1. Which of the following flight director commands will display on the FMA as a result of disengaging the autopilot with the Go Around (GA) button?
a) HDG & GA
b) WINGS LEVEL & GA
c) GA & PITCH
d) LNAV & GA

2. Pushing and holding the TCS pushbutton will
a) cause the Flight Director (FD) commands to pitch 10 degrees nose up.
b) cause AP to be shown on the PFD.
c) disengage the yaw damper.
d) remove the Flight Director (FD) command bars from the PFD.

3. What happens, if the HSI SELECT button is pressed inflight with Autopilot ON?
a) the autopilot disengages
b) the yaw damper disengages
c) the F/D reverts to the basic modes WINGS LEVEL and PITCH HOLD
d) all of the above

4. What are the autopilot minimum use heights (CAT II ILS / CAT I ILS / non Precision Approach / after take off or go around)
a) 80 / 160 / 200 / 1000 ft
b) 80 / 200 / 200 / 500 ft
c) 100 / 200 / 500 / 1000 ft
d) 80 / 160 / 500 / 1000 ft

5. What is the minimum speed in severe icing conditions / during holding in any icing conditions?
a) 210 / 1,23 x Vsr
b) 210 / 190 kts
c) 190 / 190 kts
d) 190 / 1,23 x Vsr

6. The MAIN BATTERY caution light comes on if
a) the main battery is not connected to its main feeder bus for charging
b) the battery temperature is more than 50°c
c) the battery temperature is more than 71°c
d) the battery temperature is more than 99°c

7. What happens when the AUX BATTERY switch is selected to ON?
a) the auxiliary battery is connected to the left essential bus
b) the auxiliary battery is connected to the left main bus
c) the auxiliary battery is connected to the right essential bus
d) the auxiliary battery is connected to the left secondary bus

8. What happens if a MAIN BUS fault occurs?
a) the EPCU prevents the horizontal and vertical bus ties from closing to isolate the bus
b) if the fault persits after 30 sec the ECPU sends a TRIP signal to the GCU isolation the Generator
c) the BUS FAULT warning light comes on
d) all of the above

9. What happens if one AC GENERATOR fails in flight?
a) the respective GALLEY BUS loses power
b) the AC GEN caution light comes on
c) an automatic cross tie function is activated by the AC GCU
d) all of the above

10. The EPCU operates in emergency mode when:
a) the airplane is in air, both DC GENs are not available and at least one TRU is not available. The main buses are not powered in this mode and batteries are the main energy source.
b) the airplane is in air, both AC GENs are not available and at least one DC GEN is not available.
c) only the main buses are powered. All secondary bus services are not available in this mode
d) none of the above

11. Selection of the BATTERY MASTER switch, with no other switches selected connects the batteries to the
a) Essential buses.
b) Right main feeder and essential buses.
c) Main feeders and essential buses.
d) Main distribution and feeder buses.

12. The function of the TRU's is to:
a) Convert DC into variable frequency AC.
b) Convert varialbe AC into DC
c) Convert DC into fixed frequency AC.
d) Provide power to the secondary buses.

13. If both TRU's fail in flight,
a) the EPCU will automatically close the main to secondary bus ties.
b) the EPCU will automatically close all bus ties.
c) the EPCU will close the main to secondary bus ties once the BUS TIE switch is selected to OFF.
d) the EPCU will enter the emergency mode of operation.

14. How is the aft outflow valve opened and closed?
a) pneumatically
b) electrically opened and pneumatically closed
c) electrically
d) pneumatically opened and electrically

15. The Engine fire detection loops are
a) one continuous loop through three fire zones and connected to the fire detection control unit.
b) two loops, one through the main wheel well and the other through the engine and PEC areas.
c) three separate continuous loops through three fire zones and connected to a single firedetection control unit.
d) three individual parallel loops through three fire zones and connected to a responder.

16. A lavatory smoke detection produces
a) an audible chime via the PA.
b) an SMOKE warning light on the FWD flight attendant panel.
c) a SMOKE warning in the flight deck.
d) all of the above

17. If a fire is detected in the APU, the
a) APU shuts down automatically
b) Fire bell is activated
c) Fire extingushing agents is released immediately
d) All of the above

18. If smoke is detected in the AFT Baggage compartment and the SMOKE/EXTG switchlight is pushed, the
a) high rate fire extingusher bottle is released into the aft baggage compartment and after a 7 second delay the low rate fire bottle is released automatically into the aft baggage compartment.
b) high rate fire extingusher bottle is released into the aft baggage compartment and after a 7 minutes delay the low rate fire bottle is released automatically into the aft baggage compartment.
c) high rate and low rate fire extingusher bottles are released into the aft baggage compartment.
d) high rate fire extingusher is released into the aft baggage compartment and after at least 7 minutes delay, the low rate fire bottle has to be released manually be pressing the button again.

19) Which of the following systems are operated by the number two hydraulic system?
a) Flaps, Anti-skid and normal brakes, Inboard roll spoilers, lower rudder actuator, PTU, elevator
b) Inboard roll spoilers, emergency/parking brake, lower rudder actuator, normal landing gear operation, nose wheel steering, elevator.
c) Landing gear alternate extension, outboard roll spoilers, normal and anti-skid brakes, emergency/parking brake, upper rudder actuator.
d) Outboard roll spoilers, emergency/parking brake, upper rudder actuator, normal landing gear operation, nose wheel steering, elevator

20. With 0° flap selected, pushing either rudder pedal to the stops, deflects the fore rudder surface 12° left or right of centre. With flaps selected to 5° or greater, pushing either rudder pedal to the stops, deflects the fore rudder 18° left or right of centre.
a) this is correct
b) this is not correct, the flap selection has no influence on the rudder deflection
c) this is correct, and with flaps selected to 35°, the deflection is 24° left or right of center
d) this is not correct, rudder deflection is always limited by the FCECU

21. At airspeeds greater than 190kts, only the inboard spoilers operate, the Flight Control Electronic Control Unit (FCECU) disables the outboard spoilers.
a) this is correct
b) this is not correct, both inboard and outboard spoiler operate at all time
c) this is not correct, the outboard spoiler are disabled at airspeeds greater than 170kts
d) this is not correct, the outboard spoiler operate on ground only

22. If the ROLL DISC handle is disengaged, the copilots control wheel operates the
a) Spoilers only.
b) Ailerons only.
c) Spoilers and ailerons despending on IAS.
d) Right Elevator only.

23. „RUDDER 2 PUSH OFF" switchlight is pushed in, what will be the effect?
a) „2 RDR HYDR" caution light comes on and the upper rudder PCU is depressurised
b) the captain and copilot rudder controls get disconnected
c) the 2nd PCU is activated to regain rudder control
d) pushing the switchlight is only effective if the switchlight is illuminated

24. The rudder PCU does not
a) receive less hydraulic pressure at higher airspeeds.
b) receive input signals from the FCECU.
c) allow full rudder deflection up to Vmo.
d) receive less hydraulic pressure at higher airspeeds and receive input signals from the FCECU.

25. The FLAP DRIVE caution light illuminated if
a) the primary transmission shaft fails.
b) there is a flap fault, and flaps may continue to operate.
c) there is a flap fault, which will result in loss of their function.
d) the hydraulic power transfer drive unit fails.

26. For a Flaps 15° landing at LAM = 25.000kg, Vga and Vref will be approx. (no icing)?
a) 107 // 108
b) 114 // 119
c) 123 // 127
d) 130 // 134

27. In Airframe Manual selction, the selected boots are inflated
a) 6 seconds
b) 8 seconds
c) 16 seconds
d) as longs as the selector is in the manually selected position

28. The Refuel/Defuel panel is energized by the
a) essential buses.
b) main buses.
c) hot battery bus.
d) secondary buses.

29. What is the correct statement regarding the fuel system?
a) Engine crossfeed can only be done when airborne.
b) Fuel dump can only be done when airborne.
c) Fuel transfer can be done on the ground and when airborne.
d) FUEL BALANCE message displayed if imbalance is more than 217kg.

30. What is the power source for the auxiliary fuel pumps?
a) left/right AC Bus
b) DC Essential Bus
c) DC Main Bus
d) DC Secondary Bus

31. The PTU will automatically come on if the park brake is selected off, and flaps are set to more than 0°, No.1 hydraulic pressure is more than 2400 psi, and No. 2 hydraulic reservoir is not empty.
a) No, there is no PTU auto-function.
b) Yes, but the PTU switchlight has to be pushed in.
c) No, flap setting has no influence on the PTU auto-function.
d) Yes, this is correct.

32. When the No.2 system isolation valve closes, only the following services on the No. 2 hydraulic system are operational:
a) landing gear, rudder and elevator
b) rudder and elevator
c) flaps and PTU
d) elevator and flaps

33. The position lights have two bulbs in each section (wing tips and tail), a primary and a secondary light. When the POSITION LIGHT SWITCH is set to POSN, initially both bulbs are illuminated and, if the primary bulb is operative, the seconday bulb goes out after short while. The primary bulb is the forward one at the wingtips and the lower one at the tail.
a) this is correct
b) this is wrong, the secondary lights do not come on together with the primary after switching to POSN
c) this is wrong, wingtip-primary is the aft one and tail-primary is the upper one
d) this is wrong, the tail primary is the upper one.

34. The Q400 landing gear is controlled
a) electrically and operated mechanically.
b) hydraulically and operated electrically.
c) electrically and operated hydraulically.
d) mechanically and operated hydraulically.

35. The #1 STBY HYD pump is powered by
a) 115V AC bus.
b) DC Main bus.
c) DC Hot battery bus.
d) DC Essential bus.

36. At what pressure does the priority valve activate?
a) 1650psi
b) 2100psi
c) 2400psi
d) 3000psi

37. Ice detection probes on the fuselage
a) must be monitored visually through the side windows to determine ice buildup.
b) trigger an "ICE DETECTED" caution light on the Caution and Warning panel when 1/4 inch of ice forms on either probe.
c) trigger an "ICE DETECTED" annunciation on the ED when ice forms on either probe.
d) may be cleared of ice by selecting the "increase ref speed" switch on the Ice Protection panel.

38. The DE-ICE PRESSURE during ground test has to be?
a) 18psi
b) 18psi +/- 3
c) 15psi +/- 3
d) 21psi +/- 2

39. A FAST cycle for the de-icing boots lasts _____ per boot inflation followed by a_____ dwell time until the next cycle starts.
a) 6 seconds; 144 seconds
b) 6 seconds; 24 seconds
c) 6 seconds; 60 seconds
d) 36 seconds; 144 seconds

40. The pitot/static probes are heated electrically by 115V AC.
a) this is correct
b) this is correct, and when the probe heater is Inop or the switch is selected to OFF the respective caution light comes on
c) this is wrong, only No.1 and No.2 probes are heated by AC power, the stby pitot/static is heated by 28V DC power from Left essential bus
d) a) and b)

41. The IVSI's are driven by
a) the AHRS.
b) static pressure line from the static ports.
c) the associated static manifolds.
d) the ADC vertical speed indicator channel.

42. The airspeed indicator recieves information from the
a) Pitot/Static system directly.
b) AHRS.
c) GPS.
d) ADC.

43. The Standby Control and Display Unit…
a) is normally only used when there is an ARCDU display failure on both units.
b) will cause the loss of functionality of both ARCDU's.
c) will cause a STBY CTL message to appear in the Nav box of both ARCDU units.
d) Is a separate standby radio.

44. At altitudes above 2500' the GPWS will give a 'Bank Angle' call:
a) If the bank angle exceeds 30 degrees.
b) If the bank angle exceeds 50 degrees.
c) If the bank angle exceeds 60 degrees.
d) The GPWS does not give warnings above 2,450'

45. The priority of the aural alerts generated by the WTGs is (highest first):
a) Fire bell – overspeed warning – GWPS warning – TCAS traffic
b) Fire bell – TCAS collision – Autopilot disengagement – GWPS Warning
c) Autopilot disengagement – Altitude Alert Warning – Fire bell – SELCAL
d) GWPS warning – TCAS collision warning – fire bell – autopilot disengagement

46. Takeoff with the alternate release door open will result in
a) the landing gear not retracting.
b) the nose steering being electrically inhibited.
c) the landing gear extension electrical signal to be inhibited.
d) the solenoid sequencing valve to be inhibited.

47. Nosewheel steering limits/ranges are:
a) 8° with rudder pedals, 70° with steering control handle, 120° in passive caster mode
b) 4,5° with rudder pedals, 120° with steering control handle, 180° in passive caster mode
c) 8° with rudder pedals, 90° with steering control handle, 120° in passive caster mode
d) 4,5° with rudder pedals, 90° with steering control handle, 145° in passive caster mode

48. In conditions of low runway friction, the main gear wheels may not spin up before the aeroplane's weight is fully on the wheels. In this case, the ASCU (anti-skid control unit) gives a ___ second delay before brake pressure is applied. This delay is immediately cancelled when wheel speed is more than ___ knots.
a) 10 // 17
b) 5 // 35
c) 15 // 60
d) this is wrong, brake pressure is supplied at any time.

49. What is the maximum KIAS for flying with landing gear extended VLE (gear doors closed)?
a) 185 kts
b) 200 kts
c) 215 kts
d) 245 kts

50. What is the power source for the EMERGENCY LIGHTs?
a) Left Essential bus
b) Right Essential bus
c) Hot Battery bus
d) The emergency lights have their own battery packs

51. The emergency lights will activate when
a) the switch is in the arm position and power is lost to the left main bus.
b) the switch on the flight attendants panel is turned to NORM regardless of the cockpit switch position.
c) the TRU's are not on line.
d) loss of both DC generators.

52. What Dislpays are available if DC GEN #1 and TRU#2 are inoperative?
a) all
b) PFD 1, MFD 1, ED
c) MFD 1 and ED
d) PFD2, MFD 2 and ED

53. If the number 1 ADC fails
a) the captain's side airspeed indicator and altimeter will fail.
b) an automatic reversion will cause the captains side altimeter to provide raw data from the number 2 ADC to both altimeters.
c) the captains side AHRS will enter BASIC mode.
d) the HSI SEL will automatically switch to the operational side.

54. If the EADI fails, the information can be restored from the cross side by
a) selecting ADC SOURCE to 1 or 2 on the EFIS Control Panel
b) selecting ATT/HGD SOURCE to 1 or 2 on the ESID Control Panel
c) selecting the PFD display to the opposite PFD on the ESID Control Panel
d) pushing the BASIC switchlight on the AHRS Control Panel

55. Illumination of a "STBY HYD PUMP HOT" caution light indicates
a) the fluid in the standy hydraulic system is above the limit
b) an overtemperature in the variable displacement pump assembly heating element solenoid
c) an overheat in the No.2 SPU pump windings
d) an overheat in the No.1 SPU pump windings

56. The cabin and flight compartment temperature control is fully independent.
a) Yes, because there are two different ducts supplying air to the related compartment
b) Yes, because there are two different packs supplying air to the flight- and cabin compartment
c) No, because a portion of the cabin air comes from the flight compartment duct
d) No, because there is no individual temperature control for the flight compartment

57. The ECU (Environmental Control Unit) consists of how many channels?
a) 2 – left and right digital
b) 2 – one digital and one analog backup
c) 3 – left and right digital and one analog backup
d) 4 – left and right digital and left and right analog backup

58. The Forward Outflow Valve is located … and operated … .
a) forward pressure bulkhead / automatically
b) aft pressure bulkhead / manuall
c) forward baggage compartment / manually
d) forward pressure bulkhead / manually

59. Is it possible to operate the APU in flight to have a DC voltage and air conditioning/pressurization back up?
a) Yes, it is possible to operate the APU in flight. But this is only allowed in emergency situations
b) Yes, it is possible to have APU bleed air in flight- but only, if the engine Bleeds are selected off
c) No, this is not possible, because the APU shutoff valve will close, if the aircraft is off the ground.
d) Yes, but only with one-engine inoperative

60. A loss of oil to the Pitch Control Unit will result in
a) aerodynamically forced the blade angle to a fine pitch.
b) counterweights achieving in a fully feathered condition of the propeller blades.
c) counterweights achieving a safe coarse pitch of the propeller.
d) pitch locking at the current angle.

