
TEMA: 0295 FLT/DSP - (CHAP. 07) EMERG., HAZARDS, &
FLIGHT PHYSIOLOGY

COD_PREG: **PREGUNTA:** **RPTA:**
PREG20085097 Under what conditions should a pilot on IFR advise ATC of minimum fuel status? C
(9010)

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:

PREG20085098 What does the term "minimum fuel" imply to ATC? C
(9011)

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:

PREG20085099 What is the hijack code? B
(9051)

OPCION A: 7200.

OPCION B: 7500.

OPCION C: 7777.

OPCION D:

PREG20085100 Which range of codes should a pilot avoid switching through when changing transponder codes? C
(9052)

OPCION A: 0000 through 1000.

OPCION B: 7200 and 7500 series.

OPCION C: 7500, 7600, and 7700 series.

OPCION D:

PREG20085101 What airport condition is reported by the tower when more than one wind condition at different positions on the airport is reported? B
(9054)

OPCION A: Light and variable.

OPCION B: Wind shear.

OPCION C: Frontal passage.

OPCION D:

PREG20085102 What minimum condition is suggested for declaring an emergency? A
(9097)

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:

PREG20085103 (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:

PREG20085104 (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:

PREG20085105 (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:

PREG20085106 (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:

PREG20085107 (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:

PREG20085108 (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:

PREG20085109 (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:		
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PREG20085110 (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:		
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PREG20085111 (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:		
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PREG20085112 (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:		
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PREG20085113 (9111)	What is the effect of alcohol consumption on functions of the body?	A
OPCION A:	Alcohol has anadverse 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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PREG20085114 (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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PREG20085115 (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:		

PREG20085116 (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:		

PREG20085117 (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:		

PREG20085118 (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:		

PREG20085119 (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:		

PREG20085120 (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:		

PREG20085121 (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:		

PREG20085122 (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:		

PREG20085123 (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:		

PREG20085124 (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:		

PREG20085125 (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:		

PREG20085126 (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:		

PREG20085127 (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:

PREG20085128 (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:

PREG20085129 (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:

PREG20085130 (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 A

OPCION A: 8 hours.

OPCION B: 12 hours.

OPCION C: 24 hours.

OPCION D:

PREG20085132 (9363) If a pilot is being radar vectored in IFR conditions and loses 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:

PREG20085134 (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:

PREG20085138 (9433) Haze can give the illusion that the aircraft is closer to the runway than it actually 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:

PREG20085139 (9434) Sudden penetration of fog can create the illusion of pitching up. A

OPCION A: pitching up.

OPCION B: pitching down.

OPCION C: leveling off.

OPCION D:

PREG20085131 (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:

PREG20085133 (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:

PREG20085135 (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:

PREG20085136 (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:		

PREG20085137 (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:		

PREG20085140 (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:		

PREG20085141 (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:		
