

TEMA: 0118 ATP - (CHAP. 07) EMERGENCIAS, HAZARDS, AND
FLIGHT PHYSIOLOGY

COD_PREG:	PREGUNTA:	RPTA:
PREG20078569 (9010)	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.	
OPCION D:		
PREG20078570 (9011)	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.	
OPCION D:		
PREG20078571 (9050)	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 hail is in the vicinity.	
OPCION D:		
PREG20078572 (9051)	What is the hijack code?	B
OPCION A:	7200.	
OPCION B:	7500.	
OPCION C:	7777.	
OPCION D:		
PREG20078573 (9052)	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.	
OPCION D:		
PREG20078574 (9054)	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.

OPCION D:

PREG20078575 (9097) 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.

OPCION D:

PREG20078576 (9098) 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.

OPCION D:

PREG20078577 (9101) 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.

OPCION D:

PREG20078578 (9102) 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.

OPCION D:

PREG20078579 (9103) 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.

OPCION D:

PREG20078580 (9104) 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.

OPCION D:

PREG20078581 (9105) 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.

OPCION D:

PREG20078582 (9106) 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.

OPCION D:

PREG20078583 (9107) 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.

OPCION D:

PREG20078584 (9108) 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: somatogravic illusion.

OPCION D:

PREG20078585 (9109) 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.

OPCION D:

PREG20078586 (9110) 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.

OPCION D:

PREG20078587 (9111)	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 judgment and decision-making abilities.	
OPCION C:	Alcohol has little effect if followed by equal quantities of black coffee.	
OPCION D:		
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PREG20078588 (9112)	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.	
OPCION D:		
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PREG20078589 (9113)	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.	
OPCION D:		
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PREG20078590 (9114)	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.	
OPCION D:		
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PREG20078591 (9115)	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.	
OPCION D:		
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PREG20078592 (9116)	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.	
OPCION D:		
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PREG20078593 (9117)	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.	
OPCION D:		

PREG20078594 (9118)	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.	
OPCION D:		

PREG20078595 (9119)	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.	
OPCION D:		

PREG20078596 (9120)	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.	
OPCION D:		

PREG20078597 (9121)	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.	
OPCION D:		

PREG20078598 (9122)	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.	
OPCION D:		

PREG20078599 (9123)	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.	
OPCION D:		

PREG20078600 (9124)	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.	
OPCION D:		

PREG20078601 (9125)	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.	
OPCION D:		

PREG20078602 (9126)	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.	
OPCION D:		

PREG20078603 (9127)	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.	
OPCION D:		

PREG20078604 (9354)	A person may not act as a crewmember of a civil aircraft if alcoholic beverages have been consumed by that person within the preceding	C
OPCION A:	8 hours.	
OPCION B:	12 hours.	
OPCION C:	24 hours.	
OPCION D:		

PREG20078605 (9362)	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.	
OPCION D:		
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PREG20078606 (9363)	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.	
OPCION D:		
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PREG20078607 (9364)	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.	
OPCION D:		
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PREG20078608 (9365)	A pilot is holding at an initial approach fix after having experienced two-way radio communications failure. When should that pilot begin descent for the instrument approach?	C
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.	
OPCION D:		
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PREG20078609 (9389)	What altitude and route should be used if the pilot is flying in IFR weather conditions and has two-way radio communications failure?	A
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.	
OPCION D:		

PREG20078612 (9433) 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.

OPCION D:

PREG20078613 (9434) Sudden penetration of fog can create the illusion of A

OPCION A: pitching up.

OPCION B: pitching down.

OPCION C: leveling off.

OPCION D:

PREG20078614 (9435) 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.

OPCION D:

PREG20078610 (9390) While in IFR conditions, a pilot experiences two-way radio 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? C

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.

OPCION D:

PREG20078611 (9420) 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.

OPCION D:

PREG20078615 (9715) 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.

OPCION D:
