

**TEMA:** 0118

ATP - (CHAP. 07) EMERGENCIAS, HAZARDS, AND  
FLIGHT PHYSIOLOGY

<b>COD PREG:</b>	<b>PREGUNTA:</b>	<b>RPTA:</b>
PREG20078602	What wind condition prolongs the hazards of wake turbulence on a landing runway for the longest period of time?	B
<b>OPCION A:</b>	Direct tailwind.	
<b>OPCION B:</b>	Light quartering tailwind.	
<b>OPCION C:</b>	Light quartering headwind.	
PREG20078601	To avoid the wingtip vortices of a departing jet airplane during takeoff, the pilot should	B
<b>OPCION A:</b>	lift off at a point well past the jet airplane's flightpath.	
<b>OPCION B:</b>	climb above and stay upwind of the jet airplane's flightpath.	
<b>OPCION C:</b>	remain below the flightpath of the jet airplane.	
PREG20078600	What effect would a light crosswind have on the wingtip vortices generated by a large airplane that has just taken off?	A
<b>OPCION A:</b>	The upwind vortex will tend to remain on the runway longer than the downwind vortex.	
<b>OPCION B:</b>	A crosswind will rapidly dissipate the strength of both vortices.	
<b>OPCION C:</b>	The downwind vortex will tend to remain on the runway longer than the upwind vortex.	
PREG20078597	Wingtip vortices created by large aircraft tend to	A
<b>OPCION A:</b>	sink below the aircraft generating the turbulence.	
<b>OPCION B:</b>	rise from the surface to traffic pattern altitude.	
<b>OPCION C:</b>	accumulate and remain for a period of time at the point where the takeoff roll began.	
PREG20078596	Hazardous vortex turbulence that might be encountered behind large aircraft is created only when that aircraft is	A
<b>OPCION A:</b>	developing lift.	
<b>OPCION B:</b>	operating at high airspeeds.	
<b>OPCION C:</b>	using high power settings.	
PREG20078595	Which flight conditions of a large jet airplane create the most severe flight hazard by generating wingtip vortices of the greatest strength?	A
<b>OPCION A:</b>	Heavy, slow, gear and flaps up.	
<b>OPCION B:</b>	Heavy, slow, gear and flaps down.	
<b>OPCION C:</b>	Heavy, fast, gear and flaps down.	
PREG20078603	If you take off behind a heavy jet that has just landed, you should plan to lift off	B

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<b>OPCION A:</b>	prior to the point where the jet touched down.	
<b>OPCION B:</b>	beyond the point where the jet touched down.	
<b>OPCION C:</b>	at the point where the jet touched down and on the upwind edge of the runway.	

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PREG20078594	When using the Earth's horizon as a reference point to determine the relative position of other aircraft, most concern would be for aircraft	C
<b>OPCION A:</b>	above the horizon and increasing in size.	
<b>OPCION B:</b>	on the horizon with little relative movement.	
<b>OPCION C:</b>	on the horizon and increasing in size.	

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PREG20078599	Which statement is true concerning the wake turbulence produced by a large transport aircraft?	B
<b>OPCION A:</b>	Vortices can be avoided by flying 300 feet below and behind the flightpath of the generating aircraft.	
<b>OPCION B:</b>	The vortex characteristics of any given aircraft may be altered by extending the flaps or changing the speed.	
<b>OPCION C:</b>	Wake turbulence behind a propeller-driven aircraft is negligible because jet engine thrust is a necessary factor in the formation of vortices.	

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PREG20078604	A person may not act as a crewmember of a civil aircraft if alcoholic beverages have been consumed by that person within the preceding	C
<b>OPCION A:</b>	8 hours.	
<b>OPCION B:</b>	12 hours.	
<b>OPCION C:</b>	24 hours.	

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PREG20078611	You should advise ATC of minimum fuel status when your fuel supply has reached a state where, upon reaching your destination, you cannot accept any undue delay.	C
<b>OPCION A:</b>	This will ensure your priority handling by ATC.	
<b>OPCION B:</b>	ATC will consider this action as if you had declared an emergency.	
<b>OPCION C:</b>	If your remaining usable fuel supply suggests the need for traffic priority to ensure a safe landing, declare an emergency due to low fuel and report fuel remaining in minutes.	

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PREG20078606	If a pilot is being radar vectored in IFR conditions and loses radio communications with ATC, what action should be taken?	C
<b>OPCION A:</b>	Fly directly to the next point shown on the IFR flight plan and continue the flight.	
<b>OPCION B:</b>	Squawk 7700 and climb to VFR on Top.	
<b>OPCION C:</b>	Fly directly to a fix, route, or airway specified in the vector clearance.	

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PREG20078593	Scanning procedures for effective collision avoidance should constitute	A
<b>OPCION A:</b>	looking outside for 15 seconds, then inside for 5 seconds, then repeat.	

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**OPCION B:** 1 minute inside scanning, then 1 minute outside scanning, then repeat.  
**OPCION C:** looking outside every 30 seconds except in radar contact when outside scanning is unnecessary.

