- 58 The climb or descent through MNPS (Minimum Navigation Performance Specification) airspace of a non MNPS certified aircraft: (1.00 P.)
- [A] can be authorised under radar control if the pilot is in VHF contact with the controller
 - [B] is forbidden in all circumstances
 - [C] can be authorised when the aircraft has two long range navigation systems
 - [D] can be authorised only if the pilot is in communication with the conflicting aircraft pilot

59 Malfunctioning of the automatic pressurization system is indicated by:

1. a change in environmental sounds.
2. the cabin altitude gauge indicates an abnormal rate of climb.
3. the differential pressure between the exterior and the interior of the aircraft decreases.

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 1, 2.
- [B] 1, 3.
- [C] 1, 2, 3.
- [D] 2, 3.

- 60 If the Engine Pressure Ratio(EPR) probe becomes covered with ice, EPR indications will be: (1.00 P.)
- [A] Equal to the actual.
 - [B] Not available.
 - [C] Less than the actual.
 - [D] Greater than the actual.

- 61 In accordance with KCARs when a MEDIUM and a LIGHT aircraft are using the same runway, or parallel runways separated by less than 760 m, (in approach or departure phases of flight), shall be applied a wake turbulence radar separation minima of: (1.00 P.)
- [A] 4 NM
 - [B] 5 NM
 - [C] 3 NM
 - [D] 2 NM

- 62 In the absence of wind and without the astronomic precession effect, an aircraft would, at a constant gyro heading, follow a: (1.00 P.)
- [A] spherical flight segment
 - [B] straight map line
 - [C] rhumb line
 - [D] great circle line

- 63 According with KCARs, a wake turbulence radar separation minima of 9,3 km (5,0 NM) shall be applied when a: (1.00 P.)
- [A] MEDIUM aircraft is crossing behind a MEDIUM aircraft, at the same altitude or less than 300 m (1 000 ft)
 - [B] HEAVY aircraft is crossing behind a HEAVY aircraft, at the same altitude or less than 300 m (1 000 ft)
 - [C] LIGHT aircraft is crossing behind a HEAVY aircraft, at the same altitude or less than 300 m (1 000 ft)
 - [D] LIGHT aircraft is crossing behind a MEDIUM aircraft, at the same altitude or less than 300 m (1 000 ft)
- 64 KCARs establishes, that wake turbulence separation minima shall be based on a grouping of aircraft types into three categories according to the maximum certificated take-off mass.
Heavy (H) Category, are all aircraft types of: (1.00 P.)
- [A] less than 136 000 Kg but more than 126 000 Kg
 - [B] 146 000 Kg or more
 - [C] 135 000 Kg or more
 - [D] 136 000 Kg or more

- 65 During a transoceanic and polar flight, the transport precession is the rotation in degrees of the gyro North with respect to the: (1.00 P.)
- [A] true North
 - [B] grid North
 - [C] compass North
 - [D] magnetic North

- 66 A commercial aeroplane is scheduled to be operated at FL 390 and has the following characteristics:
Maximum approved passenger seating configuration = 230
Number of seats on board= 200
Scheduled number of passengers on board= 180
The minimum number of oxygen dispensing units provided in the aeroplane cabin compartment should be: (1.00 P.)
- [A] 230.
[B] 180.
[C] 200.
[D] 220.

- 67 During a transoceanic and polar flight, the chart precession is a rotation in degrees, for a moving aircraft, of the gyro North with respect to the: (1.00 P.)
- [A] grid North for any chart
 - [B] true North for any chart
 - [C] true North for a given chart
 - [D] grid North for a given chart

- 68 Above which flight level do the regulations require a quick donning type of oxygen mask for the flight crew in a pressurized aircraft ? (1.00 P.)
- [A] FL 250.
 - [B] FL 300.
 - [C] FL 100.
 - [D] FL 390.

- 69 Astronomic precession is: (1.00 P.)
- [A] existing whether the aircraft is on the ground or flying
 - [B] depending on the chart used
 - [C] independent of the latitude
 - [D] zero when the aircraft is on the ground
- 70 Astronomic precession: (1.00 P.)
- [A] is zero at the North pole
 - [B] causes an apparent spin of heading gyro to the left in the southern hemisphere
 - [C] is zero at the South pole
 - [D] causes an apparent spin of heading gyro to the right in the southern hemisphere
- 71 Astronomic precession: (1.00 P.)
- [A] is zero at the North pole
 - [B] is zero at the South pole
 - [C] causes the gyro axis to spin to the left in the Northern hemisphere
 - [D] causes the gyro axis to spin to the right in the Northern hemisphere

- 72 A public transport aeroplane is intended to be operated at FL 370. The cabin is fitted with 180 passenger seats. The minimum number of cabin oxygen masks (dispensing units) required for this aeroplane is: (1.00 P.)
- [A] 198 (110% of the seating capacity).
 - [B] 240 (one additional mask per seat block).
 - [C] 210 (one additional mask per seat row).
 - [D] 270 (150% of the seating capacity).
- 73 For a pressurised aircraft, the first-aid oxygen is designed to: (1.00 P.)
- [A] protect all the occupants against the effects of accidental depressurisation.
 - [B] provide oxygen to 10% of passengers at a cabin altitude exceeding 13000 ft after 30 minutes.
 - [C] provide undiluted oxygen to passengers for physiological reasons following a cabin depressurisation.
 - [D] protect the flight crew and cabin attendants against fumes and noxious gases.

- 74 The correct statement about extinguishing agents on board aeroplanes is: (1.00 P.)
- [A] Burning cargo in a cargo-aeroplane is usually extinguished by using carbon dioxide.
 - [B] Halon is an effective extinguishing agent for use in aeroplanes.
 - [C] A powder extinguisher is suitable for extinguishing a cockpit fire.
 - [D] Water may only be used for minor fires.
- 75 The system which must be switched off in case of a belly compartment fire is generally the: (1.00 P.)
- [A] pressurization
 - [B] total air-conditioning
 - [C] trim air
 - [D] ventilation of the cargo compartment

- 76 When an aircraft flies into a horizontal tail wind gust the aircraft tends: (1.00 P.)
- [A] not to change its trajectory
 - [B] to descend
 - [C] to climb
 - [D] to climb or descend, depending on the gust strength
- 77 One of the main characteristics of windshear is that it: (1.00 P.)
- [A] occurs only at a low altitude (2000 ft) and never in the vertical plane
 - [B] can occur at any altitude in both the vertical and horizontal planes
 - [C] can occur at any altitude and only in the horizontal plane
 - [D] occurs only at a low altitude (2000 ft) and never in the horizontal plane

- 78 A polar track is a track part of which is included in an area where the horizontal component of the earth magnetic field is less than: (1.00 P.)
- [A] 38 micro tesla
 - [B] 10 micro-tesla
 - [C] 6 micro-tesla
 - [D] 17 micro-tesla

- 79 Which parameter will change first, when penetrating an horizontal windshear ?
(1.00 P.)
- [A] Indicated airspeed.
 - [B] Vertical speed.
 - [C] Pitch angle.
 - [D] Groundspeed.

