

TEMA: 0625 ATP-RTC - Emergencies, Hazards & Flight Physiology -
Chap.7

COD PREG: PREG20098050
PREGUNTA: Wingtip vortices created by large aircraft tend to
RPTA: 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.

PREG20098049 Hazardous vortex turbulence that might be encountered behind large aircraft is created only when that aircraft is
RPTA: A
OPCION A: developing lift.
OPCION B: operating at high airspeeds.
OPCION C: using high power settings.

PREG20098047 Scanning procedures for effective collision avoidance should constitute
RPTA: 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

PREG20098046 Which observed target aircraft would be of most concern with respect
to collision avoidance?
RPTA: 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 low
speed.
OPCION C: One which appears to be ahead with no lateral or vertical movement
and is increasing in size.

PREG20098051 What effect would a light crosswind have on the wingtip vortices
generated by a large airplane that has just taken off?
RPTA: 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.

PREG20098048 When using the Earth's horizon as a reference point to determine the
relative position of other aircraft, most concern would be for aircraft
RPTA: 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.

PREG20098052	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.	
PREG20098057	Sudden penetration of fog can create the illusion of	A
OPCION A:	pitching up.	
OPCION B:	pitching down.	
OPCION C:	levelling off.	
PREG20098059	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.	
PREG20098054	If you take off behind a heavy jet that has just landed, you should plan to lift off	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.	
PREG20098055	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	
PREG20098056	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.	
PREG20098058	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.	

PREG20098045	While making prolonged constant rate turns under IFR conditions, an abrupt head movement can create the illusion of rotation an entirely different axis. This is known as	B
OPCION A:	autokinesis	
OPCION B:	Coriolis illusion	
OPCION C:	the leans	
PREG20098053	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.	
PREG20098044	What is the most effective way to use the eyes during night flight?	B
OPCION A:	Look only al far away, dim lights	
OPCION B:	Scan slowly to permit offcenter viewing	
OPCION C:	Concentrate directly on each object for a few seconds	
PREG20098032	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	
PREG20098042	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	
PREG20098043	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.	
PREG20098027	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 hall is in the vicinity	
PREG20098029	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.	
PREG20098030	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.	
PREG20098031	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.	
PREG20098033	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.	
PREG20098034	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.	
PREG20098028	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	
PREG20098036	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.	
PREG20098035	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 oxygen in the air is decreased	
OPCION C:	oxygen partial pressure is decreased	

PREG20098041	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 judgement and decision-making abilities.	
OPCION C:	Alcohol has little effect if followed by equal quantities of black coffee.	

PREG20098040	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	

PREG20098038	The illusion of being in a noseup attitude which may occur during a rapid acceleration takeoff is known as	C
OPCION A:	inversion illusion	
OPCION B:	autokinesis	
OPCION C:	somatogravic illusion	

PREG20098037	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	

PREG20098039	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	
