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**TEMA:** 0161 COMMERCIAL PILOT - (CH. 9) NAVIGATION

<b>COD_PREG:</b>	<b>PREGUNTA:</b>	<b>RPTA:</b>
PREG20080490	If an airplane is consuming 9.5 gallons of fuel per hour at a cruising altitude of 6,000 feet and the groundspeed is 135 knots, how much fuel is required to travel 490 NM?	C
<b>OPCION A:</b>	27 gallons.	
<b>OPCION B:</b>	30 gallons.	
<b>OPCION C:</b>	35 gallons.	
<b>OPCION D:</b>		
PREG20080491	If an airplane is consuming 14.8 pounds of fuel per hour at a cruising altitude of 7,500 feet and the groundspeed is 167 knots, how much fuel is required to travel 560 NM?	A
<b>OPCION A:</b>	50 gallons.	
<b>OPCION B:</b>	53 gallons.	
<b>OPCION C:</b>	57 gallons.	
<b>OPCION D:</b>		
PREG20080492	If fuel consumption is 14.7 gallons per hour and groundspeed is 157 knots, how much fuel is required for an airplane to travel 612 NM?	A
<b>OPCION A:</b>	58 gallons.	
<b>OPCION B:</b>	60 gallons.	
<b>OPCION C:</b>	64 gallons.	
<b>OPCION D:</b>		
PREG20080510	Which situation would result in reverse sensing of a VOR receiver?	A
<b>OPCION A:</b>	Flying a heading that is reciprocal to the bearing selected on the OBS.	
<b>OPCION B:</b>	Setting the OBS to a bearing that is 90° from the bearing on which the aircraft is located.	
<b>OPCION C:</b>	Failing to change the OBS from the selected inbound course to the outbound course after passing the station.	
<b>OPCION D:</b>		
PREG20080477	What is the maximum bearing error (+ or -) allowed for an operational VOR equipment check when using an approved ground test signal?	A
<b>OPCION A:</b>	4 degrees	
<b>OPCION B:</b>	8 degrees	
<b>OPCION C:</b>	12 degrees	
<b>OPCION D:</b>		
PREG20080478	When must an operational check on the aircraft VOR equipment be accomplished to operate under IFR? Within the preceding	C
<b>OPCION A:</b>	30 days or 30 hours of flight time.	
<b>OPCION B:</b>	10 days or 10 hours of flight time.	

**OPCION C:** 30 days.

**OPCION D:**

PREG20080479 Which data must be recorded in the aircraft logbook or other record by a pilot making a VOR operational check for IFR operations? **B**

**OPCION A:** VOR name or identification, place of operational check, amount of bearing error, and date of check.

**OPCION B:** Date of check, place of operational check, bearing error, and signature.

**OPCION C:** VOR name or identification, amount of bearing error, date of check, and signature.

**OPCION D:**

PREG20080480 GIVEN: **B**

Pressure altitude ..... 12,000 ft  
True air temperature ..... +50°F

From the conditions given, the approximate density altitude is

**OPCION A:** 11,900 feet.

**OPCION B:** 14,130 feet.

**OPCION C:** 18,150 feet.

**OPCION D:**

PREG20080481 GIVEN: **B**

Pressure altitude ..... 5,000 ft  
True air temperature ..... +30°C

From the conditions given, the approximate density altitude is

**OPCION A:** 7,200 feet.

**OPCION B:** 7,800 feet.

**OPCION C:** 9,000 feet.

**OPCION D:**

PREG20080482 GIVEN: **B**

Pressure altitude ..... 6,000 ft  
True air temperature ..... +30°F

From the conditions given, the approximate density altitude is

**OPCION A:** 9,000 feet.

**OPCION B:** 5,500 feet.

**OPCION C:** 5,000 feet.

**OPCION D:**

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PREG20080483 GIVEN: B

Pressure altitude ..... 7,000 ft  
True air temperature ..... +15°C

From the conditions given, the approximate density altitude is

- OPCION A:** 5,000 feet.  
**OPCION B:** 8,500 feet.  
**OPCION C:** 9,500 feet.  
**OPCION D:**
- 

PREG20080484 An airplane descends to an airport under the following conditions: A

Cruising altitude ..... 6,500 ft  
Airport elevation ..... 700 ft  
Descends to ..... 800 ft AGL  
Rate of descent ..... 500 ft/min  
Average true airspeed ..... 110 kts  
True course ..... 335°  
Average wind velocity ..... 060° at 15 kts  
Variation ..... 3°W  
Deviation ..... +2°  
Average fuel consumption ..... 8.5 gal/hr

Determine the approximate time, compass heading, distance, and fuel consumed during the descent.

