

PPL H) – Operational Procedures



FLIGHT CREW LICENSING DEPARTMENT

Theoretical Knowledge Examination for obtaining PPL (H)

Subject: OPERATIONAL PROCEDURES

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NOTE:

The correct answer is under letter **a**. During exam the order of answers will be different

1. Complete the following wording with one of the options at a., b., c. or d. below to give the most correct statement. A pilot-in-command of a flight during which an aircraft enters the sovereign airspace of a foreign state with the intention of landing:
 - a. Must have insured that all necessary and relevant documentation is carried on board the aircraft, including the Certificate of Airworthiness, that the aircraft is in an airworthy condition and that it is correctly registered.
 - b. Must ensure before departure that his pilot's licence has been validated by the foreign state.
 - c. Must be satisfied that the aircraft's Certificate of Airworthiness is current and that he holds a type rating for the aircraft.
 - d. Must be satisfied that the aircraft's Certificate of Airworthiness is current, that he holds a type rating for the aircraft and that he has passed an Air Law Examination set by the foreign State.

2. In level flight at night, from your aircraft you see an anti-collision beacon and a red navigation light. The lights are at the same altitude as yourself and are steady at 2 o'clock and closing. This indicates that there is:
 - a. A flying machine which should give way to you.
 - b. An airship which should give way to you.
 - c. A flying machine to which you should give way.
 - d. No threat.

3. Which performance class enables a helicopter to continue cruise despite a failed engine?
 - a. Class 1 in Class 2.
 - b. Class 1 in Class 3.
 - c. Class 2 in Class 3.

4. Which of the following documents is not required to be carried in an aircraft of an ICAO member State?
 - a. Flight Crew Birth certificates.
 - b. Certificate of Registration.
 - c. Certificate of Airworthiness.
 - d. Flight Crew Licences.

5. A light aircraft is hired from a flying club for a private flight; the person responsible for planning the flight and ensuring that the weather is suitable is:
 - a. The Pilot-in-Command.
 - b. The CFI.
 - c. The Operations Manager.
 - d. The duty instructor.

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6. An Alerting Service is:
- Specifically for the provision of the Search and Rescue Services.
 - Provided for all aircraft being given an Air Traffic Control Service and, in so far as is practicable, to all other aircraft having filed a flight plan or otherwise known to the Air Traffic Services, and also to any aircraft known to be the subject of unlawful interference.
 - The provision of navigation and weathers warnings to pilots in flight.
 - Only provided for aircraft on an IFR Flight Plan.
7. Which of the following is not an SAR ground to air signal?
- R.**
 - V.**
 - N.**
 - Y.**
8. At the scene of an aircraft accident, a survivor has made a ground signal showing a large cross with angles of 90° between the arms of the cross. What does this mean?
- Require medical assistance.
 - Require assistance.
 - This is our position.
 - All survivors are uninjured.
9. If an aircraft has an accident, involving injury to persons or damage to the aircraft, at a licensed airfield, who is responsible for reporting the accident to the appropriate Authority?
- The Pilot-in-Command.
 - The ATC watch officer.
 - The ATC supervisor.
 - The police.
10. Which one of the following statements is false?
- An accident must be reported if, between the time that anyone boards an aircraft to go flying and until everyone has left it:
- A passenger dies from natural causes.
 - Anyone is killed or seriously injured while in or on the aircraft.
 - The aircraft incurs damage or structural failure.
 - The aircraft is completely inaccessible or missing.
11. It is the pilot's responsibility to ensure that the aircraft is properly equipped for the planned flight. If there is any doubt the pilot should consult the:
- Pilot's Operating Handbook.
 - Certificate of Airworthiness.
 - Certificate of Maintenance Review.
 - Minimum Equipment List.
12. If a pilot intercepts an RT distress message, he should, if no acknowledgement is heard, relay it and then:

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- a. At his discretion, proceed to the location of the aircraft in distress.
 - b. Standby to receive further instructions whilst holding in present position.
 - c. Endeavour to guide other aircraft to the location of the aircraft in distress.
 - d. Proceed on flight plan route.
13. In a situation where concern for the safety of an aircraft and its occupants exists (alert phase), responsibility for alerting the necessary search and rescue units lies with:
- a. The ATCU which received the distress message on the international distress frequency.
 - b. The appropriate responsible person.
 - c. The rescue coordination centre.
 - d. The Pilot-in-Command.
14. To indicate that assistance is required, survivors would use which of the following signals from the Ground to Air Emergency Code?
- a. **V**.
 - b. **X**.
 - c. **g**.
 - d. **R**.
15. If a component becomes detached from an aircraft in flight, seriously injuring someone on the ground, but not affecting the continuation of the aircraft's flight, how would ICAO define this occurrence?
- a. An aircraft incident.
 - b. An aircraft accident.
 - c. An occurrence to be reported.
 - d. A fortuitous occurrence.
16. Following an aviation accident in the Republic of Serbia, to which of the following must the accident be reported as expeditiously as possible?
- a. The Civil Aviation Authority and the local police.
 - b. The Chief Inspector of the Air Accident Investigation Branch (AAIB) and to the local police.
 - c. The home airfield of the aircraft involved in the accident.
 - d. The nearest Air Traffic Control Unit.
17. If a pilot judges that his aircraft is in grave and imminent danger, his message should begin with the words:
- a. Mayday - Mayday - Mayday.
 - b. Pan - Pan – Pan, Pan - Pan - Pan.
 - c. Either Pan - Pan – Pan, - Pan - Pan - Pan, or Mayday - Mayday - Mayday.
 - d. Emergency - Emergency - Emergency.
18. Which of the following cases constitutes an aircraft accident?