- 80 Wake turbulence risk is highest: (1.00 P.)
- [A] if, just before landing a much lighter aircraft has landed at the same runway with heavy crosswind.
 - [B] when a heavy aircraft has just performed a take-off at a closely situated parallel runway with a light crosswind.
 - [C] when a preceding aircraft has briefly applied take-off thrust just prior to take off.
 - [D] following a preceding aircraft at high speed.

- 81 What is the transponder code to be used by the commander of an aircraft that is subject to unlawful interference (hijacked) ?: (1.00 P.)
- [A] A 7500
 - [B] A 7800
 - [C] A 7700
 - [D] A 7600

- 82 The accumulation of frost, snow or ice on an aeroplane in flight induces, amongst other serious consequences, an increase in the: (1.00 P.)
- [A] stalling speed
 - [B] tuck under
 - [C] value of the stall angle of attack
 - [D] roll rate

- 83 The regulations for transportation of dangerous goods are contained in: (1.00 P.)
- [A] the Washington Convention
 - [B] ICAO Annex 18
 - [C] ICAO Appendix 8
 - [D] ICAO Annex 17
- 84 ICAO (International Civil Aviation Organization) Appendix 18 is a document dealing with: (1.00 P.)
- [A] the safety of the air transport of dangerous goods
 - [B] the air transport of live animals
 - [C] the noise pollution of aircraft
 - [D] the technical operational use of aircraft

85 In final approach, you encounter a strong rear wind gust or strong down wind which forces you to go around. You

- 1- maintain the same aircraft configuration (gear and flaps)
- 2- reduce the drags (gear and flaps)
- 3- gradually increase the attitude up to triggering of stick shaker
- 4- avoid excessive attitude change

The combination of correct statements is: (1.00 P.)

- [A] 1,3
- [B] 1,4
- [C] 2,3
- [D] 2,4

- 86 For a given aeroplane, the wake turbulence increases when the aeroplane has a:
(1.00 P.)
- [A] high mass and high airspeed
 - [B] high mass and low airspeed
 - [C] low mass and high airspeed
 - [D] low mass and low airspeed

- 87 During an explosive decompression at flight level 370 (FL 370), your first action will be: (1.00 P.)
- [A] to warn the ATC
 - [B] to set the transponder to 7700
 - [C] to comfort your passengers
 - [D] to put on the oxygen mask

- 88 An aeroplane with 8 passengers on board is operated at FL 270. The supply of undiluted oxygen carried on board shall be sufficient for at least: (1.00 P.)
- [A] 2 passengers for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 10000 ft.
 - [B] 1 passenger for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8000 ft.
 - [C] 1 passenger for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 14000 ft.
 - [D] no first aid required.
- 89 In regard to passengers briefing in public transport aeroplane, information about oxygen must be given to passengers through a demonstration. If a flight is to be carried out at FL 290, this demonstration must be completed before: (1.00 P.)
- [A] the aircraft reaches FL 100.
 - [B] take-off.
 - [C] the aircraft reaches FL 250.
 - [D] the aircraft reaches FL 140.

- 90 The North Atlantic airspace is regulated, among other, according to: (1.00 P.)
- [A] Canadian rules, because this country has the greatest surface area of territorial waters in this airspace
 - [B] rules issued by the bordering States (Document 6530)
 - [C] the ICAO document 7030 (additional regional procedures)
 - [D] rules common to the bordering States, grouped in document 7050 (North Atlantic Ocean Airspace)

- 91 An aeroplane is operated over water at a distance of 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, and it is capable to join the diversion aerodrome. (1.00 P.)
- [A] Life jackets must be available for all occupants.
 - [B] Life jackets and rafts must be available for all occupants.
 - [C] The regulation does not require life jackets or rafts to be taken on board in this particular case.
 - [D] Life rafts must be available for all occupants.

- 92 As regards the detection of bird strike hazard, pilots may obtain information on bird strike hazards by means of:

- 1 - ATIS.
- 2 - NOTAMs.
- 3 - BIRDTAMs.
- 4 - Weather radar.
- 5 - The report by another crew.

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 1,2,5
- [B] 1,2,3,4,5
- [C] 1,3,4
- [D] 2,5

- 93 For flight preparation, each flight is subject to a preliminary file collecting a certain amount of information. Some of these information must be retained on the ground, at least for the duration of the flight.

Which of the following must be retained ?

- 1 - the weather conditions for the day including the weather forecast at destination,
- 2 - one copy of the operational flight plan and, if required, the weight and balance sheet,
- 3 - copies of the relevant parts of the aircraft's materiel report,
- 4 - the en-route NOTAM documentation when specifically issued by the operator,
- 5 - notification for special loadings,
- 6 - for each flight, details of the day's performances and limitations with completed charts.

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 2,3,4,5
- [B] 2,4
- [C] 1,2,3,4,5,6
- [D] 1,3,5

- 94 While approaching a mountainous airfield, the captain of a transport aircraft notices a fast and high increase in the indicated airspeed without any change in the pre-selected engine and attitude parameters. The preceding crews had reported the occurrence of windshears in final phase. you must: (1.00 P.)
- [A] reduce rapidly the selected thrust in order to reach 1.2 Vs and try a precision landing.
 - [B] reduce rapidly the selected thrust, maintain on the glide path.
 - [C] take a level flight attitude to reduce speed, then come back to glide path from above.
 - [D] maintain the aircraft on the glide path, accept a positive speed deviation, monitor the speed evolution.

- 95 A life jacket is mandatory for each person on board an aeroplane when flying over water at a distance from the shore of more than: (1.00 P.)
- [A] 200 NM
 - [B] 50 NM
 - [C] 400 NM
 - [D] 100 NM

96 The highest risk of bird strikes occurs: (1.00 P.)

- [A] between 500 and 1 500 m
- [B] above 1 000 m
- [C] between 500 and 1 000 m
- [D] under 500 m

- 97 On overwater flights, an operator shall not operate an aeroplane at a distance away from land, which is suitable for making a emergency landing greater than that corresponding to: (1.00 P.)
- [A] 100 NM or 30 minutes at cruising speed.
 - [B] 200 NM or 45 minutes at cruising speed.
 - [C] 400 NM or 120 minutes at cruising speed.
 - [D] 300 NM or 90 minutes at cruising speed.

- 98 While approaching the outer-marker, the tower informs you about the presence of a "microburst". You will expect to encounter: (1.00 P.)
- [A] wake turbulence .
 - [B] windshears (vertical and horizontal).
 - [C] convection motion of air mass.
 - [D] supercooled water.

- 99 If obliged to jettison part of the fuel in flight, it would be better to do so: (1.00 P.)
- [A] in a holding stack, after control clearance.
 - [B] in a straight line and at a relatively high flight level.
 - [C] during final phase of approach.
 - [D] under flight level 50 (FL50).

100 Just after take-off an aircraft encounters a "microburst" situated directly ahead.
The initial indications will be:

- 1 - an increase in head wind
- 2 - an increase in tail wind
- 3 - better climb performance
- 4 - a decrease in climb gradient

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 2, 4
- [B] 2, 3
- [C] 1, 4
- [D] 1, 3

- 101 When taking-off, in winter conditions, the wing contamination by ice, snow or frost will cause the following effects:

- 1 - an increase in the take-off distance
- 2 - a decrease of the take-off run
- 3 - an increase in the stalling speed
- 4 - a decrease of the stalling speed
- 5 - a decrease of the climb gradient

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 2, 4, 5
- [B] 1, 3, 5
- [C] 1, 2, 3
- [D] 2, 3, 5

- 102 The application of a type II anti-icing fluid on an aircraft on the ground will provide a: (1.00 P.)

