TEMA: 0642 COM-RTC - Procedures and Airport Operations - Chap. 5

COD PREG:	PREGUNTA:	RPTA:
PREG20098583	Which is a common sympton of hyperventilation?	A
OPCION A:	Drowsiness.	
OPCION B:	Decreased breathing rate.	
OPCION C:	Euphoria - sense of well-being.	
PREG20098581	As hyperventilation progresses a pilot can experience	C
OPCION A:	decreased breathing rate and depth.	
OPCION B:	heightened awareness and feeling of well being.	
OPCION C:	symptoms of suffocation and drowsiness.	
PREG20098568	VFR cruising altitudes are required to be maintained when flying	B
OPCION A:	at 3,000 feet or more AGL; based on true course.	
OPCION B:	more than 3,000 feet or more AGL; based on magnetic course.	
OPCION C:	at 3,000 feet or more above MSL; based on magnetic heading.	
PREG20098566	Which is true regarding pilot certification requirements for operations in Class B airspace?	B
OPCION A:	The pilot in command must hold at least a private pilot certificate with an instrument rating.	
OPCION B:	The pilot in command must hold at least a private pilot certificate.	
OPCION C:	Solo student pilot operations are not authorized.	
PREG20098567	What is the minimum flight visibility and proximity to cloud requirements for VFR fligt, at 6,500 feet MSL, in Class C, D, and E airspace?	B
OPCION A:	1 mile visibility; clear of clouds.	
OPCION B:	3 miles visibility; 1,000 feet above and 500 feet below.	
OPCION C:	5 miles visibility; 1,000 feet above and 1,000 feet below.	
PREG20098569	After an ATC clearance has been obtained, a pilot may not deviate from that clearance, unless the pilot	C
OPCION A:	requests an amended clearance.	
OPCION B:	is operating VFR on top.	
OPCION C:	receives an amended clearance or has an emergency.	
PREG20098570	When operating an aircraft in the vicinity of an airport with an operating control tower, in Class E airspace, a pilot must establish communications prior to	C
OPCION A:	8 NM, and up to and including 3,000 feet AGL.	
OPCION B:	5 NM, and up to and including 3,000 feet AGL.	

OPCION C:	4 NM, and up to and including 2,500 feet AGL.	

PREG20098571	When approaching to land at an airport with an ATC facility, in Class D airspace, the pilot must establish communications prior to	C
OPCION A:	10 NM, up to and including 3,000 feet AGL.	
OPCION B:	30 SM, and be transponder equipped.	
OPCION C:	4 NM, up to and including 2,500 feet AGL.	

PREG20098573	Which is true regarding flight operations in Class A airspace?	B
OPCION A:	Aircraft must be equipped with approved distance measuring equipment (DME).	
OPCION B:	Aircraft must be equipped with an ATC transponder and altitude reporting equipment.	
OPCION C:	May conduct operations under VFR.	

PREG20098572	Which is true regarding flight operations in Class A airspace?	B
OPCION A:	Aircraft must be equipped with approved distance measuring equipment (DME).	
OPCION B:	Must conduct operations under IFR.	
OPCION C:	Aircraft must be equipped with an approved ATC transponder.	

PREG20098575	How can you determine if another aircraft is on a collision course with your aircraft?	C
OPCION A:	The nose of each aircraft is pointed at the same point in space.	
OPCION B:	The other aircraft will always appear to get larger and closer at a rapid rate.	
OPCION C:	There will be no apparent relative motion between your aircraft and the other aircraft.	

PREG20098580	Pilots are required to have the anticollision system operating	C
OPCION A:	anytime an engine is in operation.	
OPCION B:	anytime the pilot is in the cockpit.	
OPCION C:	during all types of operations, both day and night	

PREG20098579	(Refer to Figure 51) Which symbol does not directly address runway incursion with other aircraft?	A
OPCION A:	Top red.	
OPCION B:	Middle yellow.	
OPCION C:	Bottom yellow.	

PREG20098574	When weather information indicates that abnormally high barometric pressure exists, or will be above _____ inche of mercury, flight operations will not be authorized contrary to the requirements published in NOTAMs.	A

OPCION A:	31.00.	
OPCION B:	32.00.	
OPCION C:	30.50.	

PREG20098582	To scan properly for traffic, a pilot should	C
OPCION A:	continuously sweep vision field.	
OPCION B:	concentrate on any peripheral movement detected.	
OPCION C:	use a series of short, regularly spaced eye movements that bring successive areas of the sky into the central visual field.	

PREG20098577	(Refer to Figure 51) The pilot generally calls ground control after landing when the aircraft is completely clear of the runway. This is when the aircraft	C
OPCION A:	passes the red symbol shown at the top of the figure.	
OPCION B:	is on the dashed-line side of the middle symbol.	
OPCION C:	is past the solid-line side of the middle symbol.	

PREG20098576	To use VHF/DF facilities for assistance in locating your position, you must have an operative VHF	A
OPCION A:	transmitter and receiver.	
OPCION B:	transmitter and receiver, and an operative ADF receiver.	
OPCION C:	transmitter and receiver, and an operative VOR receiver.	

PREG20098578	(Refer to Figure 51) The red symbol at the top would most likely be found	B
OPCION A:	upon exiting all runways prior to calling ground control.	
OPCION B:	at an intersection where a roadway may be mistaken as a taxiway.	
OPCION C:	near the approach end of ILS runways.	

PREG20098585	Hypoxia is the result of which of these conditions?	B
OPCION A:	Excessive oxygen in the bloodstream.	
OPCION B:	Insufficient oxygen reaching the brain.	
OPCION C:	Excessive carbon monoxide in the bloodstream.	

PREG20098589	To best overcome the effects of spatial disorientation, a pilot should	C
OPCION A:	rely on body sensations.	
OPCION B:	increase the breathing rate.	
OPCION C:	rely on aircraft instrument indications.	

PREG20098588	Hypoxia susceptibility due to inhalation of carbon monoxide increases as	B
OPCION A:	humidity decreases.	
OPCION B:	altitude increases.	
OPCION C:	oxygen demand increases.	

PREG20098586	To overcome the symptoms of hyperventilation, a pilot should	B
OPCION A:	swallow or yawn.	
OPCION B:	slow the breathing rate.	
OPCION C:	increase the breathing rate.	

PREG20098590	Risk management, as part of the Aeronautical Decision Making (ADM) process, relies on which features to reduce the risks associated with each flight?	C
OPCION A:	The mental process of analyzing all information in a particular situation and making a timely decision on what action to take.	
OPCION B:	Application of stress management and risk element procedures.	
OPCION C:	Situational awareness, problem recognition, and good judgement.	

PREG20098587	Which is true regarding the presence of alcohol within the human body?	C
OPCION A:	A small amount of alcohol increases vision acuity.	
OPCION B:	An increase in altitude decreases the adverse effect of alcohol.	
OPCION C:	Judgement and decision-making abilities can be adversely affected by even small amounts of alcohol.	

PREG20098591	Aeronautical Decision Making (ADM) is a	A
OPCION A:	systematic approach to the mental process used by pilots to consistently determine the best course of action for a given set of circumstances.	
OPCION B:	decision making process which relies on good judgement to reduce risks associated with each flight.	
OPCION C:	mental process of analyzing all information in a particular situation and making timely decision on what action to take.	

PREG20098597	What does good cockpit stress management begin with?	C
OPCION A:	Knowing what causes stress.	
OPCION B:	Eliminating life and cockpit stress issues.	
OPCION C:	Good life stress management.	

PREG20098593	The basic drive for a pilot to demonstrate the "right stuff" can have an adverse effect on safety, by	B
OPCION A:	a total disregard for any alternative course of action.	
OPCION B:	generating tendencies that lead to practices that are dangerous, often illegal, and may lead to a mishap.	
OPCION C:	allowing events, or the situation, to control his or her actions.	

PREG20098594	What are some of the hazardous attitudes dealt with in Aeronautical Decision Making (ADM)?	A
OPCION A:	Antiauthority (don't tell me), impulsivity (do something quickly without thinking), macho (I can do it).	

OPCION B:	Risk management, stress management, and risk elements.	
OPCION C:	Poor decision making, situational awareness, and judgement.	

PREG20098595	When a pilot recognizes a hazardous thought, he or she then should correct it by stating the corresponding antidote. Which of the following is the antidote for MACHO?	C
OPCION A:	Follow the rules. They are usually right.	
OPCION B:	Not so fast. Think first.	
OPCION C:	Taking chances is foolish.	

PREG20098596	To help manage cockpit stress, pilots must	B
OPCION A:	be aware of life stress situations that are similar to those in flying.	
OPCION B:	condition themselves to relax and think rationally when stress appears.	
OPCION C:	avoid situations that will degrade their abilities to handle cockpit responsibilities.	

PREG20098598	The Decide Model is comprised of a 6-step process to provide a pilot a logical way of approaching Aeronautical Decision Making. These steps are:	A
OPCION A:	Detect, estimate, choose, identify, do, and evaluate.	
OPCION B:	Determine, evaluate, choose, identify, do, and eliminate.	
OPCION C:	Determine, eliminate, choose, identify, do, and evaluate.	

PREG20098599	The taxiway ending marker	A
OPCION A:	Indicates taxiway does not continue	
OPCION B:	Identifies area where aircraft are prohibited	
OPCION C:	Provides general taxiing direction to named taxiway	

PREG20098584	Which would most likely result in hyperventilation?	C
OPCION A:	Insufficient oxygen.	
OPCION B:	Excessive carbon monoxide.	
OPCION C:	Insufficient carbon dioxide.	

PREG20098592	Examples of classic behavioural traps that experienced pilots may fall into are: trying to	C
OPCION A:	assume additional responsibilities and assert PIC authority.	
OPCION B:	promote situational awareness and then necessary changes in behaviour.	
OPCION C:	complete a flight as planned, please passengers, meet schedules, and demonstrate the "right stuff".	