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- a. The injury of a person on the ground after being struck by any part of an aircraft which had detached from the aircraft while it was airborne but where the safety of the aircraft was not necessarily compromised.
 - b. A lightning strike on an aircraft in flight.
 - c. An engine failure in flight.
 - d. A burst main gear or tailwheel tyre during the take-off or landing roll.
19. If a pilot elects to make a distress or urgency call, on which frequency should he first transmit, as an alternative to 121.5 MHz?
- a. The frequency he is currently using.
 - b. He should always change immediately to 121.5 MHz before transmitting.
 - c. The frequency of the nearest airfield with a full Air traffic Control Service.
 - d. His home airfield frequency.
20. Which of the following is not a Search & Rescue Alerting phase?
- a. Urgency phase.
 - b. Uncertainty phase.
 - c. Alert Phase.
 - d. Distress phase.
21. It's the pilot's responsibility to ensure that the aircraft is properly equipped for the planned flight. If there is any doubt the pilot should consult:
- a. Minimum Equipment List.
 - b. Certificate of Airworthiness.
 - c. Certificate of Maintenance Review.
 - d. Pilot's Operating Handbook.
22. Before flight it is the pilot's responsibility to check that the aircraft is properly registered, is airworthy and has been maintained properly. To this end he must check a variety of documents. Which one of the following is not required to be checked?
- a. Minimum Equipment List.
 - b. Certificate of Airworthiness.
 - c. Technical log.
 - d. Third Party Insurance certificate.
23. All aircraft on the aircraft movement area of an aerodrome with engines running are display lights to indicate this. Which one of the following is used for this purpose?
- a. Red anti-collision light
 - b. Landing light.
 - c. Navigation lights.
 - d. Tail light.
24. For night operation, airplanes and gliders must be equipped with the following lights:
- a. Right wing tip: green light, left wing tip: red light, tail: white light.
 - b. Left wing tip: green light, right wing tip: red light, tail: white light.
 - c. Left wing tip: white light, right wing tip: white light, tail: red light.

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- d. Left wing tip: white light, right wing tip: white light, tail: orange light.
25. In the course of a flight during daylight hours, a pilot notices that the aircraft's anti collision light has failed. What course of action should he take?
- Continue with the flight, as long as it can be completed in daylight, and get the light repaired at the earliest opportunity.
 - Land immediately at the nearest aerodrome.
 - Land as soon as practically possible at the nearest suitable airfield.
 - Return to his base airfield and declare the aircraft unserviceable until the light has been repaired.
26. When must the anti-collision beacon on an aircraft be operating (if installed)?
- Must be on all the time the engine of an aircraft is running.
 - All the time the aircraft is flying.
 - Must be switched on after engine start-up and switched off before engine shut-down.
 - Must be switched on shortly before takeoff and switched off when the aircraft vacates the runway.
27. At the scene of an aircraft accident, a survivor has made a ground signal showing a large cross with angles of 90° between the arms of the cross. What does this mean?
- Require medical assistance.
 - Require assistance.
 - This is our position.
 - All survivors are uninjured.
28. Official data regarding operating limitations and allowed mass of your aircraft could be found in :
- Aircraft's Flight Manual.
 - Maintenance Log.
 - Certificate of Airworthiness and in Certificate of Registration.
 - Official Gazette of Civil Aviation Authority.
29. Single engine helicopters are in performance class:
- Class 1.
 - Class 2.
 - Class 3.
30. The pilot of an aircraft taking-off from an airfield where the altimeter setting is not readily available, shall set the aircraft altimeter to :
- The elevation of the airfield.
 - The altitude zero.
 - 1013.2 hPa.
 - The altimeter setting of the nearest controlled airport.
31. What unit of measurement is in use in aviation when vertical velocity parameters are reported?

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- a. Feet per minute.
 - b. Meters per minute.
 - c. Meters per second.
 - d. Feet per second.
32. What units of measurement are in use in aviation when wind parameters are reported to the pilot (with the exception of takeoff and landing)?
- a. True direction and knots.
 - b. True direction and kilometers per hour.
 - c. Magnetic direction and statute miles per hour.
 - d. Magnetic direction and knots.
33. How do we protect a helicopter parked outside the hangar?
- a. Tie down rotor blade tips and cover the openings.
 - b. Tie down tail rotor blades to prevent wind milling in strong winds.
 - c. Lock the helicopter and cover the drain openings.
34. What is the proper pilot procedure in case of a popped-out circuit breaker?
- a. Wait until the circuit breaker cools and push it in; if it pops up again, do not Push the circuit breaker and hold it firmly in by finger until land.
 - b. Not to push in the circuit breaker in any case.
 - c. Push the circuit breaker in with the related electrical equipment switched off.
 - d. Push it again.
35. What is the reason for shutting down an aviation reciprocating engine using the mixture lever rather than the ignition switch?
- a. By doing that we avoid self-ignition due to presence of the fuel/air mixture in cylinders.
 - b. Because an engine cannot be shut down by switching the magnetos off.
 - c. By doing that we prevent the engine to be shut down at too high temperature.
 - d. Because at magnetos switching off the engine stops very rapidly and damage of the main shaft bearings could occur.
36. What is the most reliable practical method of checking the fuel level in the reservoirs of an aircraft while on ground?
- a. Visual checking the fuel level in the reservoir.
 - b. Reading the fuel gauges with engine running.
 - c. Weighing of an aircraft.
 - d. Shaking the wingtip and observing the fuel bouncing.
37. Why should you check a sample of fuel from the sump and filter before each flight?
- a. To be certain that the fuel is free of contaminants and of the proper grade.
 - b. To be certain that the fuel is free flowing.
 - c. To know that the fuel pump is working properly.
 - d. To be sure that the proper grade of fuel is used.
38. Which fuel contaminant is the most difficult to isolate with simple filter systems?

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- a. Water.
 - b. Fine rust or dirt particles.
 - c. Grease or oil.
 - d. Ice.
39. To properly purge water from the fuel system of an aircraft equipped with fuel tank sumps and a fuel strainer quick drain, it is necessary to drain fuel from the :
- a. Fuel strainer drain and the fuel tank sumps.
 - b. Fuel strainer drain.
 - c. Lowest point in the fuel system.
40. What is the best way to reduce the possibility of water contamination in fuel tanks?
- a. Always keeping the fuel tanks full will help to eliminate condensation.
 - b. Fuel filters should be sealed to keep out rainwater.
 - c. Tank vents should be plugged while the aircraft is parked overnight.
41. Filling the fuel tanks after the last flight of the day is considered a good operating procedure because this will :
- a. Prevent moisture condensation by eliminating airspace in the tanks.
 - b. Force any existing water to the top of the tank away from the fuel lines to the engine.
 - c. Prevent expansion of the fuel by eliminating airspace in the tanks.
42. What is the reason for most of the refueling fires caused by static electricity sparks?
- a. Refueling an ungrounded aircraft from plastic containers.
 - b. Refueling an ungrounded aircraft from metal containers.
 - c. Refueling a grounded aircraft with the engine running.
43. What is the specific mass of aviation gasoline?
- a. 0.72 kg/liter.
 - b. 0.60 kg/liter.
 - c. 1.00 kg/liter.
 - d. 1.72 kg/liter.
44. 1 USA gallon of AVGAS 100 LL weights :
- a. 6 lbs.
 - b. 3 lbs.
 - c. 4 lbs.
 - d. 5 lbs.
45. 53 liters of AVGAS 100 LL weights :
- a. 38 kg.
 - b. 42 kg.
 - c. 74 kg.
 - d. 80 kg.
46. Aviation gasoline 80/87 grade is colored?

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- a. Red.
 - b. Green.
 - c. Blue.
 - d. Violet.
47. Aviation gasoline 100/130 grade is colored?
- a. Green.
 - b. Red.
 - c. Blue.
 - d. Violet.
48. Aviation gasoline 100LL is colored :
- a. Blue.
 - b. Red
 - c. Green.
 - d. Violet.
49. When placing covers on a turbine helicopter we have to be careful that
- a. The exhaust is cooled enough before covering.
 - b. We allow free airflow through the turbine.
 - c. We don't cover drain holes of the engine.
50. Which would most likely cause the cylinder head temperature and engine oil temperature gauges to exceed their normal operating ranges?
- a. Using fuel that has a lower-than-specified fuel rating.
 - b. Using fuel that has a higher-than-specified fuel rating.
 - c. Operating with higher-than-normal oil pressure.
51. If the grade of fuel used in an aircraft engine is lower than specified for the engine, it will most likely cause :
- a. Detonations.
 - b. A mixture of fuel and air that is not uniform in all cylinders.
 - c. Lower cylinder head temperatures.
 - d. An increase in power which could overstress internal engine components.
52. While air taxiing a helicopter in strong wind, we adopt by
- a. Pointing the nose slightly into the wind.
 - b. Air taxiing aligned with the direction of travel no matter how strong the wind is.
 - c. Always air taxiing with a headwind.
53. What should normally be done if after start-up of a hot four-stroke aviation engine oil pressure does not reach proper level?
- a. Shut down the engine.
 - b. Increase engine RPM thus allowing the oil pump to increase oil pressure.
 - c. Nothing, because instruments on modern aircraft are cheap and unreliable.
 - d. Enrich the mixture to prevent unnormal rise of the cylinder heads temperature.

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54. When should the pressure in the barometric subscale of an aircraft altimeter be set?
- Before each flight and in the air, if necessary.
 - Yearly.
 - Monthly.
 - Each morning before flying.
55. The accuracy of an altimeter is checked by :
- Setting the altimeter to QNH in checking the elevation reading while on ground.
 - Low-passing near towers with known height.
 - Cross-checking of altimeter readings and radio altimeter readings.
 - Cross-checking of flight altitudes and altitudes from an aeronautical geographical chart 1:500 000.
56. How frequently should the aviation magnetic compass be swung?
- Each year before an annual inspection of an aircraft or after installing of optional instruments or radio equipment, or more frequently, if necessary.
 - Before first initial inspection of an aircraft.
 - Each month.
 - After each long flight.
57. For an emergency locator transmitter (ELT) testing the selector switch on a device should be set to:
- ON.
 - OFF.
 - ARM or AUTO.
58. When may an emergency locator transmitter (ELT) be tested?
- During the first five minutes after the hour.
 - At 15 and 45 minutes past the hour.
 - Anytime.
59. During engine run-up test on ground the pilot can check the proper functioning of carburetor heating by moving the carburetor heat lever to HOT and noting :
- A slight drop in RPM.
 - A slight rise in RPM.
 - Increased flow of hot air into the cockpit.
 - This check could not be performed on ground.
60. Shortly after an aviation engine start-up you noticed on the left-zero ammeter a high current reading despite of all electrical consumers not connected? You should normally :
- Do nothing, because in such cases an alternator provides the electrical current for battery charging only, which normally replenishes a little during an engine start-up.
 - Shut down the engine immediately, because the alternator is not functioning.
 - Reset the alternator master switch and, if the condition does not recover, shut down the engine and report to the mechanic non-operating alternator.

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61. What is the meaning of the zero reading on a left-zero ammeter in flight?
- Normal condition because none of electrical consumers is switched on.
 - The alternator is not functioning.
 - Replenishing accumulator.
62. How could you recognize by the indication of the left-zero ammeter a non-functioning aircraft alternator? The instrument reading should be :
- Zero and stays zero even after the significant electrical consumer is switched on (i.e. the landing light).
 - Maximum.
 - Increase significantly after the electrical consumer is switched on.
63. Shortly after aircraft engine start-up you notice that the pointer of a center-zero ammeter is deflected to the right with electrical consumers switched off. This indication means :
- Charging accumulator, because during an engine start-up the accumulator normally
 - Replenishes a little.
 - Replenishing accumulator, because the alternator is not functioning, therefore alternator exciting should be attempted by switching the master switch on and off. If the pointer does not return to zero, the engine should be shut down and the mechanic advised.
 - Replenishing accumulator, therefore the engine should be shut down.
64. What may zero reading on the center-zero ammeter in flight indicates?
- Normal condition; the alternator provides electrical power for electrical equipment.
 - Alternator off-line.
 - No electrical equipment is switched on.
 - Abnormal condition; the battery provides electrical power for electrical equipment.
65. In flight you notice that the pointer of a center-zero ammeter is deflected to the left. What does this indication mean and what should you as the pilot of an aircraft normally do?
- Not-normal condition; the accumulator replenishes, because the alternator is not
 - Functioning or is not capable to cover all the demands of electrical consumers connected. If after switching off-on of the master switch the situation does not recover, an electrical consumption should be reduced to minimum and a landing should be made to the nearest suitable airfield.
 - Normal condition; the accumulator is charging, therefore the flight will be continued, the indication of an instrument should be monitored and a drop of indication should be expected.
 - Normal condition; the instruments indicate present consumption of the electricity, provided by the alternator.

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66. In flight you notice the orange light glowing on the instrumental panel. What does this mean?
- Alternator does not deliver any electrical current.
 - Too high output voltage.
 - Flat battery.
 - Overheated alternator.
67. What is the most likely cause of the dangerous turbulence behind heavy aircraft?
- Wingtip vortices.
 - Propeller blast.
 - Jet blast.
68. How long will wake turbulence remain after the passage of a large aircraft?
- Five minutes or more; ATC permits two or three minutes separation.
 - Two minutes.
 - Three minutes.
69. When approaching taxiway holding lines from the side with the continuous lines, the pilot:
- Should not cross the lines without ATC clearance.
 - May continue taxiing.
 - Should continue taxiing until all parts of the aircraft have crossed the lines.
70. What is the purpose of the runway/ runway hold position?
- Denotes intersecting runways.
 - Denotes entrance to runway from a taxiway.
 - Denotes area protected for an aircraft approaching or departing a runway.
71. Area C on the airport depicted is classified as a (see Figure PPL OP-1):
- Closed runway.
 - Stabilized area.
 - Multiple heliports.
72. The arrows that appear on the end of the north/south runway indicate that the area : (see Figure PPL OP-2)
- Cannot be used for landing, but may be used for taxiing and takeoff.
 - May be used only for taxiing.
 - Is usable for taxiing, takeoff, and landing.
73. The numbers 4 and 22 on a runway indicate that the runway is oriented approximately : (see Figure PPL OP-2)
- 040° and 220° (magnetic).
 - 004° and 022° (true).
 - 040° and 220° (true).
74. Airport taxiway edge lights are identified at night by:
- Blue Omni directional lights.

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- b. White directional lights.
- c. Alternate red and green lights.

75. Which of the following describes threshold lights?

- a. Green unidirectional.
- b. Green omni-directional.
- c. Red omni-directional.

76. Low intensity obstacle lights on fixed objects shall be:

- a. Fixed red.
- b. Flashing yellow.
- c. Flashing red.
- d. Fixed orange.

77. Typical helicopter is the loudest in:

- a. Landing phase.
- b. Cruising.
- c. Take off phase.

78. On the controlled airport you noticed a square yellow board bearing a black "C", exposed above one of the doors (Picture C). What does that mean? (see Figure PPL OP-4)

- a. Air traffic control reporting office.
- b. Customs office.
- c. Exit for private aircraft crew.
- d. Staff exits.

79. In the signal area of an aerodrome, a red square with a single yellow diagonal strip (Picture B) means: (see Figure PPL OP-4):

- a. Take special care when landing because of the poor state of the maneuvering area.
- b. Do not land.
- c. Gliders are operating.
- d. Helicopters are operating.

80. What is the meaning of the visual ground signal in a form of a horizontal red square panel with yellow diagonals displayed in an airport signal area (Picture A)? (see Figure PPL OP-4)

- a. Landings are prohibited.
- b. Area unfit for movement of aircraft.
- c. Aircraft are required to land, takeoff and taxi on runways and taxiways only.
- d. Special precautions must be observed in approaching to land or in landing.

81. A white cross, placed horizontally on the beginning of the taxiway (picture G), means: (see Figure PPL OP-4)

- a. Taxiway unserviceable!
- b. Caution, you are approaching the intersection with the runway!

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- c. Helicopter landing area!
 - d. Caution, you are approaching the intersection with other taxiway!
82. In the signal area of an aerodrome, a double white cross (Picture H) means: (see Figure PPL OP-4)
- a. Caution, gliders in the air!
 - b. Landing prohibited, the airport is not safe!
 - c. Take special care during approach and landing!
 - d. Ground taxiing permitted outside runway and taxiways!
83. In the signal area of an aerodrome, a white dumb-bell (Picture D) means: (see Figure PPL OP-4)
- a. Land and taxi on hard surfaces only.
 - b. Landing direction is parallel with the shafts towards the cross-arm.
 - c. Land on hard surfaces only.
 - d. Do not land.
84. In the signal area of an aerodrome, a white dumb-bell with black stripes on each circular portion at right angles to the shaft (Picture E) means: (see Figure PPL OP-4)
- a. Landing, takeoff, and taxiing on runway and taxiways only, other movement on the ground is not confined to hard surfaces.
 - b. Landing prohibited for prolonged period.
 - c. Landing, takeoff, and taxiing confined to runway and taxiways only.
 - d. Caution, gliders in the air.
85. What marking may be displayed by day on an aerodrome to indicate unserviceability of any portion of a maneuvering area?
- a. Crosses of single conspicuous color (preferably white) displayed horizontally.
 - b. Orange flags bordering the unserviceable area.
 - c. White and orange cones bordering the unserviceable area.
 - d. Large red squares with yellow diagonal markings displayed horizontally.
86. In the signal area of an aerodrome, a sign (Picture I), means: (see Figure PPL OP-4)
- a. Right-hand traffic circuit in force.
 - b. After landing vacate the runway by right turn.
 - c. Parking site to the right.
 - d. Continue to the next airport, the runway is closed.
87. In the signal area of an aerodrome, a white T (Picture F) means: (see Figure PPL OP-4)
- a. Landing direction is parallel with the shafts towards the cross-arm.
 - b. Land on hard surfaces only.
 - c. Land and taxi on hard surfaces only.
 - d. Do not land.
88. The color of AVTUR fuel is:
- a. Light straw.

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- b. Dark green.
 - c. Dark blue.
 - d. Light green.
89. Helicopter climb performance is most adversely affected by:
- a. Higher than standard temperature and high relative humidity.
 - b. Higher than standard temperature and low relative humidity.
 - c. Lower than standard temperature and high relative humidity.
90. The most unfavorable combination of conditions for rotorcraft performance is:
- a. Low density altitude, low gross weight and calm wind.
 - b. High density altitude, high gross weight and calm wind.
 - c. High density altitude, high gross weight and strong wind.
91. As altitude increases, the V_{NE} of a helicopter will:
- a. Decrease.
 - b. Increase.
 - c. Remain the same.
92. The anti-torque system fails during cruising flight and a powered approach landing is commenced. If the helicopter yaws to the right just prior to touchdown, what could the pilot do to help swing the nose to the left?
- a. Decrease the throttle.
 - b. Increase the throttle.
 - c. Increase collective pitch.
93. If anti-torque failure occurred during cruising flight, what could be done to help straighten out a left yaw prior to touchdown?
- a. Apply variable throttle to help swing the nose to the right just prior to touchdown.
 - b. A normal running landing should be made.
 - c. Make a running landing using partial power and left cyclic.
94. Which flight technique is recommended for use during hot weather?
- a. During take-off, accelerate slowly into forward flight.
 - b. During take-off, accelerate quickly into forward flight.
 - c. Use minimum allowable RPM and maximum allowable manifold pressure during all phases of flight.
95. When planning slope operations, only slope of 5° gradient or less should be considered, primarily because:
- a. Most helicopters are not designed for operations on slopes of steeper gradients.
 - b. Ground effect is lost on slopes of steeper gradient.
 - c. Downwash turbulence is more severe on slopes of steeper gradient.
96. What is the procedure for a slope landing?
- a. When parallel to the slope, slowly lower the upslope skid to the ground prior to lowering the down slope skid.