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PREG20078615 To allow pilots of in-trail lighter aircraft to make flight path adjustments to avoid make turbulence, pilots of heavy and large jet aircraft should fly B

**OPCION A:** below the established glidepath and slightly to either side of the on-course centerline.

**OPCION B:** on the established glidepath and on the approach course centerline or runway centerline extended.

**OPCION C:** above the established glidepath and slightly downwind of the on-course centerline.

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PREG20078614 What illusion, if any, can rain on the windscreen create? C

**OPCION A:** Does not cause illusions.

**OPCION B:** Lower than actual.

**OPCION C:** Higher than actual.

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PREG20078613 Sudden penetration of fog can create the illusion of A

**OPCION A:** pitching up.

**OPCION B:** pitching down.

**OPCION C:** leveling off.

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PREG20078612 Haze can give the illusion that the aircraft is B

**OPCION A:** closer to the runway than it actually is.

**OPCION B:** farther from the runway than it actually is.

**OPCION C:** the same distance from the runway as when there is no restriction to visibility.

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PREG20078610 While in IFR conditions, a pilot experiences two-way radio communications failure. Which route should be flown in the absence of an ATC assigned route or a route ATC has advised to expect in a further clearance? C

**OPCION A:** The most direct route to the filed alternate airport.

**OPCION B:** An off-airway route to the point of departure.

**OPCION C:** The route filed in the flight plan.

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PREG20078609 What altitude and route should be used if the pilot is flying in IFR weather conditions and has two-way radio communications failure? A

**OPCION A:** Continue on the route specified in the clearance and fly the highest of the following: the last assigned altitude, altitude ATC has informed the pilot to expect, or to the MEA.

**OPCION B:** Descend to MEA and, if clear of clouds, proceed to the nearest appropriate airport. If not clear of clouds, maintain the highest of the MEAs along the clearance route.

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**OPCION C:** Fly the most direct route to the destination, maintaining the last assigned altitude or MEA, whichever is higher.

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PREG20078608 A pilot is holding at an initial approach fix after having experienced two-way radio communications failure. When should that pilot begin descent for the instrument approach? C

**OPCION A:** At the EFC time, if this is within plus or minus 3 minutes of the flight plan ETA as amended by ATC.

**OPCION B:** At flight plan ETA as amended by ATC.

**OPCION C:** At the EFC time as amended by ATC.

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PREG20078607 A pilot is flying in IFR weather conditions and has two-way radio communications failure. What altitude should be used? A

**OPCION A:** Last assigned altitude, altitude ATC has advised to expect, or the MEA, whichever is highest.

**OPCION B:** An altitude that is at least 1,000 feet above the highest obstacle along the route.

**OPCION C:** A VFR altitude that is above the MEA for each leg.

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PREG20078605 After experiencing two-way radio communications failure en route, when should a pilot begin the descent for the instrument approach? A

**OPCION A:** Upon arrival at any initial approach fix for the instrument approach procedure but not before the flight plan ETA as amended by ATC.

**OPCION B:** Upon arrival at the holding fix depicted on the instrument approach procedure at the corrected ETA, plus or minus 3 minutes.

**OPCION C:** At the primary initial approach fix for the instrument approach procedure at the ETA shown on the flight plan or the EFC time, whichever is later.

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PREG20078592 Which observed target aircraft would be of most concern with respect to collision avoidance? C

**OPCION A:** One which appears to be ahead and moving from left to right at high speed.

**OPCION B:** One which appears to be ahead and moving from right to left at slow speed.

**OPCION C:** One which appears to be ahead with no lateral or vertical movement and is increasing in size.

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PREG20078598 How does the wake turbulence vortex circulate around each wingtip? C

**OPCION A:** Inward, upward, and around the wingtip.

**OPCION B:** Counterclockwise when viewed from behind the aircraft.

**OPCION C:** Outward, upward, and around the wingtip.

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PREG20078590 What is the most effective way to use the eyes during night flight? B

**OPCION A:** Look only at far away, dim lights.

**OPCION B:** Scan slowly to permit offcenter viewing.

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**OPCION C:** Concentrate directly on each object for a few seconds.

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PREG20078577 What is a symptom of carbon monoxide poisoning? C

**OPCION A:** Rapid, shallow breathing.

**OPCION B:** Pain and cramping of the hands and feet.

**OPCION C:** Dizziness.

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PREG20078576 It is the responsibility of the pilot and crew to report a near midair collision as a result of proximity of at least B

**OPCION A:** 50 feet or less to another aircraft.

**OPCION B:** 500 feet or less to another aircraft.

**OPCION C:** 1,000 feet or less to another aircraft.

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PREG20078575 What minimum condition is suggested for declaring an emergency? A

**OPCION A:** Anytime the pilot is doubtful of a condition that could adversely affect flight safety.

**OPCION B:** When fuel endurance or weather will require an en route or landing priority.

**OPCION C:** When distress conditions such as fire, mechanical failure, or structural damage occurs.

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PREG20078574 What airport condition is reported by the tower when more than one wind condition at different positions on the airport is reported? B

**OPCION A:** Light and variable.

**OPCION B:** Wind shear.

**OPCION C:** Frontal passage.

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PREG20078572 What is the hijack code? B

