TEMA: 0620 ATP-RTC - Equip., Navigation & Facilities - Chap.2

COD_PREG:	PREGUNTA:	RPTA:
PREG20097837 (8907)	Identify the runway distance remaining markers.	A
OPCION A:	Signs with increments of 1,000 feet distance remaining.	
OPCION B:	Red markers laterally placed across the runway at 3,000 feet from the end.	
OPCION C:	Yellow marker laterally placed across the runway with signs on the side denoting distance to the end.	
OPCION D:		
PREG20097838 (8908)	What are the indications of Precision Approach Path Indicator (PAPI)?	A
OPCION A:	High - white, on glide path - red and white; low - red.	
OPCION B:	High - white, on glide path - green; low - red.	
OPCION C:	High - white and green, on glidepath - green; low - red.	
OPCION D:		
PREG20097839 (8921)	What does the Precision Approach Path Indicator (PAPI) consist of?	B
OPCION A:	Row of four lights parallel to the runway; red, white, and green.	
OPCION B:	Row of four lights perpendicular to the runway; red and white.	
OPCION C:	One light projector with two colors; red and white.	
OPCION D:		
PREG20097840 (8924)	(Refer to Figure 130.) What is the runway distance remaining at "B" for a daytime takeoff on runway 9?	C
OPCION A:	2,000 feet	
OPCION B:	2,500 feet	
OPCION C:	3,000 feet	
OPCION D:		
PREG20097841 (8925)	(Refer to Figure 130.) What is the runway distance remaining at "C" for a daytime takeoff on runway 9?	B
OPCION A:	2,500 feet	
OPCION B:	2,000 feet	
OPCION C:	1,500 feet	
OPCION D:		
PREG20097842 (8926)	(Refer to Figure 130.) What is the runway distance remaining at "D" for a daytime takeoff on runway 9?	B
OPCION A:	500 feet	
OPCION B:	1,000 feet	
OPCION C:	1,500 feet	

OPCION D:

PREG20097843 (8927) (Refer to Figure 131.) What is the runway distance remaining at "E" for a daytime takeoff on runway 9? B

OPCION A: 1,500 feet
OPCION B: 2,000 feet
OPCION C: 2,500 feet
OPCION D:

PREG20097844 (8929) (Refer to Figure 131.) What is the runway distance remaining at "D" for a daytime takeoff on runway 9? A

OPCION A: 3,000 feet
OPCION B: 2,500 feet
OPCION C: 1,500 feet
OPCION D:

PREG20097845 (8931) (Refer to Figure 131.) What is the runway distance remaining at "F" for a daytime takeoff on runway 9? C

OPCION A: 2,000 feet
OPCION B: 1,500 feet
OPCION C: 1,000 feet
OPCION D:

PREG20097846 (9080) During an en route descent in a fixed-thrust and fixed-pitch attitude configuration, both the ram air input and drain hole of the pilot system become completely blocked by ice. What airspeed indication can be expected? B

OPCION A: Increase in indicated airspeed
OPCION B: Decrease in indicated airspeed
OPCION C: Indicated airspeed remains at the value prior to icing
OPCION D:

PREG20097847 (9081) What can a pilot expect if the pitot system ram air input and drain hole are blocked by ice? A

OPCION A: The airspeed indicator may act as an altimeter
OPCION B: The airspeed indicator will show a decrease with an increase in altitude
OPCION C: No airspeed indicator change will occur during climbs or descents
OPCION D:

PREG20097848 (9082) If both the ram air input and drain hole of the pilot system are blocked by ice, what airspeed indication can be expected? A

OPCION A: No variation of indicated airspeed in level fligh if large power changes are made

OPCION B: Decrease of indicated airspeed during a climb
OPCION C: Constant indicated airspeed during a descent
OPCION D:

PREG20097849 (9099) When setting the altimeter, pilots shoulds disregard — A

OPCION A: effects of nonstandard atmospheric temperatures and pressures
OPCION B: corrections for static pressure systems
OPCION C: corrections for instrument error
OPCION D:

PREG20097850 (9163) En route at FL270, the altimeter is set correctly. On descent, a pilot fails to set the local altimeter setting of 30.57. If the field elevation is 650 feet, and the altimeter is functioning properly, what will it indicate upon landind? — C