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- b. Use maximum RPM and maximum manifold pressure.
 - c. If the slope is 10^0 or less, the landing should be made perpendicular to the slope.
97. During calm wind conditions, in most helicopters, which of these flight operations would require the most power?
- a. A left-pedal turn.
 - b. A right-pedal turn.
 - c. Hovering in - ground effect.
98. If complete power failure should occur while cruising at altitude, the pilot should:
- a. Lower the collective pitch as necessary to maintain proper rotor RPM, and apply right pedal to correct for yaw.
 - b. Partially lower collective pitch, closes the throttle, and then completely lowers the collective pitch.
 - c. Close the throttle, lower the collective pitch to the full – down position, apply left pedal to correct yaw and establish a normal power – off glide.
99. When conducting a confined area-type operation, the primary purpose of the high reconnaissance is to determine the:
- a. Suitability of the area for landing.
 - b. Type of approach to be made.
 - c. Height of the obstructions surrounding the area.
100. During a pinnacle approach under conditions of high wind and turbulence, the pilot should make a:
- a. Steeper-than-normal approach maintaining the desired angle of descent with collective applications.
 - b. Shallow approach, maintaining a constant line of descent with cyclic applications.
 - c. Normal approach, maintaining a slower-than-normal rate of descent with cyclic applications.
101. What type approach should be made to a pinnacle under conditions of relatively high wind and turbulence?
- a. A steeper-than-normal approach.
 - b. A normal approach.
 - c. A shallower-than-normal approach.
102. If turbulence and downdrafts are expected during a pinnacle approach to a rooftop heliport, plan to make a:
- a. Steeper-than-normal approach.
 - b. Normal approach, maintaining a lower-than-normal airspeed.
 - c. Shallow approach, maintaining a higher-than-normal airspeed.
103. The principal reason the shaded area of a Height vs. Velocity chart should be avoided is:
- a. Insufficient airspeed would be available to ensure a safe landing in case of an engine failure.

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- b. Rotor RPM may decay before ground contact is made if an engine failure should occur.
 - c. Rotor RPM may build excessively high if it is necessary to flare at such low altitude.
104. While carrying out the Dead Cut Check, with the right magneto selected, you notice that the engine falters, and you suspect it will stop running. What should you do?
- a. Allow the engine to stop completely.
 - b. Quickly switch to the left magneto.
 - c. Quickly switch to both magnetos.
 - d. Open the throttle to keep the engine running, and then select both magnetos.
105. Aircraft maintenance carried out by a private pilot in accordance with the pilot's legal entitlement:
- a. Is to be entered in the aircraft's log book and certified by the pilot who carried out the maintenance.
 - b. Is to be entered in the aircraft's log book and certified by a licensed engineer.
 - c. Need to be logged or recorded.
 - d. Is to be entered in the aircraft's log book and certified by a CAA approved inspector.
106. After starting a cold engine, if the oil pressure gauge does not indicate within approximately 30 seconds:
- a. The engine must be stopped immediately.
 - b. The engine RPM should be increased and then the oil pressure re-checked.
 - c. This may be ignored, provided that the oil level was checked to be sufficient before start-up.
 - d. This may be ignored if the oil temperature is high, provided that the oil level was checked to be sufficient before start-up.
107. Flying an aircraft with a flat battery, having started the engine using a ground source, is:
- a. Not recommended because the battery may not charge correctly during flight.
 - b. Acceptable because the battery will be fully charged again before take-off.
 - c. Acceptable because the battery is never required in flight.
 - d. Not recommended because the electrical loads will not be energised.
108. When a compass swing is being carried out:
- a. The aircraft's heading compass reading is compared with readings from a „land or datum” compass.
 - b. It can be carried out on any part of the airfield which is dry and flat.
 - c. It will enable the aircraft's variation to be determined.
109. What height does the altimeter indicate if set to local QNH?
- a. Height above sea level.
 - b. Height above airport.

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- c. Height above terrain.
- d. Flight level.

110. Which altitudes indicates an aircraft altimeter if set to standard atmospheric pressure?

- a. Flight levels.
- b. Absolute altitudes.
- c. Relative altitudes.
- d. True altitudes above the ground surface.