**OPCION A:** 7200.

**OPCION B:** 7500.

**OPCION C:** 7777.

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PREG20078571 Under what condition does ATC issue safety alerts? B

**OPCION A:** When collision with another aircraft is imminent.

**OPCION B:** If the aircraft altitude is noted to be in close proximity to the surface or an obstacle.

**OPCION C:** When weather conditions are extreme and wind shear or large hail is in the vicinity.

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PREG20078570 What does the term "minimum fuel" imply to ATC? C

**OPCION A:** Traffic priority is needed to the destination airport.

**OPCION B:** Emergency handling is required to the nearest suitable airport.

**OPCION C:** Advisory that indicates an emergency situation is possible should an undue delay occur.

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PREG20078569	Under what conditions should a pilot on IFR advise ATC of minimum fuel status?	C
<b>OPCION A:</b>	When the fuel supply becomes less than that required for IFR.	
<b>OPCION B:</b>	If the remaining fuel suggests a need for traffic or landing priority.	
<b>OPCION C:</b>	If the remaining fuel precludes any undue delay.	

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PREG20078591	While making prolonged constant rate turns under IFR conditions, an abrupt head movement can create the illusion of rotation on an entirely different axis. This is known as	B
<b>OPCION A:</b>	autokinesis.	
<b>OPCION B:</b>	Coriolis illusion.	
<b>OPCION C:</b>	the leans.	

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PREG20078578	Which would most likely result in hyperventilation?	A
<b>OPCION A:</b>	A stressful situation causing anxiety.	
<b>OPCION B:</b>	The excessive consumption of alcohol.	
<b>OPCION C:</b>	An extremely slow rate of breathing and insufficient oxygen.	

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PREG20078579	What causes hypoxia?	C
<b>OPCION A:</b>	Excessive carbon dioxide in the atmosphere.	
<b>OPCION B:</b>	An increase in nitrogen content of the air at high altitudes.	
<b>OPCION C:</b>	A decrease of oxygen partial pressure.	

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PREG20078573	Which range of codes should a pilot avoid switching through when changing transponder codes?	C
<b>OPCION A:</b>	0000 through 1000.	
<b>OPCION B:</b>	7200 and 7500 series.	
<b>OPCION C:</b>	7500, 7600, and 7700 series.	

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PREG20078581	Loss of cabin pressure may result in hypoxia because as cabin altitude increases	C
<b>OPCION A:</b>	the percentage of nitrogen in the air is increased.	
<b>OPCION B:</b>	the percentage of nitrogen in the air is decreased.	
<b>OPCION C:</b>	oxygen partial pressure is decreased.	

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PREG20078580	Which is a common symptom of hyperventilation?	A
<b>OPCION A:</b>	Tingling of the hands, legs, and feet.	
<b>OPCION B:</b>	Increased vision keenness.	
<b>OPCION C:</b>	Decreased breathing rate.	

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PREG20078588	A pilot is more subject to spatial disorientation when	C
<b>OPCION A:</b>	ignoring or overcoming the sensations of muscles and inner ear.	

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**OPCION B:** eyes are moved often in the process of cross-checking the flight instruments.

**OPCION C:** body sensations are used to interpret flight attitudes.

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PREG20078587 What is the effect of alcohol consumption on functions of the body? A

**OPCION A:** Alcohol has an adverse effect, especially as altitude increases.

**OPCION B:** Small amounts of alcohol in the human system increase judgment and decision-making abilities.

**OPCION C:** Alcohol has little effect if followed by equal quantities of black coffee.

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PREG20078589 Which procedure is recommended to prevent or overcome spatial disorientation? C

**OPCION A:** Reduce head and eye movement to the greatest possible extent.

**OPCION B:** Rely on the kinesthetic sense.

**OPCION C:** Rely entirely on the indications of the flight instruments.

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PREG20078586 When making a landing over darkened or featureless terrain such as water or snow, a pilot should be aware of the possibility of illusion. The approach may appear to be too A

**OPCION A:** high.

**OPCION B:** low.

**OPCION C:** shallow.

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PREG20078585 In the dark, a stationary light will appear to move when stared at for a period of time. This illusion is known as C

**OPCION A:** somatogravic illusion.

**OPCION B:** ground lighting illusion.

**OPCION C:** autokinesis.

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PREG20078584 The illusion of being in a noseup attitude which may occur during rapid acceleration takeoff is known as C

**OPCION A:** inversion illusion.

**OPCION B:** autokinesis.

**OPCION C:** somatogravic illusion.

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PREG20078583 When making an approach to a narrower-than-usual runway, without VASI assistance, the pilot should be aware that the approach B

**OPCION A:** altitude may be higher than it appears.

**OPCION B:** altitude may be lower than it appears.

**OPCION C:** may result in leveling off too high and landing hard.

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PREG20078582 Hypoxia is the result of which of these conditions? A

**OPCION A:** Insufficient oxygen reaching the brain.

**OPCION B:** Excessive carbon dioxide in the bloodstream.

**OPCION C:** Limited oxygen reaching the heart muscles.

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