

**TEMA:** 0031 COMMERCIAL PILOT (CH. 04) - REGULATIONS

<b>COD PREG:</b>	<b>PREGUNTA:</b>	<b>RPTA:</b>
PREG20074113	If not equipped with required position lights, an aircraft must terminate flight	A
<b>OPCION A:</b>	at sunset.	
<b>OPCION B:</b>	30 minutes after sunset.	
<b>OPCION C:</b>	1 hour after sunset.	
PREG20074109	During a night operation, the pilot of aircraft #1 sees only the green light of aircraft #2. If the aircraft are converging, which pilot has the right-of-way? The pilot of aircraft	C
<b>OPCION A:</b>	#2; aircraft #2 is to the left of aircraft #1.	
<b>OPCION B:</b>	#2; aircraft #2 is to the right of aircraft #1	
<b>OPCION C:</b>	#1; aircraft #1 is to the right of aircraft #2.	
PREG20074112	Unless otherwise authorized or required by ATC, the maximum indicated airspeed permitted when at or below 2,500 feet AGL within 4 NM of the primary airport with Class C, or D airspace is	B
<b>OPCION A:</b>	180 knots.	
<b>OPCION B:</b>	200 knots.	
<b>OPCION C:</b>	230 knots.	
PREG20074111	What is the maximum indicated airspeed allowed in the airspace underlying Class B airspace?	B
<b>OPCION A:</b>	156 knots.	
<b>OPCION B:</b>	200 knots.	
<b>OPCION C:</b>	230 knots.	
PREG20074110	A pilot flying a single-engine airplane observes a multiengine airplane approaching from the left. Which pilot should give way?	A
<b>OPCION A:</b>	The pilot of the multiengine airplane should give way; the single-engine airplane is to its right.	
<b>OPCION B:</b>	The pilot of the single-engine airplane should give way; the other airplane is to the left.	
<b>OPCION C:</b>	Each pilot should alter course to the right.	
PREG20074107	Airplane A is overtaking airplane B. Which airplane has the right-of-way?	B
<b>OPCION A:</b>	Airplane A; the pilot should alter course to the right to pass.	
<b>OPCION B:</b>	Airplane B; the pilot should expect to be passed on the right.	
<b>OPCION C:</b>	Airplane B; the pilot should expect to be passed on the left.	

PREG20074128	What is the general direction of movement of the other aircraft if during a night flight you observe a steady white light and a rotating red light ahead and at your altitude? The other aircraft is	A
OPCION A:	headed away from you.	
OPCION B:	crossing to your left.	
OPCION C:	approaching you head-on.	
PREG20074106	Two aircraft of the same category are approaching an airport for the purpose of landing. The right-of-way belongs to the aircraft	B
OPCION A:	at the higher altitude.	
OPCION B:	at the lower altitude, but the pilot shall not take advantage of this rule to cut in front of or to overtake the other aircraft.	
OPCION C:	that is more maneuverable, and that aircraft may, with caution, move in front of or overtake the other aircraft.	
PREG20074105	While in flight a helicopter and an airplane are converging at a 90° angle, and the helicopter is located to the right of the airplane. Which aircraft has the right-of-way, and why?	A
OPCION A:	The helicopter, because it is to the right of the airplane.	
OPCION B:	The helicopter, because helicopters have the right-of-way over airplanes.	
OPCION C:	The airplane, because airplanes have the right-of-way over helicopters.	
PREG20074114	If an aircraft is not equipped with an electrical or anticollision light system, no person may operate that aircraft	A
OPCION A:	after sunset to sunrise	
OPCION B:	after dark.	
OPCION C:	1 hour after sunset.	
PREG20074108	An airplane is overtaking a helicopter. Which aircraft has the right-of-way?	A
OPCION A:	Helicopter; the pilot should expect to be passed on the right.	
OPCION B:	Airplane; the airplane pilot should alter course to the left to pass.	
OPCION C:	Helicopter; the pilot should expect to be passed on the left.	
PREG20074115	Except when necessary for takeoff or landing or unless otherwise authorized by the Air Civil Authority, the minimum altitude for IFR flight is	C
OPCION A:	2,000 feet over all terrain.	
OPCION B:	3,000 feet over designated mountainous terrain; 2,000 feet over terrain elsewhere.	
OPCION C:	2,000 feet above the highest obstacle over designated mountainous terrain; 1,000 feet above the highest obstacle over terrain elsewhere.	
PREG20074123	An ATC transponder is not to be used unless it has been tested, inspected, and found to comply with regulations within the preceding	C

<b>OPCION A:</b>	30 days.	
<b>OPCION B:</b>	12 calendar months.	
<b>OPCION C:</b>	24 calendar months.	
PREG20074117	Assuring compliance with an Airworthiness Directive is the responsibility of the	C
<b>OPCION A:</b>	pilot in command and the DGAC certificated mechanic assigned to that aircraft.	
<b>OPCION B:</b>	pilot in command of that aircraft.	
<b>OPCION C:</b>	owner or operator of that aircraft.	
PREG20074104	Which is true with respect to formation flights? Formation flights are	A
<b>OPCION A:</b>	not authorized, except by arrangement with the pilot in command of each aircraft.	
<b>OPCION B:</b>	not authorized, unless the pilot in command of each aircraft is trained and found competent in formation.	
<b>OPCION C:</b>	authorized when carrying passengers for hire, with prior arrangement with the pilot in command of each aircraft in the formation.	
PREG20074127	If an ATC transponder installed in an aircraft has not been tested, inspected, and found to comply with regulations within a specified period, what is the limitations on its use?	A
<b>OPCION A:</b>	Its use is not permitted.	
<b>OPCION B:</b>	It may be used when in Class G airspace.	
<b>OPCION C:</b>	It may be used for VFR flight only.	
PREG20074126	A new maintenance record being used for an aircraft engine rebuilt by the manufacturer must include previous	C
<b>OPCION A:</b>	operating hours of the engine.	
<b>OPCION B:</b>	annual inspections performed on the engine.	
<b>OPCION C:</b>	changes as required by Airworthiness Directives.	
PREG20074125	Which is true relating to Airworthiness Directives (ADs)?	B
<b>OPCION A:</b>	ADs are advisory in nature and are, generally, not addressed immediately.	
<b>OPCION B:</b>	Noncompliance with ADs renders an aircraft unairworthy.	
<b>OPCION C:</b>	Compliance with ADs is the responsibility of maintenance personnel.	
PREG20074116	Who is primarily responsible for maintaining an aircraft in an airworthy condition?	C
<b>OPCION A:</b>	The lead mechanic responsible for that aircraft.	
<b>OPCION B:</b>	Pilot in command or operator.	
<b>OPCION C:</b>	Owner or operator of the aircraft.	
PREG20074124	Aircraft maintenance records must include the current status of the	C

<b>OPCION A:</b>	applicable airworthiness certificate.	
<b>OPCION B:</b>	life-limited parts of only the engine and airframe.	
<b>OPCION C:</b>	life-limited parts of each airframe, engine, propeller, rotor, and appliance.	
PREG20074121	An aircraft carrying passengers for hire has been on a schedule of inspection every 100 hours of time in service. Under which condition, if any, may that aircraft be operated beyond 100 hours without a new inspection?	C
<b>OPCION A:</b>	The aircraft may be flown for any flight as long as the time in service has not exceeded 110 hours.	
<b>OPCION B:</b>	The aircraft may be dispatched for a flight of any duration as long as 100 hours has not been exceeded at the time it departs.	
<b>OPCION C:</b>	The 100-hour limitation may be exceeded by not more than 10 hours if necessary to reach a place at which the inspection can be done.	
PREG20074120	If an aircraft's operation in flight was substantially affected by an alteration or repair, the aircraft documents must show that it was test flown and approved for return to service by an appropriately-rated pilot prior to being operated	B
<b>OPCION A:</b>	under VFR or IFR rules	
<b>OPCION B:</b>	with passengers aboard.	
<b>OPCION C:</b>	for compensation or hire.	
PREG20074119	A standard airworthiness certificate remains in effect as long as the aircraft receives	A
<b>OPCION A:</b>	required maintenance and inspections	
<b>OPCION B:</b>	an annual inspection	
<b>OPCION C:</b>	an annual inspection and a 100 hour inspection prior to their expiration dates	
PREG20074118	After an annual inspection has been completed and the aircraft has been returned to service, an appropriate notation should be made	B
<b>OPCION A:</b>	on the airworthiness certificate.	
<b>OPCION B:</b>	in the aircraft maintenance records.	
<b>OPCION C:</b>	in the DGAC-accepted flight manual.	
PREG20074122	Which is true concerning required maintenance inspections?	B
<b>OPCION A:</b>	A 100-hour inspection may be substituted for an annual inspection.	
<b>OPCION B:</b>	An annual inspection may be substituted for a 100-hour inspection.	
<b>OPCION C:</b>	An annual inspection is required even if a progressive inspection system has been approved.	
PREG20074103	Which is true with respect to operating near other aircraft in flight? They are	A