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PPL (H) – Operational Procedures

APPENDIXES

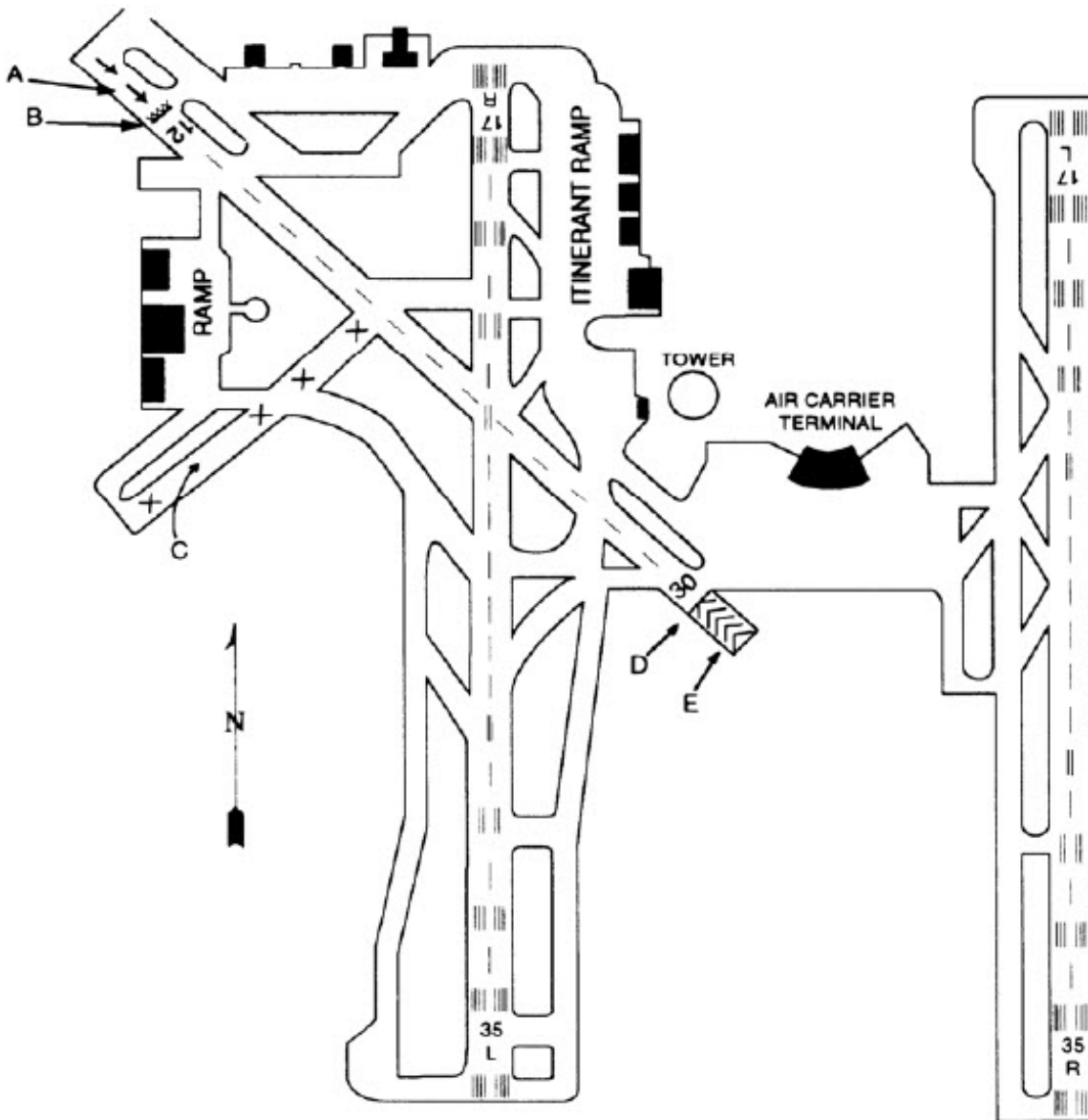


Fig. PPL OP – 1

PPL H) – Operational Procedures

PPL (H) – Operational Procedures

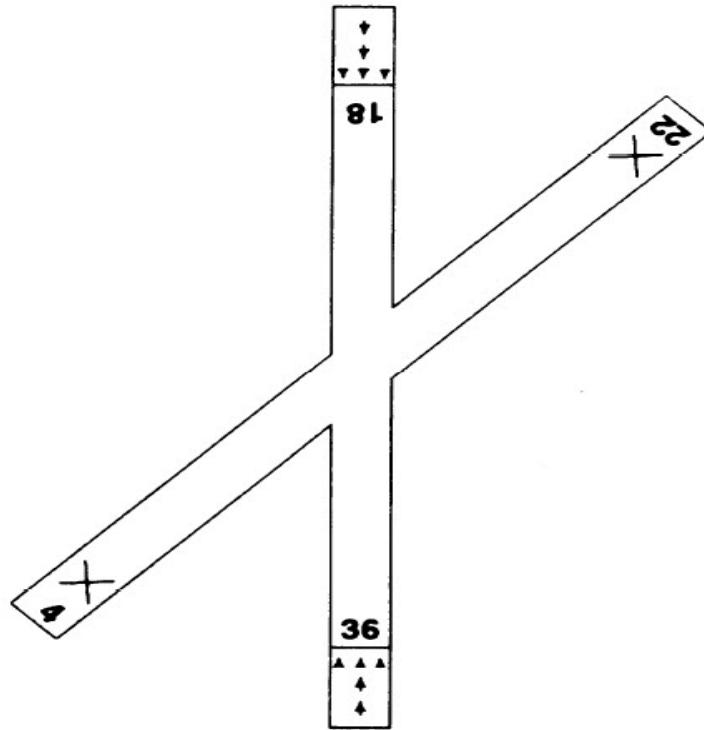