OPCION A: 585 feet.
OPCION B: 1,300 feet.
OPCION C: Sea level.
OPCION D:

PREG20097851 (9164) What is corrected altitude (approximate true altitude)? — B

OPCION A: Pressure altitude corrected for instrument error
OPCION B: Indicated altitude corrected for temperature variation from standard
OPCION C: Density altitude corrected for temperature variation from standard
OPCION D:

PREG20097852 (9167) What information from the control tower is indicated by the following transmission?
"SOUTH BOUNDARY WIND ONE SIX ZERO AT TWO FIVE, WEST BOUNDARY WIND TWO FOUR ZERO AT THREE FIVE" — C

OPCION A: A downburst is located at the center of the airport
OPCION B: Wake turbulence exists on the west side of the active runway
OPCION C: There is a possibility of wind shear over or near the airport
OPCION D:

PREG20097853 (9168) Where is a common location for an inversion? — B

OPCION A: At the tropopause
OPCION B: In the stratosphere
OPCION C: At the base of cumulus clouds
OPCION D:

PREG20097854 (9172) If the ambient temperature is warmer than standard at FL350, what is the density altitude compared to pressure altitude? — B

OPCION A: Lower than pressure altitude

OPCION B: Higher than pressure altitude

OPCION C: Impossible to determine without information on possible inversion layers at lower altitudes

OPCION D:

PREG20097855 (9173) — If the ambient temperature is colder than standard at FL310, what is the relationship between true altitude and pressure altitude? — B

OPCION A: They are both the same, 31,000 feet

OPCION B: True altitude is lower than 31,000 feet

OPCION C: Pressure altitude is lower than true altitude

OPCION D:

PREG20097856 (9174) — Which pressure is defined as station pressure? — B

OPCION A: Altimeter setting.

OPCION B: Actual pressure at field elevation.

OPCION C: Station barometric pressure reduced to sea level.

OPCION D:

PREG20097857 (9222) — How will the airspeed indicator react if the ram air input to the pilot head is blocked by ice, but the drain hole and static port are not? — A

OPCION A: Indication will drop to zero

OPCION B: Indication will rise to the top of the scale

OPCION C: Indication will remain constant but will increase in a climb

OPCION D:

PREG20097858 (9258) — What type of service should normally be expected from an En Route Flight Advisory Service? — A

OPCION A: Weather advisories pertinent to the type of flight, intended route of flight, and altitude.

OPCION B: Severe weather information, changes in flight plans,and receipt of position reports.

OPCION C: Radar vectors for traffic separation, route weather advisories, and altimeter settings.

OPCION D:

PREG20097859 (9356) — For what purpose may cockpit voice recorders and flight data recorders NOT be used? — B

OPCION A: Determining causes of accidents and occurrences under investigation by the NTSB.

OPCION B: Determining any certificate action, or civil penalty, arising out of an accident or occurrence.

OPCION C: Identifying procedures that may have been conducive to any accident, or accurrence resulting in investigation under NTSB Part 830.

OPCION D:

PREG20097860 (9357)	How long is cockpit voice recorder and flight recorder data kept, in the event of an accident or occurrence resulting in terminating the flight?	A
OPCION A:	60 days	
OPCION B:	90 days	
OPCION C:	30 days	
OPCION D:		

PREG20097861 (9378)	A pilot approaching to land a turbine-powered aircraft on a runway served by a VASI shall	C
OPCION A:	not use the VASI unless a clearance for a VASI approach is received.	
OPCION B:	use the VASI only when weather conditions are below basic VFR.	
OPCION C:	maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing.	
OPCION D:		

PREG20097862 (9407)	A function of the minimum equipment list is to indicate required items which	C
OPCION A:	are required to be operative for overwater passenger air carrier flights.	
OPCION B:	may be inoperative for a one-time ferry flight of a large airplane to a maintenance base.	
OPCION C:	may be inoperative prior to beginning a flight in an aircraft.	
OPCION D:		

PREG20097863 (9410)	Information obtained from flight data and cockpit voice recorders shall be used only for determining	C
OPCION A:	who was responsible for any accident or incident.	
OPCION B:	evidence for use in civil penalty or certificate action.	
OPCION C:	possible causes of accidents or incidents.	
OPCION D:		

