

**TEMA:** 0289 COMMERCIAL PILOT - (CH.10) IFR OPERATIONS

<b>COD_PREG:</b>	<b>PREGUNTA:</b>	<b>RPTA:</b>
PREG20084558	When making an instrument approach at the selected alternate airport, what landing minimums apply?	C
<b>OPCION A:</b>	Standard alternate minimums.	
<b>OPCION B:</b>	The IFR alternate minimums listed for that airport.	
<b>OPCION C:</b>	The landing minimums published for the type of procedure selected.	
<b>OPCION D:</b>		
PREG20084551	On an instrument approach where DH or MDA is applicable, the pilot may not operate below, or continue the approach unless the	A
<b>OPCION A:</b>	aircraft is continuously in a position from which a descent to a normal landing, on the intended runway, can be made.	
<b>OPCION B:</b>	approach and runway lights are distinctly visible to the pilot.	
<b>OPCION C:</b>	flight visibility and ceiling are at, or above, the published minimums for that approach.	
<b>OPCION D:</b>		
PREG20084552	Pilots are not authorized to land an aircraft from an instrument approach unless the	A
<b>OPCION A:</b>	flight visibility is at, or exceeds the visibility prescribed in the approach procedure being used.	
<b>OPCION B:</b>	flight visibility and ceiling are at, or exceeds the minimums prescribed in the approach being used.	
<b>OPCION C:</b>	visual approach slope indicator and runway references are distinctly visible to the pilot.	
<b>OPCION D:</b>		
PREG20084553	A pilot performing a published instrument approach is not authorized to perform a procedure turn when	A
<b>OPCION A:</b>	receiving a radar vector to a final approach course or fix.	
<b>OPCION B:</b>	maneuvering at minimum safe altitudes.	
<b>OPCION C:</b>	maneuvering at radar vectoring altitudes.	
<b>OPCION D:</b>		
PREG20084554	The pilot in command of an aircraft operated under IFR, in controlled airspace, not in radar contact, shall report by radio as soon as possible when	B
<b>OPCION A:</b>	passing FL 180.	
<b>OPCION B:</b>	passing each designated reporting point, to include time and altitude.	
<b>OPCION C:</b>	changing control facilities.	
<b>OPCION D:</b>		
PREG20084555	The pilot in command of an aircraft operated under IFR, in controlled airspace, shall report as soon as practical to ATC when	B

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- OPCION A:** climbing or descending to assigned altitudes.  
**OPCION B:** experiencing any malfunctions of navigational, approach, or communications equipment, occurring in flight.  
**OPCION C:** requested to contact a new controlling facility.  
**OPCION D:**
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PREG20084556 Ref Fig. 25 B  
During the ILS RWY 13L procedure at DSM, what altitude minimum applies if the glide slope becomes inoperative?

- OPCION A:** 1,420 feet.  
**OPCION B:** 1,340 feet.  
**OPCION C:** 1,121 feet.  
**OPCION D:**
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PREG20084557 What does the absence of the procedure turn barb on the plan view on an approach chart indicate? A

- OPCION A:** A procedure turn is not authorized.  
**OPCION B:** Teardrop-type procedure turn is authorized.  
**OPCION C:** Racetrack-type procedure turn is authorized.  
**OPCION D:**
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PREG20084559 Ref Fig. 26 B  
The final approach fix for the precision approach is located at

- OPCION A:** DENAY intersection.  
**OPCION B:** Glide slope intercept.  
**OPCION C:** ROMEN Intersection/Locator outer marker.  
**OPCION D:**
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PREG20084560 REF. FIG. 27 A  
In the DEN ILS RWY 35R procedure, the glide slope intercept altitude is

- OPCION A:** 7,000 feet MSL.  
**OPCION B:** 11,000 feet MSL.  
**OPCION C:** 9,000 feet MSL.  
**OPCION D:**
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PREG20084561 Ref. Fig. 27 C  
The symbol [9200] in the MSA circle of the ILS RWY 35R procedure at DEN represents a minimum safe sector altitude within 25 NM of

- OPCION A:** Dymon outer marker.  
**OPCION B:** Cruup I-AQD DME fix.  
**OPCION C:** Denver VORTAC.  
**OPCION D:**
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PREG20084562 Ref. Fig. 28 B  
During the ILS RWY 31R procedure at DSM, the minimum altitude for glide slope interception is

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- OPCION A:** 2,365 feet MSL.  
**OPCION B:** 2,400 feet MSL.  
**OPCION C:** 3,000 feet MSL.  
**OPCION D:**
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PREG20084563 Ref. Fig. 28 B  
If the glide slope becomes inoperative during the ILS RWY 31R procedure at DSM, what MDA applies?

- OPCION A:** 1,157 feet.  
**OPCION B:** 1,320 feet.  
**OPCION C:** 1,360 feet.  
**OPCION D:**
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PREG20084564 Ref. Fig. 29 B  
When approaching the ATL ILS RWY 8L, how far from the FAF is the missed approach point?

- OPCION A:** 4.8 NM.  
**OPCION B:** 5.2 NM.  
**OPCION C:** 12.0 NM.  
**OPCION D:**
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PREG20084565 Ref. Fig. 30 B  
When approaching the VOR/DME-A, the symbol [2800] in the MSA circle represents a minimum safe sector altitude within 25 NM of

- OPCION A:** DEANI intersection.  
**OPCION B:** White Cloud VORTAC.  
**OPCION C:** Baldwin Municipal Airport.  
**OPCION D:**
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PREG20084566 Ref. Fig. 30 B  
What minimum navigation equipment is required to complete the VOR/DME-A procedure?

- OPCION A:** One VOR receiver.  
**OPCION B:** One VOR receiver and DME.  
**OPCION C:** Two VOR receivers and DME.  
**OPCION D:**
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