

TEMA: 0158COMMERCIAL PILOT - (CH. 5) PROCEDURES &
AIRPORT OPERATIONS

COD_PREG: **PREGUNTA:** **RPTA:**

PREG20080270 What designated airspace associated with an airport becomes inactive when the control tower at that airport is not in operation? B

OPCION A: Class D, which then becomes Class C.

OPCION B: Class D, which then becomes Class E.

OPCION C: Class B.

OPCION D:

PREG20080271 Which is true regarding flight operations in Class B airspace? B

OPCION A: Flight under VFR is not authorized unless the pilot in command is instrument rated.

OPCION B: The pilot must receive an ATC clearance before operating an aircraft in that area.

OPCION C: Solo student pilot operations are not authorized.

OPCION D:

PREG20080272 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.

OPCION D:

PREG20080273 Which is true regarding flight operations in Class B airspace? A

OPCION A: The aircraft must be equipped with an ATC transponder and altitude reporting equipment.

OPCION B: The pilot in command must hold at least a private pilot certificate with an instrument rating.

OPCION C: The pilot in command must hold at least a student pilot certificate.

OPCION D:

PREG20080274 The minimum flight visibility for VFR flight increases to 5 statute miles beginning at an altitude of B

OPCION A: 14,500 feet MSL.

OPCION B: 10,000 feet MSL if above 1,200 feet AGL.

OPCION C: 10,000 feet MSL regardless of height above ground.

OPCION D:

PREG20080275 What is the minimum flight visibility and proximity to cloud requirements for VFR flight, 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.
OPCION D:
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PREG20080276 When operating an airplane for the purpose of landing or takeoff within Class D airspace under special VFR, what minimum distance from clouds and what visibility are required? A

- OPCION A:** Remain clear of clouds, and the ground visibility must be at least 1 SM.
OPCION B: 500 feet beneath clouds, and the ground visibility must be at least 1 SM.
OPCION C: Remain clear of clouds, and the flight visibility must be at least 1 NM.
OPCION D:
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PREG20080277 At some airports located in Class D airspace where ground visibility is not reported, takeoffs and landings under special VFR are B

- OPCION A:** not authorized.
OPCION B: authorized by ATC if the flight visibility is at least 1 SM.
OPCION C: authorized only if the ground visibility is observed to be at least 3 SM.
OPCION D:
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PREG20080278 To operate an airplane under SPECIAL VFR (SVFR) within Class D airspace at night, which is required? C

- OPCION A:** The pilot must hold an instrument rating, but the airplane need not be equipped for instrument flight, as long as the weather will remain at or above SVFR minimums.
OPCION B: The Class D airspace must be specifically designated as a night SVFR area.
OPCION C: The pilot must hold an instrument rating and the airplane must be equipped for instrument flight.
OPCION D:
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PREG20080279 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 AGL; based on magnetic course.
OPCION C: at 3,000 feet or more above MSL; based on magnetic heading.
OPCION D:
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PREG20080280 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.
OPCION D:
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PREG20080281 When approaching to land at an airport, without an operating control tower, in Class G airspace, the pilot should A

- OPCION A:** make all turns to the left, unless otherwise indicated.

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- OPCION B:** fly a left-hand traffic pattern at 800 feet AGL.
OPCION C: enter and fly a traffic pattern at 800 feet AGL.
OPCION D:
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- PREG20080282 Which is true regarding flight operations to or from a satellite airport, without an operating control tower, within the Class C airspace area? **B**
- OPCION A:** Prior to takeoff, a pilot must establish communication with the ATC controlling facility.
OPCION B: Aircraft must be equipped with an ATC transponder and altitude reporting equipment.
OPCION C: Prior to landing, a pilot must establish and maintain communication with an ATC facility.
OPCION D:
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- PREG20080283 Which is true regarding flight operations to or from a satellite airport, without an operating control tower, within the Class C airspace area? **A**
- OPCION A:** Prior to entering that airspace, a pilot must establish and maintain communication with the ATC serving facility.
OPCION B: Aircraft must be equipped with an ATC transponder.
OPCION C: Prior to takeoff, a pilot must establish communication with the ATC controlling facility.
OPCION D:
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- PREG20080284 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 instrument flight rules.
OPCION C: Aircraft must be equipped with an approved ATC transponder.
OPCION D:
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- PREG20080285 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 visual flight rules.
OPCION D:
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- PREG20080286 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.
OPCION D:
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PREG20080287 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.

OPCION D:

PREG20080288 Ref. Fig. 54 point 1 B
What minimum altitude is required to avoid the Livermore Airport (LVK) Class D airspace?

OPCION A: 2,503 feet MSL.

OPCION B: 2,901 feet MSL.

OPCION C: 3,297 feet MSL.

OPCION D:

PREG20080289 Refer. Fig. 52 point 6 C
Mosier Airport is

OPCION A: an airport restricted to use by private and recreational pilots.

OPCION B: a restricted military stage field within restricted airspace.

OPCION C: a nonpublic use airport.