- OPCION A:** 10 minutes, 348°, 18 NM, 1.4 gallons.  
**OPCION B:** 10 minutes, 355°, 17 NM, 2.4 gallons.  
**OPCION C:** 12 minutes, 346°, 18 NM, 1.6 gallons.  
**OPCION D:**
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PREG20080485 An airplane descends to an airport under the following conditions: C

Cruising altitude ..... 7,500 ft  
Airport elevation ..... 1,300 ft  
Descends to ..... 800 ft AGL  
Rate of descent ..... 300 ft/min  
Average true airspeed ..... 120 kts  
True course ..... 165°  
Average wind velocity ..... 240° at 20 kts  
Variation ..... 4°E  
Deviation ..... -2°  
Average fuel consumption ..... 9.6 gal/hr

Determine the approximate time, compass heading, distance, and fuel consumed during the descent.

- OPCION A:** 16 minutes, 168°, 30 NM, 2.9 gallons.  
**OPCION B:** 18 minutes, 164°, 34 NM, 3.2 gallons.  
**OPCION C:** 18 minutes, 168°, 34 NM, 2.9 gallons.  
**OPCION D:**
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PREG20080486 An airplane descends to an airport under the following conditions: C

Cruising altitude ..... 10,500 ft  
Airport elevation ..... 1,700 ft  
Descends to ..... 1,000 ft AGL  
Rate of descent ..... 600 ft/min  
Average true airspeed ..... 135 kts  
True course ..... 263°  
Average wind velocity ..... 330° at 30 kts  
Variation ..... 7°E  
Deviation ..... +3°  
Average fuel consumption ..... 11.5 gal/hr

Determine the approximate time, compass heading, distance, and fuel consumed during the descent.

- OPCION A:** 9 minutes, 274°, 26 NM, 2.8 gallons.  
**OPCION B:** 13 minutes, 274°, 26 NM, 2.5 gallons.  
**OPCION C:** 13 minutes, 271°, 26 NM, 2.5 gallons.  
**OPCION D:**

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PREG20080487 If fuel consumption is 80 pounds per hour and groundspeed is 180 knots, how much fuel is required for an airplane to travel 460 NM? A

- OPCION A:** 205 pounds.  
**OPCION B:** 212 pounds.  
**OPCION C:** 460 pounds.  
**OPCION D:**

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PREG20080488 If an airplane is consuming 95 pounds of fuel per hour at a cruising altitude of 6,500 feet and the groundspeed is 173 knots, how much fuel is required to travel 450 NM? A

- OPCION A:** 248 pounds.  
**OPCION B:** 265 pounds.  
**OPCION C:** 284 pounds.  
**OPCION D:**

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PREG20080489 If an airplane is consuming 12.5 gallons of fuel per hour at a cruising altitude of 8,500 feet and the groundspeed is 145 knots, how much fuel is required to travel 435 NM? C

- OPCION A:** 27 gallons.  
**OPCION B:** 34 gallons.  
**OPCION C:** 38 gallons.  
**OPCION D:**
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PREG20080493 GIVEN: A

True course ..... 105°  
True heading ..... 085°  
True airspeed ..... 95 kts  
Groundspeed ..... 87 kts

Determine the wind direction and speed.

- OPCION A:** 020° and 32 knots.
- OPCION B:** 030° and 38 knots.
- OPCION C:** 200° and 32 knots.
- OPCION D:**

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PREG20080494 GIVEN: B

True course ..... 345°  
True heading ..... 355°  
True airspeed ..... 85 kts  
Groundspeed ..... 95 kts

Determine the wind direction and speed.

- OPCION A:** 095° and 19 knots.
- OPCION B:** 113° and 19 knots.
- OPCION C:** 238° and 18 knots.
- OPCION D:**

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PREG20080495 You have flown 52 miles, are 6 miles off course, and have 118 miles yet to fly. To converge on your destination, the total correction angle would be C

- OPCION A:** 3°.
- OPCION B:** 6°.
- OPCION C:** 10°.
- OPCION D:**

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PREG20080496 GIVEN: C

Distance off course ..... 9 mi  
Distance flown ..... 95 mi  
Distance to fly ..... 125 mi

To converge at the destination, the total correction angle would be

- OPCION A:** 4°.
- OPCION B:** 6°.
- OPCION C:** 10°.
- OPCION D:**

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PREG20080497 True course measurements on a Sectional Aeronautical Chart should be made at a meridian near the midpoint of the course because the C

- OPCION A:** values of isogonic lines change from point to point.
- OPCION B:** angles formed by isogonic lines and lines of latitude vary from point to point.

**OPCION C:** angles formed by lines of longitude and the course line vary from point to point.

**OPCION D:**

PREG20080498 GIVEN: C

Wind ..... 175° at 20 kts  
Distance ..... 135 NM  
True course ..... 075°  
True airspeed ..... 80 kts  
Fuel consumption ..... 105 lb/hr

Determine the time en route and fuel consumption.

**OPCION A:** 1 hour 28 minutes and 73.2 pounds.

**OPCION B:** 1 hour 38 minutes and 158 pounds.

**OPCION C:** 1 hour 40 minutes and 175 pounds.

**OPCION D:**

PREG20080499 An airplane departs an airport under the following conditions: B

Airport elevation ..... 1,000 ft  
Cruise altitude ..... 9,500 ft  
Rate of climb ..... 500 ft/min  
Average true airspeed ..... 135 kts  
True course ..... 215°  
Average wind velocity ..... 290° at 20 kts  
Variation ..... 3°W  
Deviation ..... -2°  
Average fuel consumption ..... 13 gal/hr

Determine the approximate time, compass heading, distance, and fuel consumed during the climb.

**OPCION A:** 14 minutes, 234°, 26 NM, 3.9 gallons.

**OPCION B:** 17 minutes, 224°, 36 NM, 3.7 gallons.

**OPCION C:** 17 minutes, 242°, 31 NM, 3.5 gallons.

**OPCION D:**

PREG20080500 An airplane departs an airport under the following conditions: B

Airport elevation ..... 1,500 ft  
Cruising altitude ..... 9,500 ft  
Rate of climb ..... 500 ft/min  
Average true airspeed ..... 160 kts  
True course ..... 145°  
Average wind velocity ..... 080° at 15 kts  
Variation ..... 5°E  
Deviation ..... -3°  
Average fuel consumption ..... 14 gal/hr

Determine the approximate time, compass heading, distance, and fuel consumed during the climb.

**OPCION A:** 14 minutes, 128°, 35 NM, 3.2 gallons.

**OPCION B:** 16 minutes, 132°, 41 NM, 3.7 gallons.

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**OPCION C:** 16 minutes, 128°, 32 NM, 3.8 gallons.

**OPCION D:**

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PREG20080501 For night flying operations, the best night vision is achieved when the: B

**OPCION A:** pupils of the eyes have become dilated in approximately 10 minutes

**OPCION B:** rods in the eyes have become adjusted to the darkness in approximately 30 minutes

**OPCION C:** cones in the eyes have become adjusted to the darkness in approximately 5 minutes

**OPCION D:**

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PREG20080502 When operating VFR at night, what is the first indication of flying into restricted visibility conditions A

**OPCION A:** A gradual disappearance of lights on the ground

**OPCION B:** Ground lights begin to take on an appearance of being surrounded by a halo or glow

**OPCION C:** Cockpit lights begin to take on an appearance of a halo or glow around them

**OPCION D:**

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PREG20080503 After experiencing a powerplant failure at night, one of the primary considerations should include: C

**OPCION A:** turning off all electrical switches to save battery power for landing

**OPCION B:** Maneuvering to and landing on a lighted highway or road

**OPCION C:** planning the emergency approach and landing to an unlighted portion of an area

**OPCION D:**

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PREG20080504 When planning for an emergency landing at night one of the primary considerations should include C

**OPCION A:** landing without flaps to ensure a nose - high landing attitude at touchdown

**OPCION B:** turning off all the electrical switches to save battery power for the landing

**OPCION C:** selecting a landing area close to public access, if possible

**OPCION D:**

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PREG20080505 The ADF is tuned to a radiobeacon. If the magnetic heading is 040° and the relative bearing is 290°, the magnetic bearing TO that radiobeacon would be C

**OPCION A:** 150°.

**OPCION B:** 285°.

**OPCION C:** 330°.

**OPCION D:**

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PREG20080506 If the relative bearing to a nondirectional radiobeacon is 045° and the magnetic heading is 355°, the magnetic bearing TO that radiobeacon would be A

**OPCION A:** 040°.

**OPCION B:** 065°.

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**OPCION C:** 220°.

**OPCION D:**

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PREG20080507 Ref. Fig. 16 C  
If the aircraft continues its present heading as shown in instrument group 3, what will be the relative bearing when the aircraft reaches the magnetic bearing of 030° FROM the NDB?

**OPCION A:** 030°.

**OPCION B:** 060°.

**OPCION C:** 240°.

**OPCION D:**

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PREG20080508 Ref. Fig. 16 C  
At the position indicated by instrument group 1, what would be the relative bearing if the aircraft were turned to a magnetic heading of 090°?

**OPCION A:** 150°.

**OPCION B:** 190°.

**OPCION C:** 250°.

**OPCION D:**

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PREG20080509 Ref. Fig. 16 C  
At the position indicated by instrument group 1, to intercept the 330° magnetic bearing to the NDB at a 30° angle, the aircraft should be turned

**OPCION A:** left to a heading of 270°.

**OPCION B:** right to a heading of 330°.

**OPCION C:** right to a heading of 360°.

**OPCION D:**

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PREG20080511 To track outbound on the 180 radial of a VOR station, the recommended procedure is to set the OBS to C

**OPCION A:** 360° and make heading corrections toward the CDI needle.

**OPCION B:** 180° and make heading corrections away from the CDI needle.

**OPCION C:** 180° and make heading corrections toward the CDI needle.

**OPCION D:**

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PREG20080512 To track inbound on the 215 radial of a VOR station, the recommended procedure is to set the OBS to C

**OPCION A:** 215° and make heading corrections toward the CDI needle.

**OPCION B:** 215° and make heading corrections away from the CDI needle.

**OPCION C:** 035° and make heading corrections toward the CDI needle.

**OPCION D:**

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PREG20080513 Ref Fig. 17 A  
Which illustration indicates that the airplane will intercept the 060 radial at a 60° angle inbound, if the present heading is maintained?

**OPCION A:** 6.



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**OPCION B:** 4.  
**OPCION C:** 5.  
**OPCION D:**

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PREG20080514 Ref. Fig. 17 A  
Which statement is true regarding illustration 2, if the present heading is maintained? The airplane will

**OPCION A:** cross the 180 radial at a 45° angle outbound.  
**OPCION B:** intercept the 225 radial at a 45° angle.  
**OPCION C:** intercept the 360 radial at a 45° angle inbound.  
**OPCION D:**

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PREG20080515 Ref. Fig. 17 B  
Which illustration indicates that the airplane will intercept the 060 radial at a 75° angle inbound, if the present heading is maintained?

**OPCION A:** 4.  
**OPCION B:** 5.  
**OPCION C:** 6.  
**OPCION D:**

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PREG20080516 Ref Fig. 17 A  
Which illustration indicates that the airplane should be turned 150° left to intercept the 360 radial at a 60° angle inbound?

**OPCION A:** 1.  
**OPCION B:** 2.  
**OPCION C:** 3.  
**OPCION D:**

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PREG20080517 Ref. Fig. 17 C  
Which is true regarding illustration 4, if the present heading is maintained? The airplane will

**OPCION A:** cross the 060 radial at a 15° angle.  
**OPCION B:** intercept the 240 radial at a 30° angle.  
**OPCION C:** cross the 180 radial at a 75° angle.  
**OPCION D:**

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PREG20080518 Ref. Fig. 18 B  
To intercept a magnetic bearing of 240° FROM at a 30° angle (while outbound), the airplane should be turned

**OPCION A:** left 065°.  
**OPCION B:** left 125°.  
**OPCION C:** right 270°.  
**OPCION D:**

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PREG20080519	Ref. Fig. 18 If the airplane continues to fly on the heading as shown, what magnetic bearing FROM the station would be intercepted at a 35° angle outbound?	B
<b>OPCION A:</b>	035°.	
<b>OPCION B:</b>	070°.	
<b>OPCION C:</b>	215°.	
<b>OPCION D:</b>		

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PREG20080520	Ref. Fig. 19 If the airplane continues to fly on the magnetic heading as illustrated, what magnetic bearing FROM the station would be intercepted at a 35° angle?	C
<b>OPCION A:</b>	090°.	
<b>OPCION B:</b>	270°.	
<b>OPCION C:</b>	305°.	
<b>OPCION D:</b>		