- [A] limited holdover time.
- [B] protection against icing for the duration of the flight.
- [C] protection time up to 24 hours.
- [D] limited time of protection independent of the outside temperature.

- 103 An operator shall not operate an aeroplane unless it is equipped with a cockpit voice recorder which starts to record automatically: (1.00 P.)
- [A] when the parking brake is released until the termination of flight when the parking brake is set.
 - [B] when full thrust is applied until the termination of the flight when the aeroplane is no longer capable of moving under its own power.
 - [C] prior to the aeroplane moving under its own power until the termination of the flight when the aeroplane is no longer capable of moving under its own power.
 - [D] prior to the aeroplane moving under its own power until the termination of flight when the parking brake is set.
- 104 The operations requirements in regard to the supply of oxygen, for a pressurized aeroplane intended to be operated at FL 260, 150 passengers on board are .
As concerns the regulatory requirements about oxygen:
1. each crew member will have available a quick donning type of mask.
 2. the aircraft will be equipped with a warning system indicating that the cabin altitude is higher than 13 000ft.
 - 3 . the quantity of oxygen on board shall be sufficient for the supply of 100 % of the occupants during the whole flight time at cabin pressure altitude above 15 000 ft (not less than 10 minutes).
 4. the first aid quantity of oxygen shall be sufficient for the supply of two passengers during the whole flight time when the cabin altitude is greater than 8 000 feet.

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 1,3
- [B] 1,2,3,4
- [C] 3,4
- [D] 2, 3

- 105 According with the "noise abatement take-off and climb procedure B", as established in ICAO PANS OPS 8168 - Ops Volume 1, part V, aircraft must climb at $V_2 + 10$ to 20 kt, until reaching: (1.00 P.)
- [A] 1 000 ft
 - [B] 1 500 ft
 - [C] 3 000 ft
 - [D] 500 ft
- 106 According to the recommended noise abatement procedures contained in the ICAO PANS OPS 8168 Volume I part V, data available indicates that the procedure which results in noise relief during the part of the procedure close to the airport: (1.00 P.)
- [A] depends on the wind component
 - [B] is either procedure A or B, because there is not dif difference in noise distribution
 - [C] is procedure A
 - [D] is procedure B

107 A water fire-extinguisher (straight jet) can be used on a fire of:

- 1 - solids (fabric, carpet, ...)
- 2 - liquids (ether, gasoline, ...)
- 3 - gas
- 4 - metals (sodium, ...)

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 3
- [B] 2
- [C] 3 and 4
- [D] 1

108 You will use a halon extinguisher for a fire of:

- 1 - solids (fabric, plastic, ...)
- 2 - liquids (alcohol, gasoline, ...)
- 3 - gas
- 4 - metals (aluminium, magnesium, ...)

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 2,3,4
- [B] 1,2,3
- [C] 1,2,4
- [D] 1,2,3,4

109 An engine fire warning will switch on the relevant fire shut off-handle.

The fire shut-off handle will be switched off when: (1.00 P.)

- [A] fire is no longer detected.
- [B] all the fire-extinguishers connected to this engine have been triggered.
- [C] the fire shut-off handle has been pulled.
- [D] the fire-extinguisher has been triggered.

110 The Minimum Equipment List (MEL) is established by: (1.00 P.)

- [A] the manufacturer and approved by the authority.
- [B] the airline operator and approved by the authority.
- [C] the aeronautical authority the airline operator depends on.
- [D] the Civil Aviation Authority of the European states.

111 A runway covered with 4 mm thick water, is said to be: (1.00 P.)

- [A] wet.
- [B] flooded.
- [C] damp.
- [D] contaminated.

112 The minimum number of hand fire-extinguishers to be located in the passenger compartment of an aircraft with a maximum approved passenger seating configuration of 31 is: (1.00 P.)

[A] 1

[B] 3

[C] 2

[D] 0

113 The number of crash axes or crowbars on board an aeroplane, whose maximum approved configuration of passenger seats is 201, is: (1.00 P.)

[A] 1

[B] 4

[C] 3

[D] 2

114 The wake turbulence caused by an aircraft is mainly the result of:

1. An aerodynamic effect (wing tip vortices).
2. The engines action (propellers rotation or engine gas exhausts).
3. The importance of the drag devices (size of the landing gear, of the flaps, etc.).

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 3.
- [B] 1.
- [C] 1, 2 and 3.
- [D] 2 and 3.

- 115 An aircraft having undergone an anti-icing procedure must be anti-icing fluid free at the latest when: (1.00 P.)
- [A] it is implementing its own anti-icing devices.
 - [B] it is rotating (before taking-off).
 - [C] leaving the icing zone.
 - [D] releasing the brakes in order to take-off.

- 116 A public transport aircraft is intended to be operated at FL 390. The total number of oxygen masks (dispensing units and outlets) in the cabin must be at least the same as the total number of: (1.00 P.)
- [A] passengers exceeded by 10%.
 - [B] passengers.
 - [C] seats exceeded by 10%.
 - [D] seats.

- 117 The greatest wake turbulence occurs when the generating aircraft is: (1.00 P.)
- [A] Large, heavy, at maximum speed in full flaps configuration
 - [B] Large, heavy, at low speed in clean configuration
 - [C] Small, light, at maximum speed in full flaps configuration
 - [D] Small, light, at low speed in clean configuration

- 118 An aircraft having undergone an anti-icing procedure and having exceeded the holdover time of the anti-icing fluid: (1.00 P.)
- [A] must only undergo a new anti-icing procedure for take-off.
 - [B] must only undergo a de-icing procedure for take-off.
 - [C] must undergo a de-icing procedure before a new application of anti-icing fluid for take-off.
 - [D] need not undergo a new anti-icing procedure for take-off.

- 119 The time of useful consciousness in case of an explosive decompression at an altitude of 40 000 ft is: (1.00 P.)
- [A] 30 seconds.
 - [B] 1 minute.
 - [C] 12 seconds.
 - [D] 5 minutes.

120 In case of landing on a flooded runway and in heavy rain:

1. you increase your approach speed,
2. you land firmly in order to obtain a firm contact of the wheels with the runway and immediately land your nose gear,
3. you decrease your approach speed,
4. you use systematically all the lift dumper devices,
5. you land as smoothly as possible,
6. you brake energetically.

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 1, 4, 5, 6
- [B] 1, 2, 4
- [C] 2, 3, 4
- [D] 3, 5

- 121 In case of a serious threat based on the presence of a bomb on board a pressurized aircraft and disregarding any fuel considerations: (1.00 P.)
- [A] you carry out an emergency descent to reach the safety altitude.
 - [B] you descend to the flight level corresponding to the indicated cabin altitude or the safety altitude if higher and take preventive steps by putting yourself in a landing approach configuration.
 - [C] you go down to the level corresponding to the indicated cabin altitude and keep the aircraft in a clean configuration until the final approach.
 - [D] you climb to the maximum flight level which does not need the use of pressurization.

122 Mist in the cabin, pressure and temperature drop characterise: (1.00 P.)

- [A] a rapid depressurization.
- [B] an electrical fire.
- [C] a plastic fire.
- [D] a slow depressurization.

- 123 Flight data recorders must keep the data and parameters recorded during at least the last: (1.00 P.)
- [A] 25 hours of operation.
 - [B] flight.
 - [C] 30 hours of operation.
 - [D] 48 hours of operation.

124 In a ditching situation, except for infants, the passengers shall be instructed to inflate their life jackets: (1.00 P.)

- [A] immediately on the opening of the exits.
- [B] immediately on ditching.
- [C] when exiting the aircraft.
- [D] as soon as ditching is prepared.

125 In case of a ditching, the cabin attendants should:

1. evacuate women and children first.
2. have the passengers embark directly in the life rafts.
3. prevent passenger movements which may impede the aircraft's flotation ability.
4. ensure the complete evacuation of the aircraft.

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 2, 3
- [B] 1, 2, 3, 4
- [C] 1, 4
- [D] 2, 3, 4

- 126 The purpose of the first aid oxygen is to: (1.00 P.)
- [A] provide the flight crew with respiratory assistance after depressurization.
 - [B] provide undiluted oxygen to passengers for physiological reasons following a cabin depressurisation.
 - [C] supply all the passengers in case of depressurization.
 - [D] provide the cabin attendants with respiratory protection.

- 127 During a de-icing / anti-icing procedure carried out in two stages, the holdover time starts: (1.00 P.)
- [A] at the end of the first stage (de-icing stage).
 - [B] at the end of the second stage (anti-icing stage).
 - [C] at the beginning of the second stage (anti-icing stage).
 - [D] at the beginning of the first stage (de-icing stage).

128 A 1211 halon fire-extinguisher can be used for:

1. a paper fire
2. a fabric fire
3. an electric fire
4. a wood fire
5. a hydrocarbon fire

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 2, 4, 5
- [B] 1, 2, 3, 4, 5
- [C] 2, 3, 4
- [D] 1, 3, 5

- 129 A minimum time track is a: (1.00 P.)
- [A] rhumb line
 - [B] track determined according to wind conditions
 - [C] spherical capable flight segment
 - [D] great circle track

130 A CO2 fire extinguisher can be used for:

1. a paper fire
2. a hydrocarbon fire
3. a fabric fire
4. an electrical fire
5. a wood fire

The combination regrouping all the correct statements is: (1.00 P.)

[A] 2, 3, 4

[B] 1, 3, 5

[C] 2, 4, 5

[D] 1, 2, 3, 4, 5

- 131 For a pressurised aircraft, the supplemental oxygen is: (1.00 P.)
- [A] the oxygen used for protection against smoke and carbon dioxide.
 - [B] the oxygen supplied to the aeroplane occupants in case of cabin pressurisation failure.
 - [C] the oxygen supplied to a passenger who needs oxygen for physiological reasons.
 - [D] a therapeutic oxygen specifically carried for certain passengers.

- 132 At the alternate aerodrome, the commander of a turbojet engine aeroplane should have a fuel quantity (final reserve) sufficient for flying during: (1.00 P.)
- [A] 45 minutes at holding flight speed at 1500 ft
 - [B] 30 minutes at cruising speed
 - [C] 30 minutes at holding flight speed at 1500 ft
 - [D] 45 minutes at cruising speed

- 133 On board a pressurised aircraft, a flight shall be undertaken only if the aircraft is provided with an oxygen reserve enabling all the crew members and part of the passengers to be supplied with oxygen in the event of a cabin depressurisation, throughout the flight period, during which the pressure altitude is greater than: (1.00 P.)
- [A] 12 000 ft.
 - [B] 13 000 ft.
 - [C] 10 000 ft.
 - [D] 11 000 ft.
- 134 An aircraft whose maximum approved seating configuration is 10 seats must be equipped with: (1.00 P.)
- [A] two hand fire-extinguishers in the cockpit/flight deck and two hand fire-extinguishers in the passengers compartment.
 - [B] three hand fire-extinguishers in the passengers compartment.
 - [C] one hand fire-extinguisher in the cockpit/flight deck and one hand fire-extinguisher in the passengers compartment.
 - [D] one hand fire-extinguisher in the cockpit/flight deck and two hand fire-extinguishers in the passengers compartment.

- 135 On arriving overhead an isolated aerodrome, the commander of a turbojet engine aircraft should have a minimum quantity of fuel (additional reserve including the final reserve) sufficient for flying during: (1.00 P.)
- [A] 2 hours with normal cruise consumption
 - [B] 2 hours at holding flight speed and 1500 ft
 - [C] 30 minutes with normal cruising consumption
 - [D] 30 minutes at holding flight speed and 1500 ft

136 A water fire extinguisher can be used without restriction for:

1. a paper fire
2. a hydrocarbon fire
3. a fabric fire
4. an electrical fire
5. a wood fire

The combination regrouping all the correct statements is: (1.00 P.)

[A] 2, 3, 4

[B] 2, 4, 5

[C] 1, 3, 5

[D] 1, 2, 3, 4, 5

- 137 For the flight crew members, quick donning type of oxygen masks are compulsory on board any pressurized aeroplane operating at a pressure altitude above: (1.00 P.)
- [A] 13 000 ft
 - [B] 10 000 ft
 - [C] 25 000 ft
 - [D] 29 000 ft
- 138 An aeroplane whose maximum approved configuration is 200 passenger seats must be equipped with: (1.00 P.)
- [A] 7 hand fire extinguishers in the passenger compartment.
 - [B] 5 hand fire extinguishers in the passenger compartment.
 - [C] 4 hand fire extinguishers in the passenger compartment.
 - [D] 3 hand fire extinguishers in the compartment.

- 139 For a twin engine aeroplane, non ETOPS, when the weather conditions require a take-off alternate to be selected, it shall be located, in still air conditions, within: (1.00 P.)
- [A] 1 hour of flight time at single engine cruising speed
 - [B] 2 hours of flight time at single engine cruising speed
 - [C] 2 hours of flight time at cruising speed
 - [D] 1 hour of flight time at cruising speed

140 The protection time of an anti-icing fluid depends on:

1. the type and intensity of the showers
2. the ambient temperature
3. the relative humidity
4. the direction and speed of the wind
5. the temperature of the aircraft skin
6. the type of fluid, its concentration and temperature

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 1, 2, 4, 6
- [B] 1, 3, 5, 6
- [C] 2, 3, 4, 5
- [D] 1, 2, 3, 4, 5, 6

141 The anti-icing fluid protecting film can wear off and reduce the holdover time considerably: (1.00 P.)

- [A] when the temperature of the aeroplane skin is close to 0 °C.
- [B] during strong winds or as a result of other aircraft engines jet blast.
- [C] when the outside temperature is close to 0 °C.
- [D] when the aeroplane is parked facing into wind.

- 142 Due to risk of tyres explosion, after landing, when the brakes are at a very high temperature, one should approach the landing gear: (1.00 P.)
- [A] either from aft or fore.
 - [B] from any direction.
 - [C] sideways.
 - [D] from the inboard side.

