
TEMA: 0295 FLT/DSP - (CHAP. 07) EMERG., HAZARDS, & FLIGHT
PHYSIOLOGY

COD PREG: PREG20085129 **PREGUNTA:** If you take off behind a heavy jet that has just landed, you should plan to lift off **RPTA:** B

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

PREG20085128 What wind condition prolongs the hazards of wake turbulence on a landing runway for the longest period of time? **B**

OPCION A: Direct tailwind.
OPCION B: Light quartering tailwind.
OPCION C: Light quartering headwind.

PREG20085127 To avoid the wingtip vortices of a departing jet airplane during takeoff, the pilot should **B**

OPCION A: lift off at a point well past the jet airplane's flightpath.
OPCION B: climb above and stay upwind of the jet airplane's flightpath.
OPCION C: remain below the flightpath of the jet airplane.

PREG20085125 Which statement is true concerning the wake turbulence produced by a large transport aircraft? **B**

OPCION A: Vortices can be avoided by flying 300 feet below and behind the flightpath of the generating aircraft.
OPCION B: The vortex characteristics of any given aircraft may be altered by extending the flaps or changing the speed.
OPCION C: Wake turbulence behind a propeller-driven aircraft is negligible because jet engine thrust is a necessary factor in the formation of vortices.

PREG20085124 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.

PREG20085123 Wingtip vortices created by large aircraft tend to **A**

OPCION A: sink below the aircraft generating the turbulence.
OPCION B: rise from the surface to traffic pattern altitude.
OPCION C: accumulate and remain for a period of time at the point where the takeoff roll began.

PREG20085122	Hazardous vortex turbulence that might be encountered behind large aircraft is created only when that aircraft is	A
OPCION A:	developing lift.	
OPCION B:	operating at high airspeeds.	
OPCION C:	using high power settings.	

PREG20085126	What effect would a light crosswind have on the wingtip vortices generated by a large airplane that has just taken off?	A
OPCION A:	The upwind vortex will tend to remain on the runway longer than the downwind vortex.	
OPCION B:	A crosswind will rapidly dissipate the strength of both vortices.	
OPCION C:	The downwind vortex will tend to remain on the runway longer than the upwind vortex.	

PREG20085130	A person may not act as a crewmember of a civil aircraft if alcoholic beverages have been consumed by that person within the preceding	A
OPCION A:	8 hours.	
OPCION B:	12 hours.	
OPCION C:	24 hours.	

PREG20085137	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
OPCION A:	This will ensure your priority handling by ATC.	
OPCION B:	ATC will consider this action as if you had declared an emergency.	
OPCION C:	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.	

PREG20085132	If a pilot is being radar vectored in IFR conditions and losses radio communications with ATC, what action should be taken?	C
OPCION A:	Fly directly to the next point shown on the IFR flight plan and continue the flight.	
OPCION B:	Squawk 7700 and climb to VFR on Top.	
OPCION C:	Fly directly to a fix, route, or airway specified in the vector clearance.	

PREG20085121	Which flight conditions of a large jet airplane create the most severe flight hazard by generating wingtip vortices of the greatest strength?	A
OPCION A:	Heavy, slow, gear and flaps up.	
OPCION B:	Heavy, slow, gear and flaps down.	
OPCION C:	Heavy, fast, gear and flaps down.	

PREG20085141	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
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- 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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- PREG20085140 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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- PREG20085139 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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- PREG20085138 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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- PREG20085136 While in IFR conditions, a pilot experiences two-way radio C
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?
- 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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- PREG20085135 What altitude and route should be used if the pilot is flying in IFR A
weather conditions and has two-way radio communications failure?
- 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.
- OPCION C:** Fly the most direct route to the destination, maintaining the last
assigned altitude or MEA, whichever is higher.
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- PREG20085134 A pilot is holding at an initial approach fix after having experienced C
two-way radio communications failure. When should that pilot begin
descent for the instrument approach?

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- 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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- PREG20085133 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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- PREG20085131 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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- PREG20085120 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
- OPCION A:** above the horizon and increasing in size.
- OPCION B:** on the horizon with little relative movement.
- OPCION C:** on the horizon and increasing in size.
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- PREG20085108 Loss of cabin pressure may result in hypoxia because as cabin altitude increases C
- OPCION A:** the percentage of nitrogen in the air is increased.
- OPCION B:** the percentage of nitrogen in the air is decreased.
- OPCION C:** oxygen partial pressure is decreased.
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- PREG20085118 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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- PREG20085119 Scanning procedures for effective collision avoidance should constitute A
- OPCION A:** looking outside for 15 seconds, then inside for 5 seconds, then repeat.

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.	

PREG20085098	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 situaion is possible should an undue delay occur.	

PREG20085099	What is the hijack code?	B
OPCION A:	7200.	
OPCION B:	7500.	
OPCION C:	7777.	

PREG20085100	Which range of codes should a pilot avoid switching through when changing transponder codes?	C
OPCION A:	0000 through 1000.	
OPCION B:	7200 and 7500 series.	
OPCION C:	7500, 7600, and 7700 series.	

PREG20085101	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.	

PREG20085102	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.	

PREG20085103	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.	

PREG20085104	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.

PREG20085105 Which would most likely result in hyperventilation? A

OPCION A: A stressful situation causing anxiety.

OPCION B: The excessive consumption of alcohol.

OPCION C: An extremely slow rate of breathing and insufficient oxygen.

PREG20085106 What causes hypoxia? C

OPCION A: Excessive carbon dioxide in the atmosphere.

OPCION B: An increase in nitrogen content of the air at high altitudes.

OPCION C: A decrease of oxygen partial pressure.

PREG20085097 Under what conditions should a pilot on IFR advise ATC of minimum fuel status? C

OPCION A: When the fuel supply becomes less than that required for IFR.

OPCION B: If the remaining fuel suggests a need for traffic or landing priority.

OPCION C: If the remaining fuel precludes any undue delay.

PREG20085109 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.

PREG20085107 Which is a common symptom of hyperventilation? A

OPCION A: Tingling of the hands, legs, and feet.

OPCION B: Increased vision keenness.

OPCION C: Decreased breathing rate.

PREG20085116 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.

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

PREG20085115 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.

PREG20085114 A pilot is more subject to spatial disorientation when C

OPCION A: ignoring or overcoming the sensations of muscles and inner ear.

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.

PREG20085117 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

OPCION A: autokinesis.

OPCION B: Coriolis illusion.

OPCION C: the leans.

PREG20085112 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.

PREG20085111 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: somatogavic illusion.

OPCION B: ground lighting illusion.

OPCION C: autokinesis.

PREG20085110 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: somatogavic illusion.

PREG20085113 What is the effect of alcohol consumption on functions of the body? A

OPCION A: Alcohol has anadverse 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.