61. With the Autofeather system selected for takeoff, the PEC will feather the associated propeller if a loss of torque (below 25%) is detected for more than:
a) 3 seconds
b) 0,5 seconds
c) 10 seconds
d) 16 seconds

62. The Overspeed Governor (OSG) controls blade angles hydraulically by dropping the high pressure oil supply when prop rpm exceeds approximately _____ RPM. During an overspeed condition propeller rpm is reduced by _____ blade angles.
a) 1020 // increasing
b) 1071 // decreasing
c) 1071 // increasing
d) 1173 // decreasing

63. What happens if the ALTERNATE FEATHER swichlight is pressed during normal cruise flight with both condition levers at the MIN/850 position?
a) The respective propeller will feather.
b) The respective propeller will feather an UPTRIM will appear.
c) The respective propeller will not feather, because the condition lever has to be START/FEATHER or FUEL OFF for alternate feather operation.
d) None of the above.

64. At which point should AUTOFEATHER ARM during takeoff?
a) Takeoff Power set

b) PLA 60° & Torque 50%
c) Power lever > Flight Idle
d) 4sec after Power lever is moved from DISC to Flight Idle

65. Which statement is correct about the Approach and Flare lights?
a) Approach and Flare lights are always switched on at 10.000ft.
b) Approach and Flare lights are beamed at the same angle.
c) The Flare lights are beamed more downward than the Approach lights.
d) The Flare lights are beamed 5° down, the Approach lights 10° down.

66. When should the STARTER CUTOUT during normal engine start?
a) 24sec after condition lever is set to start/feather
b) 30sec after engine start switchlight is pressed
c) Nh = 63%
d) Nh = 50%

67. The PW150A turboprop engine has a low pressure (first stage) _____compressor and a high pressure (second stage) _____ compressor, each attached to separate single stage turbines. A two-stage power turbine drives a third shaft to turn the propeller through a _____ gearbox. The highpressure compressor also drives the _____ gearbox.
a) centrifugal – axial – accessory – reduction
b) axial – centrifugal – reduction – accessory
c) axial – centrifugal – accessory – reduction
d) centrifugal – axial – reduction – accessory

68. How do you change from MTOP to MCP?
a) The MCP push button on the engine control panel.
b) Moving the condition levers.
c) Deselecting the auto feather.
d) Selecting the Bleed Air ON to Norm or Max.

69. The FADEC will automatically abort the start, and shutdown the engine if any one of the following conditions occur:
a) if the engine does not light within 12 seconds of fuel flow being selected on
b) the ITT limit of 810°C is exceeded
c) NH does not reach 50% within 70 seconds (i.e. hung or slow start).
d) all of the above

70. A generator load display indication of +1.05 indicates that
a) the generator is charging at 1.05 amps/hour.
b) the generator has slightly more than one hour of life remaining.
c) generator loading is within 2% of designed nominal load.
d) the generator load is 5% above rated load.

71. A "CHECK FIRE DET" warning light could be associated with:
a) Excessive heat in the aft baggage compartment.
b) APU fire
c) Fire in one of the baggage compartments.
d) Fire in the cabin.

72. Which of the following services is NOT hydraulically operated or actuated?
a) Flaps
b) Ailerons
c) Elevators
d) Rudder

73. What are the approx. dimensions (wing span, length, height) of the Q400 and what is the min. pavement for a 180° turn?
a) WS 28,50 / L 35,00 / H 8,50 / TURN 12,00 m
b) WS 29,50 / L 34,50 / H 8,50 / TURN 45,00 m
c) WS 28,50 / L 32,50 / H 8,50 / TURN 25,70 m
d) WS 27,00 / L 29,50 / H 6,50 / TURN 12,70 m

74. What are the maximum weights for Ramp, TakeOff, Landing and Zero Fuel? (kg)
a) 29998 / 28574 / 28123 / 26308
b) 29599 / 29123 / 28574 / 28123
c) 29665 / 29574 / 28123 / 26308
d) 29574 / 29574 / 28308 / 26123

75. You have checked in at 0530lt. What is your maximum allowed Flight-Duty-Time with flying 4 sectors? (no extension, no commanders discresion)?
a) 11h00min
b) 11h31min
c) 12h00min
d) 13h00min

76. The maximum allowed Flight-Duty-Time is to be reduced for each sector by:
a) 30min for each sector
b) 30min, beginning with the 3rd sector up to the 8th sector
c) 30min, beginning with the 3rd sector up 120min maximum
d) 30min for each sector, 60min for each sector within WOCL

77. What is the minimum Rest-Time at home base?
a) 14 hours
b) 13 hours
c) 12 hours, no exeptions
d) 12 hours or the preceeding duty period, whichever is higher

78. What is the minimum Rest-Time away from home base?
a) 10 hours or the preceeding duty period, whichever is higher
b) 10 hours or the preceeding duty period, whichever is lower
c) 12 hours, no exeptions
d) 8 hours, if there is a sleeping opportunity all the time

79. Positioning after reporting but prior to operating shall be included as part of the Flight Duty Period but shall not count as a sector.
a) Wrong. Each position sectors counts the same as a flying sector.
b) Wrong. The time after reporting, but before operating is counted as Duty Time only, not Flight Duty Time.
c) Wrong. The time after reporting, but before operating is counted only by 50%.
d) Correct.

80. The MSA (Minimum Sector Altitude) is the Altitude depicted on instrument approach, SID or STAR charts and identified as the minimum safe altitude which provides a _____ft / ____m obstacle clearance within a ____NM / ____km – or other value as stated – radius from the navigational facility upon which the MSA is predicated.
a) 1000 / 300 // 15 / 28
b) 2000 / 600 // 25 / 46
c) 2000 / 600 // 15 / 28
d) 1000 / 300 // 25 / 46

81. The non-normal landing distance is calculated as follows:
a) unfactored landing distance x QRH landing distance factor
b) required landing distance x QRH landing distance factor
c) unfactored landing distance x QRH landing distance factor x 1,2 (operational factor) x 1,15 (if rwy is wet)
d) unfactored landing distance x QRH landing distance factor x 1,5 (operational factor) x 1,15 (if rwy is wet)

82. If during flight the commander learns about downgrading of the fire fighting and rescue service category, he exercises his responsibility to continue or to divert. When continuing flight, a downgrading of maximum one category under the aerodrome category defined for each aeroplane type is accepted by the company.
a) This is true.
b) This is false.
c) This is true, but only within Germany.
d) This is true, a downgrade up to 3 Categories is accepted.

83. Regardless of the OM B/ FCOM performance data, a take-off and landing shall not be made on runways with officially (aerodrome authority) reported braking coefficient…
a) 0,26 or less
b) 0,25 or less
c) 0,51 or less
d) 0,17 or less

84. Passenger who is completely immobile, who can move about only with the help of a wheelchair or any other means and who requires assistance from arrival at the aerodrome to seating in the aeroplane or - if necessary – in a special seat fitted to his / her specific needs, the process being inverted at arrival is coded as a:
a) WCHR
b) WCHS
c) WCHC
d) MEDA

85. Final reserve fuel is the amount of Fuel …
a) to fly for 30 minutes at holding speed at 1500 ft above destination aerodrome elevation in standard conditions.
b) to fly for 45 minutes at holding speed at 1500 ft above destination alternate aerodrome elevation in standard conditions.
c) to fly for 30 minutes at holding speed at 1500 ft above destination alternate aerodrome elevation in standard conditions.
d) to fly for 45 minutes at holding speed at 1000 ft above destination aerodrome elevation in standard conditions

86. For a 125 m RVR LVTO, a 90 m visual segment must be available. How many HICL reflect a distance of 90 m?
a) 4
b) 6
c) 8
d) 9

87. What are the consequences, if 2 passengers are "no show" and 30 kg of cargo are loaded into the cargo hold in addition to the passenger baggage?
a) This LMC is within the given limits and no further crew action is required.
b) This LMC is within the given limits, however, the crew has to check that none of the maximum operational limiting masses are exceeded and no loading limitation has been exceeded. Furthermore they have to check that ZFM CG and TOM CG remain within allowed limits.
c) This LMC exceeds the limits and a new load sheet has to be calculated. The crew has to check that none of the maximum operational limiting masses are exceeded and no loading limitation has been exceeded. Furthermore they have to check that ZFM CG and TOM CG remain within allowed limits.
d) A new load sheet has to be calculated only, if the TOM CG reaches the aft limit.

88. An „ATC slot" is …
a) a timeframe of minus 10 minutes / plus 5 minutes, based on the CTOT.
b) a timeframe of 15 minutes, starting at the CTOT.
c) a timeframe of minus 5 minutes / plus 10 minutes, based on the CTOT.
d) a timeframe of 10 minutes, starting at the CTOT.

89. In case of several defects that emerged during one flight,
a) all of those defects must be entered in the same work order.
b) all of those defects must be entered in the same work order only, if they affect the same aircraft system.
c) each defect must be entered in a separate work order.
d) each defect must be entered in a separate work order, but not earlier than at the end of the flight day.

90. To legally conduct a flight, the following documents have to be carried on board:
a) Operating Licence, noise certificate, certificate of registration, radio station licence
b) LPC approval, certificate of insurance, AOC, certificate of airworthiness
c) a)+b)
d) none, since all documentation is approved to be carried in digital form on the LPC Computer.

91. Is it allowed to perform a CAT II Approach with flaps 35 landing to benefit in a tailwind condition?
a) Yes, because I can use flaps 35 regardless of the Approach type
b) No, because the A/P has to be disconnected prior selecting flaps 35
c) Yes, if the aircraft is configured prior passing the OM
d) none of the answers stated above is correct

92. What is a NOTOC?
a) Notification to captain / commander, may be issued prior flight, if dangerous goods are loaded.
b) Notice to crew, reflects the nature and weight of cargo.
c) Notification to captain / commander, must be issued prior flight, if passengers carry items / medicine that might be harmful to other passengers.
d) Notification to captain / commander, must be issued prior flight, if dangerous goods are loaded.

93. What of the following statements concerning an ACAS/TCAS RA is not correct?
a) The required manoeuvre shall be initiated immediately by the flight crew.
b) The flight crew should always be aware of the fact that a visually identified traffic is not necessarily the intruder.
c) Once the ACAS/TCAS indicates that adequate separation has been achieved the aeroplane should be promptly returned to its intended flight path.
d) ATC instructions have priority over TCAS RAs, if the traffic can be visually confirmed and visual seperation can be maintained at any time.

94. Which of the following statements is correct? If, as a result of an in-flight fuel check, the calculated fuel remaining on arrival at the destination is less than the required alternate fuel plus final reserve fuel, the commander…
a) must initiate a diversion to a suitable alternate aerodrome immediately so as to land with not less than alternate fuel plus final reserve fuel.
b) shall take into account tactical considerations, the traffic and the operational conditions prevailing at the destination aerodrome, along the diversion route to an alternate aerodrome and at the destination alternate aerodrome, in order to decide to proceed to the destination aerodrome or to divert, so as to land with not less than final reserve fuel.
c) shall proceed to the filed destination alternate in the most direct manner.
d) may continue to the destination only if not more than 3 consecutive fuel checks show a less than required value.

95. What is the minimum RVR for a Q400 takeoff on a runway with runway edge & runway end lighting only?
a) 400m
b) 250m
c) 150m
d) 125m

96. Maximum wind speed (actual wind report by aerodrome authority) for company operation during take off and landing is …
a) 32 kts.
b) 50 kts.
c) 55 kts.
d) 65 kts.

97. Minimum RVR values for a CAT II Approach are … (touch-down / mid point / stop end)
a) 300 m / 125 m / 75 m
b) 550 m / 300 m / 125 m
c) 300 m / 300 m / 300 m
d) 400 m / 250 m / 125 m

98. What actions are mandatory, if the reported RVR/visibility drops below minimum?
a) If the aircraft has already passed the OM (or 1000 ft ARTE), a go around has to be initiated at once.
b) If the aircraft has not already passed the OM (or 1000 ft ARTE), a go around has to be initiated latest at the OM / 1000 ft ARTE point.
c) If the aircraft has already passed the OM (or 1000 ft ARTE), the approach may be continued to DH/DA/MDA.
d) b) + c)

99. The take off alternate aerodrome has to be within
a) one flying hour at one engine inoperative cruising speed in still air (276NM).
b) one flying hour at all engine operative cruising speed in still air (352NM).
c) 300 NM.
d) 150 NM.

100. Which of the following would be an acceptable aft baggage compartment loading?
a) 5/995 & 6/275
b) 5/1200
c) 6/485
d) 5/750 & 6/355