- 143 When the weather conditions require an alternate aerodrome to be available on take-off, the latter shall be located, for aircraft with three or more engines, at an equivalent distance not exceeding: (1.00 P.)
- [A] 2 hours of flight time at one-engine-inoperative cruising speed
 - [B] 1 hour of flight time at single engine cruising speed
 - [C] 1 hour of flight time at cruising speed
 - [D] 2 hours of flight time at cruising speed

144 In case of a fire due to the heating of the brakes, you fight the fire using:

1. a dry powder fire extinguisher
2. a water spray atomizer
3. a water fire-extinguisher
4. a CO2 fire-extinguisher to the maximum

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 3, 4
- [B] 1, 4
- [C] 1, 2
- [D] 2, 3, 4

145 In case of an engine nozzle fire while on ground you: (1.00 P.)

- [A] carry out a damp cranking.
- [B] carry out a dry cranking.
- [C] fight the nozzle fire with a water fire-extinguisher.
- [D] pull the fire shut off handle and trigger the engines fire-extinguishers.

- 146 When taking-off behind a heavy aircraft, with the wind coming from the right side, you adopt, whenever possible: (1.00 P.)
- [A] a different flight path from the preceding aircraft, by remaining to the right of and above its path.
 - [B] an identical flight path to the one of the preceding aircraft.
 - [C] a different flight path from the preceding aircraft, by remaining behind it and under its path.
 - [D] a different flight path from the preceding aircraft, by remaining to the left of and under its path.
- 147 When taking-off behind a heavy aircraft, with the wind coming from the left side, you adopt, whenever possible: (1.00 P.)
- [A] a different flight path from the preceding aircraft, by remaining to the left of and above its path.
 - [B] a different flight path from the preceding aircraft, by remaining to the right of and under its path.
 - [C] an identical flight path to the one of the preceding aircraft.
 - [D] a different flight path from the preceding aircraft, by remaining behind it and under its path.
- 148 The time needed for the dissipation of a turbulent wake created by a wide-body aircraft during take-off is about: (1.00 P.)
- [A] 10 minutes.
 - [B] 1 minute.
 - [C] 3 minutes.
 - [D] 30 seconds.

149 To extinguish a fire in the cockpit, you use:

1. a water fire-extinguisher
2. a powder or chemical fire-extinguisher
3. a halon fire-extinguisher
4. a CO2 fire-extinguisher

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 2, 3, 4
- [B] 1, 2, 3, 4
- [C] 1, 2
- [D] 3, 4

150 A passenger is allowed to carry match-boxes:

1. on himself/herself
2. in his/her hand luggage
3. in his/her checked luggage

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 1, 2
- [B] 1
- [C] 1, 2, 3
- [D] 2, 3

151 In icing conditions and after the application of an anti-icing fluid on an aeroplane, the commander should:

1. avoid positioning the aeroplane in the engine jet blast of the preceding aeroplane
2. avoid positioning the aeroplane in the turbo-prop wash of the preceding aeroplane
3. position the aeroplane in the engine jet blast of the preceding aeroplane
4. position the aeroplane in the turbo-prop wash of the preceding aeroplane

The combination regrouping all the correct statements is: (1.00 P.)

[A] 2, 3

[B] 1, 4

[C] 3, 4

[D] 1, 2

152 In calm wind conditions, an aircraft at take-off creates tip vortices that: (1.00 P.)

- [A] stagnate on the runway.
- [B] separate outwards to the right side only.
- [C] separate outwards to the left side only.
- [D] separate outwards on each side of the runway.

- 153 In icing conditions, if you have exceeded the holdover time, the correct procedure is to: (1.00 P.)
- [A] de-ice the aircraft.
 - [B] de-ice again the aircraft, then apply anti-icing fluid.
 - [C] apply directly anti-icing fluid without conducting previous de-icing procedures.
 - [D] operate the aircraft de-icing/anti-icing systems.

- 154 In a microburst combined with a violent storm the winds at: (1.00 P.)
- [A] low altitude diverge from the centre of the phenomenon and the atmospheric pressure decreases by a few hectopascals.
 - [B] high altitude converge on the centre of the phenomenon and the atmospheric pressure increases by a few hectopascals.
 - [C] low altitude converge on the centre of the phenomenon and the atmospheric pressure decreases by a few hectopascals.
 - [D] low altitude diverge from the centre of the phenomenon and the atmospheric pressure increases by a few hectopascals.

155 With the Control Display Unit (CDU) of an Inertial Navigation System (INS), you can read the following information:

- Desired track (DTK) = 100°
- Track (TK) = 120°

You can conclude that the: (1.00 P.)

- [A] Track Error Angle (TKE) is left (L)
- [B] Track Error Angle (TKE) is right (R)
- [C] Aircraft is diverging from its ideal course
- [D] Aircraft is converging towards its ideal course

156 You will use a CO2 fire-extinguisher for:

1. a paper fire
2. a plastic fire
3. a hydrocarbon fire
4. an electrical fire

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 3,4
- [B] 2,3
- [C] 1,2,3
- [D] 1,2,3,4

157 You will use a powder fire-extinguisher for:

1. a paper fire
2. a plastic fire
3. a hydrocarbon fire
4. an electrical fire

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 1, 2, 3
- [B] 1, 4
- [C] 2, 3
- [D] 1, 2, 3, 4

158 In case of an unexpected encounter with windshear, you will:

1. set the maximum take-off thrust
2. increase the pitch-up attitude up to the limit actuating the stick shaker
3. retract gear and flaps, if they are extended
4. keep gear, flaps and slats in current configuration and retract the speed brakes
5. try to reach the maximum lift-to-drag ratio

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 2, 3
- [B] 1, 3, 5
- [C] 1, 2, 4
- [D] 3, 5

159 A fast decompression is recognizable by the following elements:

1. mist in the cabin
2. blast towards the exterior of the aircraft
3. expansion of body gases
4. blast of air released violently from the lungs

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 1, 2, 3
- [B] 2, 3, 4
- [C] 1, 4
- [D] 1, 2, 3, 4

160 A slow decompression may be caused by:

1. a leak in a doorseal during normal pressurised flight
2. loss of a cabin window
3. malfunction of all pressurised systems
4. loss of a door

The combination regrouping all the correct statements is: (1.00 P.)

- [A] 1, 2, 3, 4
- [B] 2, 4
- [C] 1, 2, 3
- [D] 1, 3

161 The flight data recorder must start automatically to record the data: (1.00 P.)

- [A] when lining up.
- [B] prior to the aircraft being capable of moving under its own power.
- [C] when taking-off.
- [D] when the landing gear is retracted.

162 The flight data recorder must stop automatically to record the data: (1.00 P.)

- [A] after the aeroplane is unable to move by its own power.
- [B] when the landing gear is extended and locked.
- [C] when the aeroplane clears the runway.
- [D] when the main gear shock strut compresses when touching the runway.

- 163 An operator must ensure that for the duration of each flight, be kept on the ground, if required: (1.00 P.)
- [A] a copy of the calculated take-off performances.
 - [B] mass and balance documentation.
 - [C] the calculation of the airborne fuel quantity.
 - [D] meteorological information.