Fig. PPL OP – 2

PPL H) – Operational Procedures

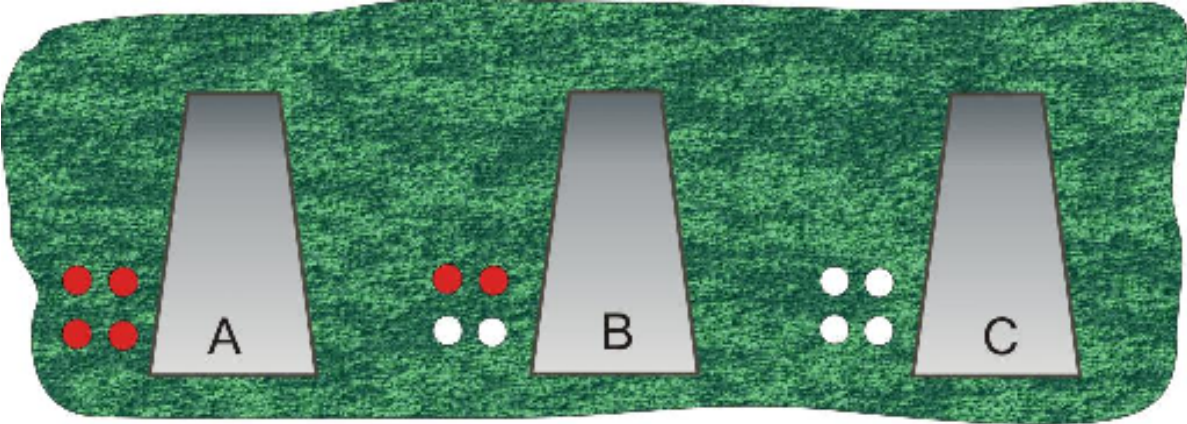


Fig. PPL OP – 3

PPL H) – Operational Procedures

PPL (H) – Operational Procedures

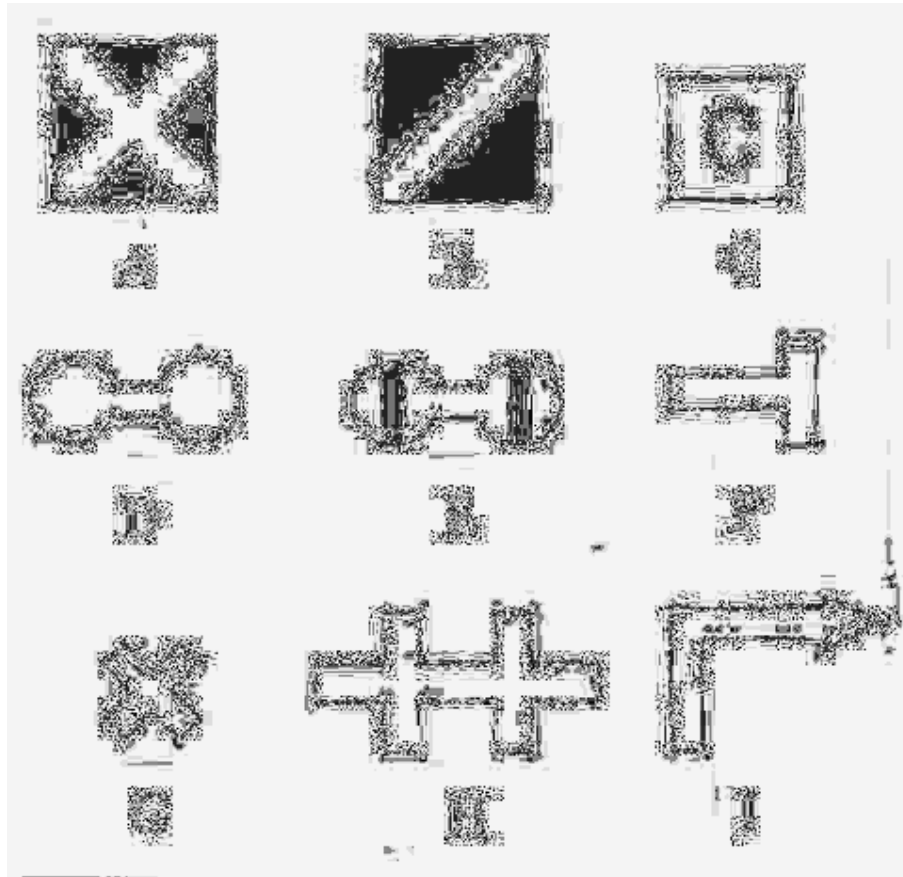


Fig. PPL OP - 4