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PREG20080521	Ref. Fig. 19 If the airplane continues to fly on the magnetic heading as illustrated, what magnetic bearing FROM the station would be intercepted at a 30° angle?	C
<b>OPCION A:</b>	090°.	
<b>OPCION B:</b>	270°.	
<b>OPCION C:</b>	310°.	
<b>OPCION D:</b>		

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PREG20080522	The relative bearing on an ADF changes from 265° to 260° in two (2) minutes of elapsed time. If the groundspeed is 145 knots, the distance to that station would be:	C
<b>OPCION A:</b>	26 NM.	
<b>OPCION B:</b>	37 NM.	
<b>OPCION C:</b>	58 NM.	
<b>OPCION D:</b>		

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PREG20080523	The ADF indicates a wingtip bearing change of 10° in 2 minutes of elapsed time, and the TAS is 160 knots. What is the distance to the station?	B
<b>OPCION A:</b>	15 NM.	
<b>OPCION B:</b>	32 NM.	
<b>OPCION C:</b>	36 NM.	
<b>OPCION D:</b>		

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PREG20080524	With a TAS of 115 knots, the relative bearing on an ADF changes from 090° to 095° in 1.5 minutes of elapsed time. The distance to the station would be	C
<b>OPCION A:</b>	12.5 NM.	
<b>OPCION B:</b>	24.5 NM.	
<b>OPCION C:</b>	34.5 NM.	
<b>OPCION D:</b>		

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PREG20080525 GIVEN: C

Wingtip bearing change ..... 5°  
Time elapsed between bearing change ..... 5 min  
True airspeed ..... 115 kts

The distance to the station is

**OPCION A:** 36 NM.

**OPCION B:** 57.5 NM.

**OPCION C:** 115 NM.

**OPCION D:**

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PREG20080526 The ADF is tuned to a nondirectional radiobeacon and the relative bearing changes from 095° to 100° in 1.5 minutes of elapsed time. The time en route to that station would be A

**OPCION A:** 18 minutes.

**OPCION B:** 24 minutes.

**OPCION C:** 30 minutes.

**OPCION D:**

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PREG20080527 The ADF is tuned to a nondirectional radiobeacon and the relative bearing changes from 270° to 265° in 2.5 minutes of elapsed time. The time en route to that beacon would be C

**OPCION A:** 9 minutes.

**OPCION B:** 18 minutes.

**OPCION C:** 30 minutes.

**OPCION D:**

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PREG20080528 The ADF is tuned to a nondirectional radiobeacon and the relative bearing changes from 085° to 090° in 2 minutes of elapsed time. The time en route to that station would be C

**OPCION A:** 15 minutes.

**OPCION B:** 18 minutes.

**OPCION C:** 24 minutes.

**OPCION D:**

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PREG20080529 If the relative bearing changes from 090° to 100° in 2.5 minutes of elapsed time, the time en route to that station would be B

**OPCION A:** 12 minutes.

**OPCION B:** 15 minutes.

**OPCION C:** 18 minutes.

**OPCION D:**

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PREG20080530 The ADF is tuned to a nondirectional radiobeacon and the relative bearing changes from 090° to 100° in 2.5 minutes of elapsed time. If the true airspeed is 90 knots, th distance and time en route to that radiobeacon would be B

**OPCION A:** 15 miles and 22.5 minutes.

**OPCION B:** 22.5 miles and 15 minutes.

**OPCION C:** 32 miles and 18 minutes.

**OPCION D:**

PREG20080531 GIVEN: A

Wingtip bearing change ..... 10°  
Elapsed time between bearing change ..... 4 min  
Rate of fuel consumption ..... 11 gal/hr

Calculate the fuel required to fly to the station.

**OPCION A:** 4.4 gallons.

**OPCION B:** 8.4 gallons.

**OPCION C:** 12 gallons.

**OPCION D:**

PREG20080532 GIVEN: B

Wingtip bearing change ..... 5°  
Elapsed time between bearing change ..... 6 min  
Rate of fuel consumption ..... 12 gal/hr

The fuel required to fly to the station is

**OPCION A:** 8.2 gallons.

**OPCION B:** 14.4 gallons.

**OPCION C:** 18.7 gallons.

**OPCION D:**

PREG20080533 GIVEN: A

Wingtip bearing change ..... 15°  
Elapsed time between bearing change ..... 6 min  
Rate of fuel consumption ..... 8.6 gal/hr

Calculate the approximate fuel required to fly to the station.

**OPCION A:** 3.44 gallons.

**OPCION B:** 6.88 gallons.

**OPCION C:** 17.84 gallons.

**OPCION D:**

PREG20080534 GIVEN: A

Wingtip bearing change ..... 15°  
Elapsed time between bearing change ..... 7.5 min  
True airspeed ..... 85 kts  
Rate of fuel consumption ..... 9.6 gal/hr

The time, distance, and fuel required to fly to the station is

**OPCION A:** 30 minutes; 42.5 miles; 4.80 gallons.

**OPCION B:** 32 minutes; 48 miles; 5.58 gallons.

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**OPCION C:** 48 minutes; 48 miles; 4.58 gallons.

**OPCION D:**

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PREG20080535 While maintaining a constant heading, a relative bearing of 15° doubles in 6 minutes. The time to the station being used is **B**

**OPCION A:** 3 minutes.

**OPCION B:** 6 minutes.

**OPCION C:** 12 minutes.

**OPCION D:**

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PREG20080536 While maintaining a constant heading, the ADF needle increases from a relative bearing of 45° to 090° in 5 minutes. The time to the station being used is **A**

**OPCION A:** 5 minutes.

**OPCION B:** 10 minutes.

**OPCION C:** 15 minutes.

**OPCION D:**

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PREG20080537 While cruising at 135 knots and on a constant heading, the ADF needle decreases from a relative bearing of 315° to 270° in 7 minutes. The approximate time and distance to the station being used is **A**

**OPCION A:** 7 minutes and 16 miles.

**OPCION B:** 14 minutes. and 28 miles.

**OPCION C:** 19 minutes and 38 miles.

**OPCION D:**

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PREG20080538 While maintaining a constant heading, a relative bearing of 10° doubles in 5 minutes. If the true airspeed is 105 knots, the time and distance to the station being used is approximately **A**

**OPCION A:** 5 minutes and 8.7 miles.

**OPCION B:** 10 minutes and 17 miles.

**OPCION C:** 15 minutes and 31.2 miles.

**OPCION D:**

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PREG20080539 When checking the course sensitivity of a VOR receiver, how many degrees should the OBS be rotated to move the CDI from the center to the last dot on either side? **B**

**OPCION A:** 5° to 10°.

**OPCION B:** 10° to 12°.

**OPCION C:** 18° to 20°.

**OPCION D:**

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PREG20080540 An aircraft 60 miles from a VOR station has a CDI indication of one-fifth deflection, this represents a course centerline deviation of approximately **B**

**OPCION A:** 6 miles.

**OPCION B:** 2 miles.

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**OPCION C:** 1 mile.  
**OPCION D:**

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PREG20080541 Ref. Fig. 20 A  
Using instrument group 3, if the aircraft makes a 180° turn to the left and continues straight ahead, it will intercept which radial?

**OPCION A:** 135 radial.  
**OPCION B:** 270 radial.  
**OPCION C:** 360 radial.  
**OPCION D:**

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PREG20080542 Ref. Fig. 20 C  
Which instrument shows the aircraft in a position where a 180° turn would result in the aircraft intercepting the 150 radial at a 30° angle?

**OPCION A:** 2.  
**OPCION B:** 3.  
**OPCION C:** 4.  
**OPCION D:**

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PREG20080543 Ref. Fig. 20 B  
Which instrument shows the aircraft in a position where a straight course after a 90° left turn would result in the aircraft intercepting the 180 radial?

**OPCION A:** 2.  
**OPCION B:** 3.  
**OPCION C:** 4.  
**OPCION D:**

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PREG20080544 Ref. Fig. 20 B  
Which instrument shows the aircraft to be northwest of the VORTAC?

**OPCION A:** 1.  
**OPCION B:** 2.  
**OPCION C:** 3.  
**OPCION D:**

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PREG20080545 Ref. Fig. 20 A  
Which instrument(s) show(s) that the aircraft is getting further from the selected VORTAC?

**OPCION A:** 4.  
**OPCION B:** 1 and 4.  
**OPCION C:** 2 and 3.  
**OPCION D:**

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PREG20080546 While maintaining a magnetic heading of 270° and a true airspeed of 120 knots, the 360 radial of a VOR is crossed at 1237 and the 350 radial is crossed at 1244. The approximate time and distance to this station are A

**OPCION A:** 42 minutes and 84 NM.

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**OPCION B:** 42 minutes and 91 NM.