- 164 An aeroplane whose maximum approved passenger seating configuration is 7 to 30 seats must be equipped with at least: (1.00 P.)
- [A] 2 hand fire-extinguishers conveniently located in the passenger compartment.
 - [B] 3 hand fire-extinguishers conveniently located in the passenger compartment.
 - [C] 1 hand fire-extinguisher conveniently located in the passenger compartment.
 - [D] 4 hand fire-extinguishers conveniently located in the passenger compartment.
- 165 An aeroplane whose maximum approved passenger seating configuration is 31 to 60 seats must be equipped with at least: (1.00 P.)
- [A] 4 hand fire-extinguishers conveniently located in the passenger compartment.
 - [B] 5 hand fire-extinguishers conveniently located in the passenger compartment.
 - [C] 3 hand fire-extinguishers conveniently located in the passenger compartment.
 - [D] 2 hand fire-extinguishers conveniently located in the passenger compartment.

- 166 The system which must be switched off in case of a belly compartment fire is generally the: (1.00 P.)
- [A] trim air
 - [B] pressurization
 - [C] total air-conditioning
 - [D] ventilation of the cargo compartment

- 167 An aeroplane whose maximum approved passenger seating configuration is 61 to 200 seats must be equipped with at least: (1.00 P.)
- [A] 5 hand fire-extinguishers conveniently located in the passenger compartment.
 - [B] 4 hand fire-extinguishers conveniently located in the passenger compartment.
 - [C] 2 hand fire-extinguishers conveniently located in the passenger compartment.
 - [D] 3 hand fire-extinguishers conveniently located in the passenger compartment.
- 168 An aeroplane whose maximum approved passenger seating configuration is 201 to 300 seats must be equipped with at least: (1.00 P.)
- [A] 4 hand fire-extinguishers conveniently located in the passenger compartment.
 - [B] 6 hand fire-extinguishers conveniently located in the passenger compartment.
 - [C] 3 hand fire-extinguishers conveniently located in the passenger compartment.
 - [D] 5 hand fire-extinguishers conveniently located in the passenger compartment.
- 169 An aeroplane whose maximum approved passenger seating configuration is 301 to 400 seats must be equipped with at least: (1.00 P.)
- [A] 6 hand fire-extinguishers conveniently located in the passenger compartment.
 - [B] 5 hand fire-extinguishers conveniently located in the passenger compartment.
 - [C] 4 hand fire-extinguishers conveniently located in the passenger compartment.
 - [D] 3 hand fire-extinguishers conveniently located in the passenger compartment.

- 170 An aeroplane whose maximum approved passenger seating configuration is 401 to 500 seats must be equipped with at least: (1.00 P.)
- [A] 5 hand fire-extinguishers conveniently located in the passenger compartment.
 - [B] 6 hand fire-extinguishers conveniently located in the passenger compartment.
 - [C] 8 hand fire-extinguishers conveniently located in the passenger compartment.
 - [D] 7 hand fire-extinguishers conveniently located in the passenger compartment.
- 171 An aeroplane whose maximum approved passenger seating configuration is 501 to 600 seats must be equipped with at least: (1.00 P.)
- [A] 8 hand fire-extinguishers conveniently located in the passenger compartment.
 - [B] 6 hand fire-extinguishers conveniently located in the passenger compartment.
 - [C] 5 hand fire-extinguishers conveniently located in the passenger compartment.
 - [D] 7 hand fire-extinguishers conveniently located in the passenger compartment.
- 172 An aeroplane whose maximum approved passenger seating configuration is greater than 600 seats must be equipped with at least: (1.00 P.)
- [A] 7 hand fire-extinguishers conveniently located in the passenger compartment.
 - [B] 9 hand fire-extinguishers conveniently located in the passenger compartment.
 - [C] 6 hand fire-extinguishers conveniently located in the passenger compartment.
 - [D] 8 hand fire-extinguishers conveniently located in the passenger compartment.

- 173 An aeroplane whose maximum approved passenger seating configuration is greater than 60 seats must be equipped (including flight deck) with at least: (1.00 P.)
- [A] 2 HALON 1211 fire-extinguishers or equivalent.
 - [B] 1 HALON 1211 fire-extinguisher or equivalent.
 - [C] 3 HALON 1211 fire-extinguishers or equivalent.
 - [D] 4 HALON 1211 fire-extinguishers or equivalent.

- 174 For an aeroplane with a tyre pressure of 14 bars, there is a risk of dynamic hydroplaning as soon as the: (1.00 P.)
- [A] Water depth is equal to the half of the depth of the tyre grooves.
 - [B] Speed is greater than 129 kt.
 - [C] Speed is greater than 95 kt.
 - [D] Tail wind is greater than 10 kt.
-
- 175 For an aeroplane with a tyre pressure of 12 bars, there is a risk of dynamic hydroplaning as soon as the: (1.00 P.)
- [A] Speed is greater than 119 kt.
 - [B] Speed is greater than 83 kt.
 - [C] Cross wind is greater than 10 kt.
 - [D] Water depth is equal to the half of the depth of the tyre grooves.

- 176 The accumulation of frost, snow or ice on an aeroplane in flight induces, amongst other serious consequences, an increase in the: (1.00 P.)
- [A] value of the stall angle of attack
 - [B] stalling speed
 - [C] tuck under
 - [D] roll rate

- 177 For an aeroplane with a tyre pressure of 10 bars, there is a risk of dynamic hydroplaning as soon as the: (1.00 P.)
- [A] Runway temperature is greater than 40°C.
 - [B] Speed is greater than 96 kt.
 - [C] Speed is greater than 108 kt.
 - [D] Water depth is equal to the half of the depth of the tyre grooves.

- 178 Air traffic services may require an aircraft to report position when flying east-west, south of 70°N between 5°W and 65°W, every: (1.00 P.)
- [A] 5° of longitude.
 - [B] 10° of longitude.
 - [C] 20° of longitude.
 - [D] 15° of longitude.

- 179 For an aeroplane with a tyre pressure of 8 bars, there is a risk of dynamic hydroplaning as soon as the: (1.00 P.)
- [A] Speed is greater than 127 kt.
 - [B] Speed is greater than 98 kt.
 - [C] Cross wind is greater than 20 kt.
 - [D] Water depth is equal to the half of the depth of tyre grooves.
-
- 180 For an aeroplane with a tyre pressure of 16 bars, there is a risk of dynamic hydroplaning as soon as: (1.00 P.)
- [A] Water depth is equal to the depth of the tyre grooves.
 - [B] Cross wind is greater than 15 kt.
 - [C] Speed is greater than 138 kt.
 - [D] Speed is greater than 117 kt.

- 181 The tip vortices circulate about each wing tip: (1.00 P.)
- [A] from the underwing toward the upper side of the wing.
 - [B] from the upper side of the wing toward the underwing.
 - [C] counter clockwise.
 - [D] clockwise.

- 182 Air traffic services may require an aircraft to report position when flying east-west, north of 70°N between 10°W and 50°W, every: (1.00 P.)
- [A] 15° of longitude.
 - [B] 5° of longitude.
 - [C] 10° of longitude.
 - [D] 20° of longitude.

- 183 When taking-off after a widebody aircraft which has just landed, you should take-off: (1.00 P.)
- [A] in front of the point where the aircraft's wheels have touched down.
 - [B] at the point where the aircraft's wheels have touched down and on the wind side of the runway .
 - [C] beyond the point where the aircraft's wheels have touched down.
 - [D] at the point where the aircraft's wheels have touched the ground and on the underwind side of the runway .

184 An aircraft which experiences a headwind of 40 kt while making its way towards the centre of a microburst may expect, when crossing the microburst, to face a windshear of: (1.00 P.)

- [A] 60 kt.
- [B] 80 kt.
- [C] 40 kt.
- [D] 20 kt.

185 In final approach, you encounter a strong rear wind gust or strong down wind which forces you to go around. You

- 1- maintain the same aircraft configuration (gear and flaps)
- 2- reduce the drags (gear and flaps)
- 3- gradually increase the attitude up to triggering of stick shaker
- 4- avoid excessive attitude change

The combination of correct statements is: (1.00 P.)

- [A] 2,3
- [B] 1,4
- [C] 1,3
- [D] 2,4

- 186 In addition to informing each State, whose citizens are known to be on board an aircraft, the State of the country in which an aircraft has landed after an act of unlawful interference must immediately notify the: (1.00 P.)
- [A] State of Registry of the aircraft and the KCAA.
 - [B] State of Registry of the aircraft and the State of the operator only
 - [C] State of the operator, the KCAA and ICAO
 - [D] State of Registry of the aircraft, the State of the operator and ICAO

- 187 After anti-icing has been completed, a pre-departure inspection reveals presence of frost, ice or snow. The correct action is to: (1.00 P.)
- [A] complete departure as soon as possible to reduce the possibility of further contamination
 - [B] carry out a new de-icing/anti-icing procedure
 - [C] complete departure provided that the recommended anti-icing holdover (protection) time for the prevailing conditions and type of fluid used has not been exceeded
 - [D] switch on all the aircraft anti-icing and de-icing systems and leave on until clear of icing conditions when airborne
- 188 At any ambient temperature up to + 30° C and with a relative humidity as low as 40 %, in clear air, free of fog and precipitation, serious carburettor icing: (1.00 P.)
- [A] can occur at any setting
 - [B] cannot occur
 - [C] can occur, but only at full power or cruise settings
 - [D] can occur, but only at a low power setting
- 189 Which of the following weather conditions will give the shortest holdover time for a given ambient temperature and type of anti-icing fluid? (1.00 P.)
- [A] Freezing fog
 - [B] Frost
 - [C] Steady snow
 - [D] Light freezing rain

- 190 Which one of the following sets of conditions is the least likely to attract flocks of birds ? (1.00 P.)
- [A] an area liable to flooding
 - [B] long grass
 - [C] edible rubbish
 - [D] short gang-mown grass
- 191 Which one of the following sets of conditions is most likely to attract birds to an aerodrome ? (1.00 P.)
- [A] a opened refuse tip in close vicinity
 - [B] the extraction of minerals such as sand and gravel
 - [C] modern and close sewage treatment centre in close proximity
 - [D] maintaining the grass on the airfield

- 192 In VMC, a runway should not be chosen as preferential for noise abatement procedures when: (1.00 P.)
- [A] It has no ILS or visual approach slope guidance
 - [B] It has a tail wind regardless its magnitude
 - [C] Tail wind component, including gusts, is less than 4 kt
 - [D] Cross-wind component, including gusts, is 10 kt or less

- 193 A fire occurs in a wheel and immediate action is required to extinguish it. The safest extinguishant to use is: (1.00 P.)
- [A] dry powder
 - [B] CO₂ (carbon dioxide)
 - [C] water
 - [D] foam

- 194 An aeroplane suffers an explosive decompression at an altitude of 31000 ft . What is the initial action by the operating crew ? (1.00 P.)
- [A] disconnect the autopilot
 - [B] to put on oxygen masks
 - [C] transmit a MAYDAY message
 - [D] place the seat belts sign to ON
- 195 When flying in straight and level flight at FL 290 for some considerable time a small leak develops in the cabin which causes a slow depressurisation, this can be seen on the cabin rate of climb indicator which will indicate: (1.00 P.)
- [A] a rate of descent dependent upon the cabin differential pressure
 - [B] zero
 - [C] a rate of descent of approximately 300 fpm
 - [D] a rate of climb
- 196 If cabin altitude increases during level flight, the differential pressure: (1.00 P.)
- [A] decreases
 - [B] increases
 - [C] attains its maximum permitted operating limit
 - [D] remains constant

- 197 In the absence of wind and without the astronomic precession effect, an aircraft would, at a constant gyro heading, follow a: (1.00 P.)
- [A] rhumb line
 - [B] spherical flight segment
 - [C] great circle line
 - [D] straight map line

198 004.jpg

Due to a cabin pressurisation defect the maximum differential pressure is limited to 3 psi. Assuming the oxygen masks will be deployed at 14000 feet, the maximum achievable flight altitude is approximately: (1.00 P.)

Siehe Anlage 1

[A] 24500 ft

[B] 27000 ft

[C] 29000 ft

[D] 22500 ft

199 004.jpg

Due to a cabin pressurisation defect the maximum differential pressure is limited to 2 psi. Assuming the oxygen masks will be deployed at 14000 feet, the maximum achievable flight altitude is approximately: (1.00 P.)

Siehe Anlage 2

[A] 2900 ft

[B] 12000 ft

[C] 8600 ft

[D] 20750 ft

200 Following an explosive decompression, the maximum altitude without oxygen supply at which flight crew efficiency is not impaired is: (1.00 P.)

[A] 14000 ft

[B] 25000 ft

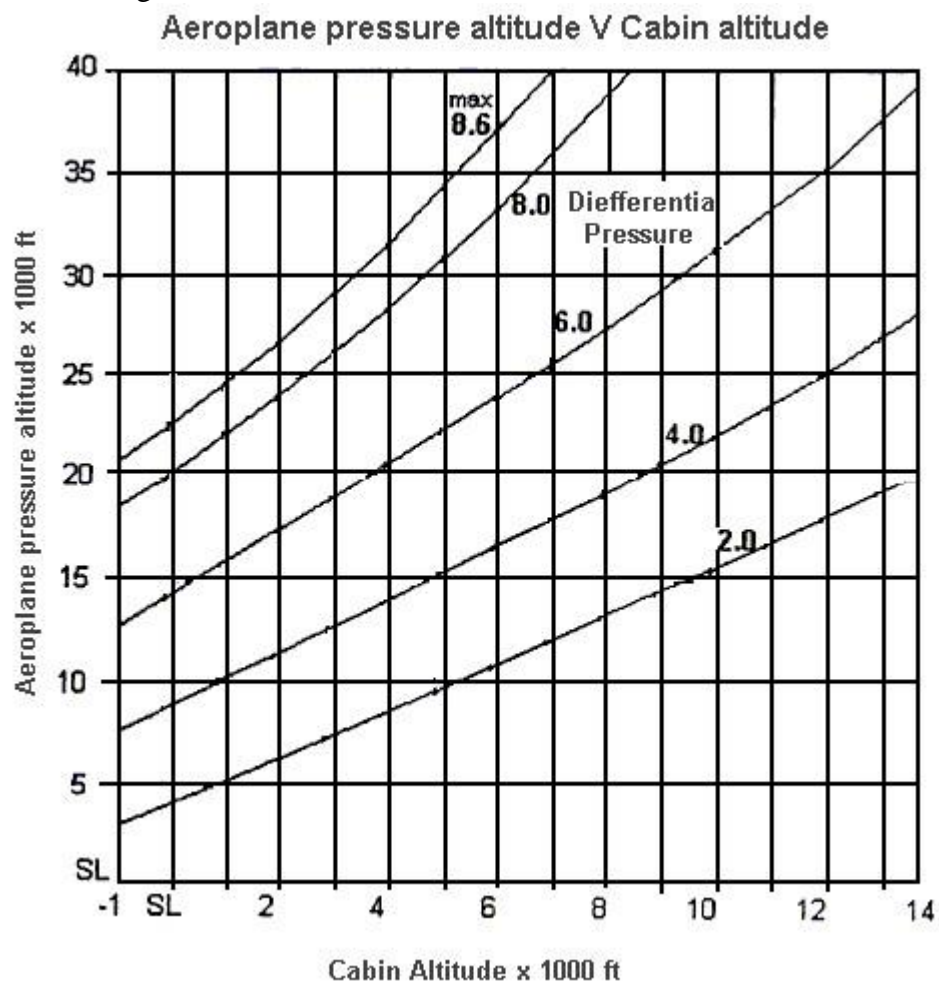
[C] 8000 ft

[D] 2500 ft

Anlagen zu den Aufgaben

Anlage 1 zu Aufgabe 198

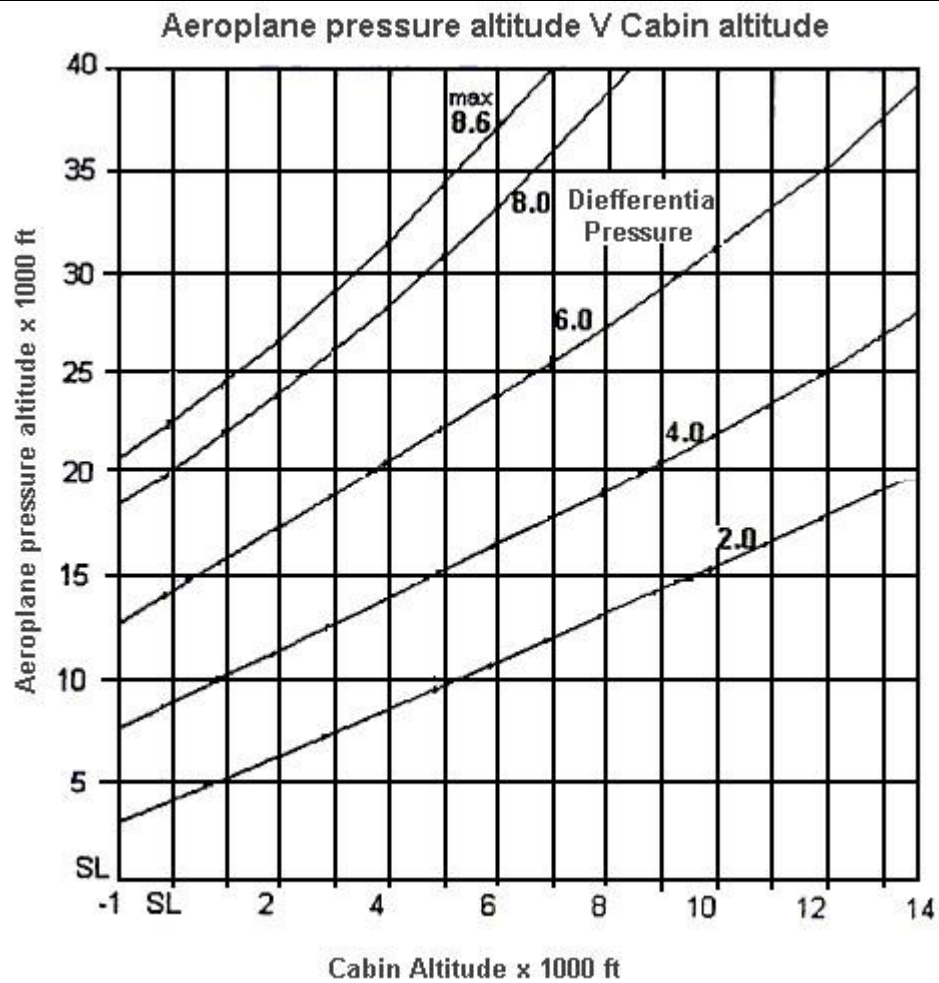
Titel: Anlage 1



Anlage 2 zu Aufgabe 199

Titel: Anlage 1

Anlagen zu den Aufgaben



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7.	A	B	C	D
10.	A	B	C	D
13.	A	B	C	D
16.	A	B	C	D
19.	A	B	C	D
22.	A	B	C	D
25.	A	B	C	D
28.	A	B	C	D
31.	A	B	C	D
34.	A	B	C	D
37.	A	B	C	D
40.	A	B	C	D
43.	A	B	C	D
46.	A	B	C	D
49.	A	B	C	D
52.	A	B	C	D
55.	A	B	C	D
58.	A	B	C	D
61.	A	B	C	D
64.	A	B	C	D
2.	A	B	C	D
5.	A	B	C	D
8.	A	B	C	D
11.	A	B	C	D
14.	A	B	C	D
17.	A	B	C	D
20.	A	B	C	D
23.	A	B	C	D
26.	A	B	C	D
29.	A	B	C	D
32.	A	B	C	D
35.	A	B	C	D
38.	A	B	C	D
41.	A	B	C	D
44.	A	B	C	D
47.	A	B	C	D
50.	A	B	C	D
53.	A	B	C	D
56.	A	B	C	D
59.	A	B	C	D
62.	A	B	C	D
65.	A	B	C	D
3.	A	B	C	D
6.	A	B	C	D
9.	A	B	C	D
12.	A	B	C	D
15.	A	B	C	D
18.	A	B	C	D
21.	A	B	C	D
24.	A	B	C	D
27.	A	B	C	D
30.	A	B	C	D
33.	A	B	C	D
36.	A	B	C	D
39.	A	B	C	D
42.	A	B	C	D
45.	A	B	C	D
48.	A	B	C	D
51.	A	B	C	D
54.	A	B	C	D
57.	A	B	C	D
60.	A	B	C	D
63.	A	B	C	D
66.	A	B	C	D

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67.	A	B	C	D
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73.	A	B	C	D
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89.	A	B	C	D
92.	A	B	C	D
95.	A	B	C	D
98.	A	B	C	D
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85.	A				86.		B			87.				D
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94.				D	95.		B			96.				D
97.			C		98.		B			99.		B		
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103.			C		104.	A				105.	A			
106.				D	107.				D	108.		B		
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112.			C		113.				D	114.		B		
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118.			C		119.			C		120.		B		
121.		B			122.	A				123.	A			
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146 .	A			
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179 .		B		
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197 .			C	
135 .	A			
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144 .			C	
147 .	A			
150 .		B		
153 .		B		
156 .				D
159 .				D
162 .	A			
165 .				D
168 .	A			
171 .				D
174 .		B		
177 .			C	
180 .			C	
183 .			C	
186 .				D
189 .				D
192 .	A			
195 .				D
198 .	A			

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199				D		200			C	
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