PREG20097864 (9416)	When instructed by ATC to "Hold short of a runway (ILS critical area, etc.)" the pilot should stop	B
OPCION A:	with the nose gear on the hold line	
OPCION B:	so that no part of the aircraft extends beyond the hold line	
OPCION C:	so the flight deck area of the aircraft is even with the hold line	
OPCION D:		

PREG20097865 (9417)	You have just landed at an airport and the tower tells you to call ground control when clear of the runway. You are considered clear of the runway when	C
OPCION A:	the aft end of the aircraft is even with the taxiway location sign.	
OPCION B:	the flight deck area of the aircraft is even with the hold line.	
OPCION C:	all parts of the aircraft have crossed the hold line.	
OPCION D:		

PREG20097866 (9421)	Holding position signs have	A
OPCION A:	white inscriptions on a red background	
OPCION B:	red inscriptions on a white background	
OPCION C:	yellow inscriptions on a red background	
OPCION D:		

PREG20097867 (9422)	Airport information signs, used to provide destination or information, have	C
OPCION A:	yellow inscriptions on a black background	
OPCION B:	white inscriptions on a black background	
OPCION C:	black inscriptions on a yellow background	
OPCION D:		

PREG20097869 (94231)	(Refer to Figure 227.) What is the purpose of the taxiway ending marker sign?	B
OPCION A:	Identifies area aircraft are prohibited	
OPCION B:	Indicates taxiway does not continue beyond intersection	
OPCION C:	Provides general taxiing direction to named taxiway	
OPCION D:		

PREG20097870 (9436)	(Refer to Figure 156.) This sign, which faces the runway and is visible to the pilot, indicates	B
OPCION A:	a point at which the pilot should contact ground control without being instructed by the tower	
OPCION B:	a point at which the aircraft will be clear of the runway	
OPCION C:	the point at which the emergency arresting gear is stretched across the runway	
OPCION D:		

PREG20097871 (9735)	(Refer to Figure 223.) The "runway hold position" sign denotes	C
OPCION A:	an area protect for an aircraft approaching a runway	
OPCION B:	an entrance to runway from a taxiway	
OPCION C:	intersecting runways	
OPCION D:		

PREG20097868 (9423)	Hold line markings at the intersection of taxiways and runways consist of four lines (two solid and two dashed) that extend across the width of the taxiway. These lines are	B
OPCION A:	white in color and the dashed lines are nearest the runway	
OPCION B:	yellow in color and the dashed lines are nearest the runway	
OPCION C:	yellow in color and the solid lines are nearest the runway	
OPCION D:		

PREG20097872 (97351)	(Refer to Figure 228.) What is the purpose of the runway/runway hold position sign?	C
OPCION A:	Denotes entrance to runway from a taxiway	
OPCION B:	Denotes area protected for an aircraft approaching or departing a runway	
OPCION C:	Denotes intersecting runways	
OPCION D:		

PREG20097873 (97352)	(Refer to Figure 225.) What is the purpose of No Entry sign?	A
OPCION A:	Identifies paved area where aircraft are prohibited from entering	
OPCION B:	Identifies area that does not continue beyond intersection	
OPCION C:	Identifies the exit boundary for the runway protected area	
OPCION D:		

PREG20097874 (97353)	(Refer to Figure 226.) What does the outbound destination sign identify?	C
OPCION A:	Identifies entrance to the runway from a taxiway	
OPCION B:	Identifies runway on which an aircraft is located	
OPCION C:	Identifies direction to take-off runways	
OPCION D:		

PREG20097875 (9736)	During an IFR cross-country flight you picked up rime icing which you estimate is 1/2" thick on the leading edge of the wings. You are now below the clouds at 2000 feet AGL and are approaching your destination airport under VFR. Visibility under the clouds is more than 10 miles, winds at the destination airport are 8 knots right down the runway, and the surface temperature is 3 degrees Celsius. You decide to:	A
OPCION A:	use a faster than normal approach and landing speed	
OPCION B:	approach and land at your normal speed since the ice is not thick enough to have any noticeable effect	
OPCION C:	fly your approach slower than normal to lessen the "wing chill" effect and break up the ice	
OPCION D:		