**OPCION C:** 44 minutes and 96 NM.

**OPCION D:**

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PREG20080547 Ref. Fig. 21 A  
If the time flown between aircraft positions 2 and 3 is 13 minutes, what is the estimated time to the station?

**OPCION A:** 13 minutes.

**OPCION B:** 17 minutes.

**OPCION C:** 26 minutes.

**OPCION D:**

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PREG20080548 Ref. Fig. 22 A  
If the time flown between aircraft positions 2 and 3 is 8 minutes, what is the estimated time to the station?

**OPCION A:** 8 minutes.

**OPCION B:** 16 minutes.

**OPCION C:** 48 minutes.

**OPCION D:**

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PREG20080549 Ref. Fig. 23 B  
If the time flown between aircraft positions 2 and 3 is 13 minutes, what is the estimated time to the station?

**OPCION A:** 7.8 minutes.

**OPCION B:** 13 minutes.

**OPCION C:** 26 minutes.

**OPCION D:**

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PREG20080550 Ref. Fig. 24 A  
If the time flown between aircraft positions 2 and 3 is 15 minutes, what is the estimated time to the station?

**OPCION A:** 15 minutes.

**OPCION B:** 30 minutes.

**OPCION C:** 60 minutes.

**OPCION D:**

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PREG20080551 Inbound on the 040 radial, a pilot selects the 055 radial, turns 15° to the left, and notes the time. While maintaining a constant heading, the pilot notes the time for the CDI to center is 15 minutes. Based on this information, the ETE to the station is B

**OPCION A:** 8 minutes.

**OPCION B:** 15 minutes.

**OPCION C:** 30 minutes.

**OPCION D:**

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PREG20080552	Inbound on the 090 radial, a pilot rotates the OBS 010° to the left, turns 010° to the right, and notes the time. While maintaining a constant heading, the pilot determines that the elapsed time for the CDI to center is 8 minutes. Based on this information, the ETE to the station is	A
<b>OPCION A:</b>	8 minutes.	
<b>OPCION B:</b>	16 minutes.	
<b>OPCION C:</b>	24 minutes.	
<b>OPCION D:</b>		

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PREG20080553	Inbound on the 315 radial, a pilot selects the 320 radial, turns 5° to the left, and notes the time. While maintaining a constant heading, the pilot notes the time for the CDI to center is 12 minutes. Based on this information, the ETE to the station is	B
<b>OPCION A:</b>	10 minutes.	
<b>OPCION B:</b>	12 minutes.	
<b>OPCION C:</b>	24 minutes.	
<b>OPCION D:</b>		

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PREG20080554	Inbound on the 190 radial, a pilot selects the 195 radial, turns 5° to the left, and notes the time. While maintaining a constant heading, the pilot notes the time for the CDI to center is 10 minutes. Based on this information, the ETE to the station is	A
<b>OPCION A:</b>	10 minutes.	
<b>OPCION B:</b>	15 minutes.	
<b>OPCION C:</b>	20 minutes.	
<b>OPCION D:</b>		

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PREG20080555	How should the pilot make a VOR receiver check when the aircraft is located on the designated checkpoint on the airport surface?	B
<b>OPCION A:</b>	Set the OBS on 180° plus or minus 4°; the CDI should center with a FROM indication.	
<b>OPCION B:</b>	Set the OBS on the designated radial. The CDI must center within plus or minus 4° of that radial with a FROM indication.	
<b>OPCION C:</b>	With the aircraft headed directly toward the VOR and the OBS set to 000°, the CDI should center within plus or minus 4° of that radial with a TO indication.	
<b>OPCION D:</b>		

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PREG20080556	When using VOT to make a VOR receiver check, the CDI should be centered and the OBS should indicate that the aircraft is on the	C
<b>OPCION A:</b>	090 radial.	
<b>OPCION B:</b>	180 radial.	
<b>OPCION C:</b>	360 radial.	
<b>OPCION D:</b>		

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PREG20080557	When the CDI needle is centered during an airborne VOR check, the omnibearing selector and the TO/FROM indicator should read	B
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- OPCION A:** within 4° of the selected radial.
- OPCION B:** within 6° of the selected radial.
- OPCION C:** 0° TO, only if you are due south of the VOR.
- OPCION D:**
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