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

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

PREG20084556	Ref Fig. 25 During the ILS RWY 13L procedure at DSM, what altitude minimum applies if the glide slope becomes inoperative?	B
OPCION A:	1,420 feet.	
OPCION B:	1,340 feet.	
OPCION C:	1,121 feet.	
OPCION D:		

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:		

PREG20084558	When making an instrument approach at the selected alternate airport, what landing minimums apply?	C
OPCION A:	Standard alternate minimums.	
OPCION B:	The IFR alternate minimums listed for that airport.	
OPCION C:	The landing minimums published for the type of procedure selected.	
OPCION D:		

PREG20084559	Ref Fig. 26 The final approach fix for the precision approach is located at	B
OPCION A:	DENAY intersection.	
OPCION B:	Glide slope intercept.	
OPCION C:	ROMEN Intersection/Locator outer marker.	
OPCION D:		

PREG20084560	REF. FIG. 27 In the DEN ILS RWY 35R procedure, the glide slope intercept altitude is	A
OPCION A:	7,000 feet MSL.	
OPCION B:	11,000 feet MSL.	
OPCION C:	9,000 feet MSL.	
OPCION D:		

PREG20084561	Ref. Fig. 27 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	C
OPCION A:	Dymon outer marker.	
OPCION B:	Cruup I-AQD DME fix.	
OPCION C:	Denver VORTAC.	
OPCION D:		

PREG20084562 Ref. Fig. 28 B
During the ILS RWY 31R procedure at DSM, the minimum altitude for glide slope interception is

OPCION A: 2,365 feet MSL.
OPCION B: 2,400 feet MSL.
OPCION C: 3,000 feet MSL.
OPCION D:

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:

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:

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:

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:
