

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

<b>COD PREG:</b>	<b>PREGUNTA:</b>	<b>RPTA:</b>
PREG20098050	Wingtip vortices created by large aircraft tend to sink below the aircraft generating the turbulence.	A
<b>OPCION A:</b>	rise from the surface to traffic pattern altitude.	
<b>OPCION B:</b>	accumulate and remain for a period of time at the point where the takeoff roll began.	
<b>OPCION C:</b>		
PREG20098049	Hazardous vortex turbulence that might be encountered behind large aircraft is created only when that aircraft is developing lift.	A
<b>OPCION A:</b>	operating at high airspeeds.	
<b>OPCION B:</b>	using high power settings.	
<b>OPCION C:</b>		
PREG20098047	Scanning procedures for effective collision avoidance should constitute looking outside for 15 seconds, then inside for 5 seconds, then repeat 1 minute inside scanning, then 1 minute outside scanning, then repeat looking outside every 30 seconds except in radar contact when outside scanning is unnecessary	A
<b>OPCION A:</b>		
<b>OPCION B:</b>		
<b>OPCION C:</b>		
PREG20098046	Which observed target aircraft would be of most concern with respect to collision avoidance?	C
<b>OPCION A:</b>	One which appears to be ahead and moving from left to right at high speed.	
<b>OPCION B:</b>	One which appears to be ahead and moving from right to left at low speed.	
<b>OPCION C:</b>	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?	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.	
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 above the horizon and increasing in size.	C
<b>OPCION A:</b>	on the horizon with little relative movement.	
<b>OPCION B:</b>	on the horizon and increasing in size.	
<b>OPCION C:</b>		

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PREG20098052	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.	

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PREG20098057	Sudden penetration of fog can create the illusion of	A
<b>OPCION A:</b>	pitching up.	
<b>OPCION B:</b>	pitching down.	
<b>OPCION C:</b>	levelling off.	

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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
<b>OPCION A:</b>	below the established glidepath and slightly to either side of the on-course centerline.	
<b>OPCION B:</b>	on the established glidepath and on the approach course centerline or runway centerline extended.	
<b>OPCION C:</b>	above the established glidepath and slightly downwind of the on-course centerline.	

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PREG20098054	If you take off behind a heavy jet that has just landed, you should plan to lift off	B
<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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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
<b>OPCION A:</b>	8 hours	
<b>OPCION B:</b>	12 hours	
<b>OPCION C:</b>	24 hours	

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PREG20098056	Haze can give the illusion that the aircraft is	B
<b>OPCION A:</b>	closer to the runway than it actually is.	
<b>OPCION B:</b>	farther from the runway than it actually is.	
<b>OPCION C:</b>	the same distance from the runway as when there is no restriction to visibility.	

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PREG20098058	What illusion, if any, can rain on the windscreen create?	C
<b>OPCION A:</b>	Does not cause illusions.	
<b>OPCION B:</b>	Lower than actual.	
<b>OPCION C:</b>	Higher than actual.	

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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
<b>OPCION A:</b>	autokinesis	
<b>OPCION B:</b>	Coriolis illusion	
<b>OPCION C:</b>	the leans	

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PREG20098053	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.	

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PREG20098044	What is the most effective way to use the eyes during night flight?	B
<b>OPCION A:</b>	Look only al far away, dim lights	
<b>OPCION B:</b>	Scan slowly to permit offcenter viewing	
<b>OPCION C:</b>	Concentrate directly on each object for a few seconds	

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PREG20098032	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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PREG20098042	A pilot is more subject to spatial disorientation when	C
<b>OPCION A:</b>	ignoring or overcoming the sensations of muscles and inner ear	
<b>OPCION B:</b>	eyes are moved often in the process of cross-checking the flight instruments	
<b>OPCION C:</b>	body sensations are used to interpret flight attitudes	

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PREG20098043	Which procedure is recommended to prevent or overcome spatial disorientation?	C
<b>OPCION A:</b>	Reduce head and eye movement to the greatest possible extent.	
<b>OPCION B:</b>	Rely on the kinesthetic sense.	
<b>OPCION C:</b>	Rely entirely on the indications of the flight instruments.	

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PREG20098027	Under what condition does ATC issue safety alerts?	B
<b>OPCION A:</b>	When collision with another aircraft is imminent	
<b>OPCION B:</b>	If the aircraft altitude is noted to be in close proximity to the surface or an obstacle	
<b>OPCION C:</b>	When weather conditions are extreme and wind shear or large hall is in the vicinity	

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PREG20098029	What minimum condition is suggested for declaring an emergency?	A
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- 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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- 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.
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- 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.
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- 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.
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- 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.
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- 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
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- 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.
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- 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

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PREG20098041	What is the effect of alcohol consumption on functions of the body?	A
<b>OPCION A:</b>	Alcohol has an adverse effect, especially as altitude increases.	
<b>OPCION B:</b>	Small amounts of alcohol in the human system increase judgement and decision-making abilities.	
<b>OPCION C:</b>	Alcohol has little effect if followed by equal quantities of black coffee.	

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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
<b>OPCION A:</b>	high	
<b>OPCION B:</b>	low	
<b>OPCION C:</b>	shallow	

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

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PREG20098037	When making an approach to a narrower-than-usual runway, without VASI assistance, the pilot should be aware that the approach	B
<b>OPCION A:</b>	altitude may be higher than it appears	
<b>OPCION B:</b>	altitude may be lower than it appears	
<b>OPCION C:</b>	may result in leveling off too high and landing hard	

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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
<b>OPCION A:</b>	somatogravic illusion	
<b>OPCION B:</b>	ground lighting illusion	
<b>OPCION C:</b>	autokinesis	

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