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**TEMA:** 0289 COMMERCIAL PILOT - (CH.10) IFR OPERATIONS

**COD PREG:** PREG20084566 **PREGUNTA:** Ref. Fig. 30 **RPTA:** B

What minimum navigation equipment is required to complete the VOR/DME-A procedure?

**OPCION A:** One VOR receiver.

**OPCION B:** One VOR receiver and DME.

**OPCION C:** Two VOR receivers and DME.

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PREG20084565 Ref. Fig. 30 **RPTA:** B

When approaching the VOR/DME-A, the symbol [2800] in the MSA circle represents a minimum safe sector altitude within 25 NM of

**OPCION A:** DEANI intersection.

**OPCION B:** White Cloud VORTAC.

**OPCION C:** Baldwin Municipal Airport.

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PREG20084564 Ref. Fig. 29 **RPTA:** B

When approaching the ATL ILS RWY 8L, how far from the FAF is the missed approach point?

**OPCION A:** 4.8 NM.

**OPCION B:** 5.2 NM.

**OPCION C:** 12.0 NM.

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PREG20084563 Ref. Fig. 28 **RPTA:** B

If the glide slope becomes inoperative during the ILS RWY 31R procedure at DSM, what MDA applies?

**OPCION A:** 1,157 feet.

**OPCION B:** 1,320 feet.

**OPCION C:** 1,360 feet.

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PREG20084562 Ref. Fig. 28 **RPTA:** B

During the ILS RWY 31R procedure at DSM, the minimum altitude for glide slope interception is

**OPCION A:** 2,365 feet MSL.

**OPCION B:** 2,400 feet MSL.

**OPCION C:** 3,000 feet MSL.

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PREG20084561 Ref. Fig. 27 **RPTA:** C

The symbol [9200] in the MSA circle of the ILS RWY 35R procedure at DEN represents a minimum safe sector altitude within 25 NM of

**OPCION A:** Dymon outer marker.

**OPCION B:** Cruup I-AQD DME fix.

**OPCION C:** Denver VORTAC.

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PREG20084559	Ref Fig. 26 The final approach fix for the precision approach is located at	B
<b>OPCION A:</b>	DENAY intersection.	
<b>OPCION B:</b>	Glide slope intercept.	
<b>OPCION C:</b>	ROMEN Intersection/Locator outer marker.	
PREG20084560	REF. FIG. 27 In the DEN ILS RWY 35R procedure, the glide slope intercept altitude is	A
<b>OPCION A:</b>	7,000 feet MSL.	
<b>OPCION B:</b>	11,000 feet MSL.	
<b>OPCION C:</b>	9,000 feet MSL.	
PREG20084557	What does the absence of the procedure turn barb on the plan view on an approach chart indicate?	A
<b>OPCION A:</b>	A procedure turn is not authorized.	
<b>OPCION B:</b>	Teardrop-type procedure turn is authorized.	
<b>OPCION C:</b>	Racetrack-type procedure turn is authorized.	
PREG20084558	When making an instrument approach at the selected alternate airport, what landing minimums apply?	C
<b>OPCION A:</b>	Standard alternate minimums.	
<b>OPCION B:</b>	The IFR alternate minimums listed for that airport.	
<b>OPCION C:</b>	The landing minimums published for the type of procedure selected.	
PREG20084552	Pilots are not authorized to land an aircraft from an instrument approach unless the	A
<b>OPCION A:</b>	flight visibility is at, or exceeds the visibility prescribed in the approach procedure being used.	
<b>OPCION B:</b>	flight visibility and ceiling are at, or exceeds the minimums prescribed in the approach being used.	
<b>OPCION C:</b>	visual approach slope indicator and runway references are distinctly visible to the pilot.	
PREG20084553	A pilot performing a published instrument approach is not authorized to perform a procedure turn when	A
<b>OPCION A:</b>	receiving a radar vector to a final approach course or fix.	
<b>OPCION B:</b>	maneuvering at minimum safe altitudes.	
<b>OPCION C:</b>	maneuvering at radar vectoring altitudes.	
PREG20084551	On an instrument approach where DH or MDA is applicable, the pilot may not operate below, or continue the approach unless the	A
<b>OPCION A:</b>	aircraft is continuously in a position from which a descent to a normal landing, on the intended runway, can be made.	

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**OPCION B:** approach and runway lights are distinctly visible to the pilot.

**OPCION C:** flight visibility and ceiling are at, or above, the published minimums for that approach.

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PREG20084555 The pilot in command of an aircraft operated under IFR, in controlled airspace, shall report as soon as practical to ATC when **B**

**OPCION A:** climbing or descending to assigned altitudes.

**OPCION B:** experiencing any malfunctions of navigational, approach, or communications equipment, occurring in flight.

**OPCION C:** requested to contact a new controlling facility.

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PREG20084556 Ref Fig. 25 **B**  
During the ILS RWY 13L procedure at DSM, what altitude minimum applies if the glide slope becomes inoperative?

**OPCION A:** 1,420 feet.

**OPCION B:** 1,340 feet.

**OPCION C:** 1,121 feet.

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PREG20084554 The pilot in command of an aircraft operated under IFR, in controlled airspace, not in radar contact, shall report by radio as soon as possible when **B**

**OPCION A:** passing FL 180.

**OPCION B:** passing each designated reporting point, to include time and altitude.

**OPCION C:** changing control facilities.

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