<b>OPCION A:</b>	not authorized, when operated so close to another aircraft they can create a collision hazard.	
<b>OPCION B:</b>	not authorized, unless the pilot in command of each aircraft is trained and found competent in formation.	
<b>OPCION C:</b>	authorized when carrying passengers for hire, with prior arrangement with the pilot in command of each aircraft in the formation.	
PREG20074096	If weather conditions are such that it is required to designate an alternate airport on your IFR flight plan, you should plan to carry enough fuel to arrive at the first airport of intended landing, fly from that airport to the alternate airport, and fly thereafter for	B
<b>OPCION A:</b>	30 minutes at slow cruising speed.	
<b>OPCION B:</b>	45 minutes at normal cruising speed.	
<b>OPCION C:</b>	1 hour at normal cruising speed.	
PREG20074101	The maximum cumulative time that an emergency locator transmitter may be operated before the rechargeable battery must be recharged is	C
<b>OPCION A:</b>	30 minutes.	
<b>OPCION B:</b>	45 minutes.	
<b>OPCION C:</b>	60 minutes.	
PREG20074085	What flight time may a pilot log as second in command?	B
<b>OPCION A:</b>	All flight time while acting as second in command in aircraft configured for more than one pilot.	
<b>OPCION B:</b>	All flight time when qualified and occupying a crewmember station in an aircraft that requires more than one pilot	
<b>OPCION C:</b>	Only that flight time during which the second in command is the sole manipulator of the controls	
PREG20074084	Unless otherwise authorized, the pilot-in-command is required to hold a type rating when operating any	B
<b>OPCION A:</b>	aircraft that is certificated for more than one pilot.	
<b>OPCION B:</b>	aircraft of more than 12,500 pounds maximum certificated takeoff weight.	
<b>OPCION C:</b>	multiengine airplane having a gross weight of more than 12,000 pounds.	
PREG20074083	When is the pilot in command required to hold a category and class rating appropriate to the aircraft being flown?	C
<b>OPCION A:</b>	All solo flights.	
<b>OPCION B:</b>	On practical tests given by an examiner or DGAC Inspector	
<b>OPCION C:</b>	On flights when carrying another person	
PREG20074082	A Class I medical certificate issued to a commercial pilot on April 10, this year, permits the pilot to exercise which of the following privileges? (pilot until 40 years old)	A

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- OPCION A:** Commercial pilot privileges through April 30, next year.  
**OPCION B:** Commercial pilot privileges through April 10, 2 years later.  
**OPCION C:** Private pilot privileges through, but not after, March 31, next year.
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PREG20074086      What flight time must be document and recorded, by a pilot exercising the privileges of a commercial certificate?      A

- OPCION A:** Flight time showing training and aeronautical experience to meet requirements for a certificate, rating or flight review  
**OPCION B:** All flight time flown for compensation or hire.  
**OPCION C:** Only flight time for compensation or hire with passengers aboard which is necessary to meet the recent flight experience requirements.
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PREG20074081      Does a commercial pilot certificate have a specific expiration date?      A

- OPCION A:** No, it is issued without a specific expiration date.  
**OPCION B:** Yes, it expires at the end of the 24th month after the month in which it was issued.  
**OPCION C:** No, but commercial privileges expire if a flight review is not satisfactorily completed each 12 months.
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PREG20074079      Commercial pilots are required to have a valid and appropriate pilot certificate in their physical possession or readily accessible in the aircraft when      C

- OPCION A:** piloting for hire only.  
**OPCION B:** carrying passengers only.  
**OPCION C:** acting as pilot.
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PREG20074077      Regulations which refer to operate relate to that person who      C

- OPCION A:** acts as pilot in command of the aircraft.  
**OPCION B:** is the sole manipulator of the aircraft controls.  
**OPCION C:** causes the aircraft to be used or authorizes its use.
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PREG20074076      Regulations which refer to "commercial operators" relate to that person who      C

- OPCION A:** is the owner of a small scheduled airline.  
**OPCION B:** for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, as an air carrier.  
**OPCION C:** for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier.
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PREG20074102      Which is true with respect to formation flights? Formations flights are      C

- OPCION A:** authorized when carrying passengers for hire with prior arrangement with the pilot in command of each aircraft in the formation.  
**OPCION B:** not authorized when visibilities are less than 3 SM.  
**OPCION C:** not authorized when carrying passengers for hire.
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PREG20074080	Which of the following is considered aircraft class ratings?	C
<b>OPCION A:</b>	Transport, normal, utility, and acrobatic.	
<b>OPCION B:</b>	Airplane, rotorcraft, glider, and lighter-than-air.	
<b>OPCION C:</b>	Single-engine land, multiengine land, single-engine sea, and multiengine sea.	
PREG20074087	If a pilot does not meet the recency of experience requirements for night flight and official sunset is 1900 CST, the latest time passengers should be carried is	A
<b>OPCION A:</b>	1959 CST.	
<b>OPCION B:</b>	1900 CST.	
<b>OPCION C:</b>	1800 CST.	
PREG20074078	Regulations which refer to the operational control of a flight are in relation to	C
<b>OPCION A:</b>	the specific duties of any required crewmember.	
<b>OPCION B:</b>	acting as the sole manipulator of the aircraft controls.	
<b>OPCION C:</b>	exercising authority over initiating, conducting, or terminating a flight.	
PREG20074089	To act as pilot in command of an aircraft under RAP Part 91, a commercial pilot must have satisfactorily accomplished a flight review or completed a proficiency check within the preceding	C
<b>OPCION A:</b>	6 months.	
<b>OPCION B:</b>	12 months.	
<b>OPCION C:</b>	24 months.	
PREG20074088	Prior to carrying passengers at night, the pilot in command must have accomplished the required takeoffs and landings in:	C
<b>OPCION A:</b>	any category aircraft.	
<b>OPCION B:</b>	the same category and class of aircraft to be used.	
<b>OPCION C:</b>	the same category, class, and type of aircraft (if a type rating is required)	
PREG20074099	Which is required equipment for powered aircraft during VFR night flights?	A
<b>OPCION A:</b>	Anticollision light system.	
<b>OPCION B:</b>	Gyroscopic direction indicator.	
<b>OPCION C:</b>	Gyroscopic bank-and-pitch indicator.	
PREG20074097	In accordance with RAP Part 91, supplemental oxygen must be used by the required minimum flightcrew for that time exceeding 30 minutes while at cabin pressure altitudes of	C
<b>OPCION A:</b>	10,500 feet MSL up to and including 12,500 feet MSL.	
<b>OPCION B:</b>	12,000 feet MSL up to and including 18,000 feet MSL.	
<b>OPCION C:</b>	12,500 feet MSL up to and including 14,000 feet MSL.	



PREG20074095	Each required flight crewmember is required to keep his or her shoulder harness fastened	C
<b>OPCION A:</b>	during takeoff and landing only when passengers are aboard the aircraft.	
<b>OPCION B:</b>	while the crewmembers are at their stations, unless he or she is unable to perform required duties.	
<b>OPCION C:</b>	during takeoff and landing, unless he or she is unable to perform required duties.	
PREG20074098	What are the oxygen requirements when operating at cabin pressure altitudes above 15,000 feet MSL?	C
<b>OPCION A:</b>	Oxygen must be available for the flightcrew.	
<b>OPCION B:</b>	Oxygen is not required at any altitude in a balloon.	
<b>OPCION C:</b>	The flightcrew must use and passengers must be provided with supplemental oxygen.	
PREG20074093	5050 Before beginning any flight under IFR, the pilot in command must become familiar with all available information concerning that flight. In addition, the pilot must	C
<b>OPCION A:</b>	be familiar with all instrument approaches at the destination airport.	
<b>OPCION B:</b>	list an alternate airport on the flight plan and confirm adequate takeoff and landing performance at the destination airport.	
<b>OPCION C:</b>	be familiar with the runway lengths at airports of intended use, weather reports, fuel requirements, and alternatives available, if the flight cannot be completed.	
PREG20074090	What action must be taken when a pilot in command (PIC) deviates from any rule in RAP Part 91?	C
<b>OPCION A:</b>	Upon landing, report the deviation to the Air Civil Authority.	
<b>OPCION B:</b>	Advise ATC of the PIC's intentions.	
<b>OPCION C:</b>	Upon the request of the Air Civil Authority, send a written report of that deviation to the Air Civil Authority.	
PREG20074094	Required flight crewmembers' safety belts must be fastened	B
<b>OPCION A:</b>	only during takeoff and landing.	
<b>OPCION B:</b>	while the crewmembers are at their stations.	
<b>OPCION C:</b>	only during takeoff and landing when passengers are aboard the aircraft.	
PREG20074091	Who is responsible for determining if an aircraft is in condition for safe flight?	B
<b>OPCION A:</b>	A certificated aircraft mechanic.	
<b>OPCION B:</b>	The pilot in command.	
<b>OPCION C:</b>	The owner or operator.	



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PREG20074100	Which is required equipment for powered aircraft during VFR night flights?	B
<b>OPCION A:</b>	Flashlight with red lens if the flight is for hire.	
<b>OPCION B:</b>	An electrical landing light if the flight is for hire	
<b>OPCION C:</b>	Sensitive altimeter adjustable for barometric pressure.	

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PREG20074092	A pilot in command (PIC) of a civil aircraft may not allow any object to be dropped from that aircraft in flight:	A
<b>OPCION A:</b>	if it creates a hazard to persons and property.	
<b>OPCION B:</b>	unless the PIC has permission to drop any object over private property.	
<b>OPCION C:</b>	unless reasonable precautions are taken to avoid injury to property.	

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