OPCION D:

PREG20080290 Ref Figure 54 point 6 A
The Class C airspace at Metropolitan Oakland International (OAK) which extends from the surface upward has a ceiling of

OPCION A: both 2,100 feet and 3,000 feet MSL.

OPCION B: 8,000 feet MSL.

OPCION C: 2,100 feet AGL.

OPCION D:

PREG20080291 Ref. Fig. 53 B
GIVEN:
LocationMadera Airport (MAE)
Altitude 1,000 ft AGL
Position 7 NM North of Madera (MAE)
Time 3 p.m. local
Flight visibility 1 SM

You are VFR approaching Madera Airport for a landing from the north. You

OPCION A: are in violation of the FARs; you need 3 miles of visibility under VFR.

OPCION B: are required to descend to below 700 feet AGL to remain clear of Class E airspace and may continue for landing.

OPCION C: may descend to 800 feet AGL (Pattern Altitude) after entering Class E airspace and continue to the airport.

OPCION D:

PREG20080292	Ref. Fig. 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.	
OPCION D:		

PREG20080293	Ref. Fig. 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.	
OPCION D:		

PREG20080294	Ref. Fig. 51 While clearing an active runway you are most likely clear of the ILS critical area when you pass which sign?	C
OPCION A:	Top red.	
OPCION B:	Middle yellow.	
OPCION C:	Bottom yellow.	
OPCION D:		

PREG20080295	Ref. Fig. 51 When taxiing up to an active runway, you are likely to be clear of the ILS critical area when short of which sign?	A
OPCION A:	Bottom yellow.	
OPCION B:	Top red.	
OPCION C:	Middle yellow.	
OPCION D:		

PREG20080296	Ref. Fig. Which symbol does not directly address runway incursion with other aircraft?	A
OPCION A:	Top red.	
OPCION B:	Middle yellow.	
OPCION C:	Bottom yellow.	
OPCION D:		

PREG20080297	Pilots are required to have the anti-collision light system operating	C
OPCION A:	anytime an engine is in operation	
OPCION B:	anytime the pilots are in the cockpit.	
OPCION C:	during all types of operations, both day and night	
OPCION D:		

PREG20080298	When in the vicinity of a VOR which is being used for navigation on VFR flights, it is important to	B
OPCION A:	make 90° left and right turns to scan for other traffic.	
OPCION B:	exercise sustained vigilance to avoid aircraft that may be converging on the VOR from other directions.	
OPCION C:	pass the VOR on the right side of the radial to allow room for aircraft flying in the opposite direction on the same radial.	
OPCION D:		

PREG20080299	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.	
OPCION D:		

PREG20080300	To scan properly for traffic, a pilot should	C
OPCION A:	slowly sweep the field of vision from one side to the other at intervals	
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.	
OPCION D:		

PREG20080301	Which is a common symptom of hyperventilation?	A
OPCION A:	Drowsiness.	
OPCION B:	Decreased breathing rate.	
OPCION C:	A sense of well-being.	
OPCION D:		

PREG20080302	Which would most likely result in hyperventilation?	C
OPCION A:	Insufficient oxygen.	
OPCION B:	Excessive carbon monoxide.	
OPCION C:	Insufficient carbon dioxide.	
OPCION D:		

PREG20080303	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 dioxide in the bloodstream.	
OPCION D:		

PREG20080304	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.	

OPCION D:

- PREG20080305 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.

OPCION D:

- PREG20080306 Hypoxia susceptibility due to inhalation of carbon monoxide increases as B
- OPCION A:** humidity decreases.
- OPCION B:** altitude increases.
- OPCION C:** oxygen demand increases.

OPCION D:

- PREG20080307 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.

OPCION D:

- PREG20080308 If necessary to take off from a slushy runway, the freezing of landing gear A
- mechanisms can be minimized by
- OPCION A:** recycling the gear.
- OPCION B:** delaying gear retraction.
- OPCION C:** increasing the airspeed to V_{le} before retraction.

OPCION D:

- PREG20080309 Risk management, as part of the Aeronautical Decision Making (ADM) C
- process, relies on which features to reduce the risks associated with each flight?
- 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 judgment.

OPCION D:

- PREG20080310 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 a timely decision on what action to take.

OPCION D:

PREG20080311	The Aeronautical Decision Making (ADM) process identifies the steps involved in good decision making. One of these steps includes a pilot	C
OPCION A:	making a rational evaluation of the required actions.	
OPCION B:	developing the "right stuff" attitude.	
OPCION C:	identifying personal attitudes hazardous to safe flight.	
OPCION D:		
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PREG20080312	Examples of classic behavioral traps that experienced pilots may fall into are:	C
	trying to	
OPCION A:	assume additional responsibilities and assert PIC authority.	
OPCION B:	promote situational awareness and then necessary changes in behavior.	
OPCION C:	complete a flight as planned, please passengers, meet schedules, and demonstrate the "right stuff".	
OPCION D:		
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PREG20080313	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:	imposing a realistic assessment of piloting skills under stressful conditions.	
OPCION D:		
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PREG20080314	Most pilots have fallen prey to dangerous tendencies or behavior problems at some time. Some of these dangerous tendencies or behavior patterns which must be identified and eliminated include:	C
OPCION A:	Deficiencies in instrument skills and knowledge of aircraft systems or limitations.	
OPCION B:	Performance deficiencies from human factors such as, fatigue, illness or emotional problems.	
OPCION C:	Peer pressure, get-there-itis, loss of positional or situation awareness, and operating without adequate fuel reserves.	
OPCION D:		
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PREG20080315	An early part of the Aeronautical Decision Making (ADM) process involves	A
OPCION A:	taking a self-assessment hazardous attitude inventory test.	
OPCION B:	understanding the drive to have the "right stuff".	
OPCION C:	obtaining proper flight instruction and experience during training.	
OPCION D:		
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PREG20080316	Hazardous attitudes which contribute to poor pilot judgment can be effectively counteracted by	C
OPCION A:	early recognition of hazardous thoughts.	
OPCION B:	taking meaningful steps to be more assertive with attitudes.	
OPCION C:	redirecting that hazardous attitude so that appropriate action can be taken.	

OPCION D:

PREG20080317 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 judgment.

OPCION D:

PREG20080318 When a pilot recognizes a hazardous thought, he or she then should correct it by stating the correspondig 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.

OPCION D:

PREG20080319 What is the first step in neutralizing a hazardous attitude in the ADM process? C

OPCION A: Recognition of invulnerability in the situation.

OPCION B: Dealing with improper judgment.

OPCION C: Recognition of hazardous thoughts.

OPCION D:

PREG20080320 What should a pilot do when recognizing a thought as hazardous? C

OPCION A: Avoid developing this hazardous thought.

OPCION B: Develop this hazardous thought and follow through with modified action.

OPCION C: Label that thought as hazardous, then correct that thought by stating the corresponding learned antidote.

OPCION D:

PREG20080321 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 improve their abilities to handle cockpit responsibilities.

OPCION D:

PREG20080322 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.

OPCION D:

PREG20080323	The passengers for a charter flight have arrived almost an hour late for a flight that requires a reservation. Which of the following alternatives best illustrates the ANTIAUTHORITY reaction?	A
OPCION A:	Those reservation rules do not apply to this flight.	
OPCION B:	If the pilot hurries, he or she may still make it on time.	
OPCION C:	The pilot can't help it that the passengers are late.	
OPCION D:		

PREG20080324	While conducting an operational check of the cabin pressurization system, the pilot discovers that the rate control feature is inoperative. He knows that he can manually control the cabin pressure, so he elects to disregard the discrepancy. Which of the following alternatives best illustrates the INVULNERABILITY reaction?	A
OPCION A:	What is the worst that could happen.	
OPCION B:	He can handle a little problem like this.	
OPCION C:	It's too late to fix it now.	
OPCION D:		

PREG20080325	The pilot and passengers are anxious to get to their destination for a business presentation. Level IV thunderstorms are reported to be in a line across their intended route of flight. Which of the following alternatives best illustrates the IMPULSIVITY reaction?	A
OPCION A:	They want to hurry and get going, before things get worse.	
OPCION B:	A thunderstorm won't stop them.	
OPCION C:	They can't change the weather, so they might as well go.	
OPCION D:		

PREG20080326	While on an IFR flight, a pilot emerges from a cloud to find himself within 300 feet of a helicopter. Which of the following alternatives best illustrates the MACHO reaction?	B
OPCION A:	He is not too concerned; everything will be alright.	
OPCION B:	He flies a little closer, just to show him.	
OPCION C:	He quickly turns away and dives, to avoid collision.	
OPCION D:		

PREG20080327	When a pilot recognizes a hazardous thought, he or she then should correct it by applying the correspondig antidote. Which of the following is the antidote for ANTIAUTHORITY/ DON'T TELL ME hazardous attitude?	C
OPCION A:	Not so fast. Think first.	
OPCION B:	It won't happen to me. It could happen to me.	
OPCION C:	Don't tell me. Follow the rules. They are usually right.	
OPCION D:		

PREG20080328	A pilot and friends are going to fly an out-of-town football game. When the passengers arrive, the pilot determines that they will be over the maximum gross weight for takeoff with the existing fuel load. Which of the following alternatives best illustrates the RESIGNATION reaction?	A
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- OPCION A:** Well, nobody told him about the extra weight.
OPCION B: Weight and balance is a formality forced on pilots by the DGAC.
OPCION C: He can't wait around to de-fuel, they have to get there on time.
OPCION D:
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PREG20080329 Which of the following is the final step of the Decide Model for effective risk management and Aeronautical Decision Making? B

- OPCION A:** Estimate.
OPCION B: Evaluate.
OPCION C: Eliminate.
OPCION D:
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PREG20080330 Which of the following is the first step of the Decide Model for effective risk management and Aeronautical Decision Making? A

- OPCION A:** Detect.
OPCION B: Identify.
OPCION C: Evaluate.
OPCION D:
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PREG20080331 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, detect, and evaluate.
OPCION D:
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