

**TEMA:** 0625 ATP-RTC - Emergencies, Hazards & Flight Physiology -  
Chap.7

**COD\_PREG:** **PREGUNTA:** **RPTA:**  
PREG20098037 (9107) When making an approach to a narrower-than-usual runway, without VASI assistance, the pilot should be aware that the approach **B**  
**OPCION A:** altitude may be higher than it appears  
**OPCION B:** altitude may be lower than it appears  
**OPCION C:** may result in leveling off too high and landing hard  
**OPCION D:**

PREG20098038 (9108) The illusion of being in a noseup attitude which may occur during a rapid acceleration takeoff is known as **C**  
**OPCION A:** inversion illusion  
**OPCION B:** autokinesis  
**OPCION C:** somatogravic illusion  
**OPCION D:**

PREG20098039 (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:**

PREG20098040 (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:**

PREG20098027 (9050) Under what condition does ATC issue safety alerts? **B**  
**OPCION A:** When collision with another aircraft is imminent  
**OPCION B:** If the aircraft altitude is noted to be in close proximity to the surface or an obstacle  
**OPCION C:** When weather conditions are extreme and wind shear or large hall is in the vicinity  
**OPCION D:**

PREG20098028 (9054) What airport condition is reported by the tower when more than one wind condition at different positions on the airport is reported? **B**  
**OPCION A:** Light and variable

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**OPCION B:** Wind shear  
**OPCION C:** Frontal passage  
**OPCION D:**

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PREG20098029 (9097) What minimum condition is suggested for declaring an emergency? A

**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:**

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PREG20098030 (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:**

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PREG20098031 (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:**

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PREG20098032 (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:**

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PREG20098033 (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:**

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PREG20098034 (9104) Which is a common symptom of hyperventilation? A

**OPCION A:** Tingling of the hands, legs, and feet.  
**OPCION B:** Increased vision keenness.

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**OPCION C:** Decreased breathing rate.

**OPCION D:**

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PREG20098035 (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 oxygen in the air is decreased

**OPCION C:** oxygen partial pressure is decreased

**OPCION D:**

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PREG20098036 (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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PREG20098041 (9111) What is the effect of alcohol consumption on functions of the body? A

**OPCION A:** Alcohol has an adverse effect, especially as altitude increases.

**OPCION B:** Small amounts of alcohol in the human system increase judgement and decision-making abilities.

**OPCION C:** Alcohol has little effect if followed by equal quantities of black coffee.

**OPCION D:**

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PREG20098042 (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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PREG20098043 (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:**

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PREG20098044 (9114) What is the most effective way to use the eyes during night flight? B

**OPCION A:** Look only al 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:**

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PREG20098045 (9115)	While making prolonged constant rate turns under IFR conditions, an abrupt head movement can create the illusion of rotation an entirely different axis. This is known as	B
<b>OPCION A:</b>	autokinesis	
<b>OPCION B:</b>	Coriolis illusion	
<b>OPCION C:</b>	the leans	
<b>OPCION D:</b>		
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PREG20098046 (9116)	Which observed target aircraft would be of most concern with respect to collision avoidance?	C
<b>OPCION A:</b>	One which appears to be ahead and moving from left to right at high speed.	
<b>OPCION B:</b>	One which appears to be ahead and moving from right to left at low speed.	
<b>OPCION C:</b>	One which appears to be ahead with no lateral or vertical movement and is increasing in size.	
<b>OPCION D:</b>		
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PREG20098047 (9117)	Scanning procedures for effective collision avoidance should constitute	A
<b>OPCION A:</b>	looking outside for 15 seconds, then inside for 5 seconds, then repeat	
<b>OPCION B:</b>	1 minute inside scanning, then 1 minute outside scanning, then repeat	
<b>OPCION C:</b>	looking outside every 30 seconds except in radar contact when outside scanning is unnecessary	
<b>OPCION D:</b>		
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PREG20098048 (9118)	When using the Earth's horizon as a reference point to determine the relative position of othert aircraft, most concern would be for aircraft	C
<b>OPCION A:</b>	above the horizon and increasing in size.	
<b>OPCION B:</b>	on the horizon with little relative movement.	
<b>OPCION C:</b>	on the horizon and increasing in size.	
<b>OPCION D:</b>		
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PREG20098049 (9120)	Hazardous vortex turbulence that might be encountered behind large aircraft is created only when that aircraft is	A
<b>OPCION A:</b>	developing lift.	
<b>OPCION B:</b>	operating at high airspeeds.	
<b>OPCION C:</b>	using high power settings.	
<b>OPCION D:</b>		
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PREG20098050 (9121)	Wingtip vortices created by large aircraft tend to	A
<b>OPCION A:</b>	sink below the aircraft generating the turbulence.	
<b>OPCION B:</b>	rise from the surface to traffic pattern altitude.	
<b>OPCION C:</b>	accumulate and remain for a period of time at the point where the takeoff roll began.	
<b>OPCION D:</b>		

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PREG20098051 (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:**

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PREG20098052 (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:**

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PREG20098053 (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:**

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PREG20098054 (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:**

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PREG20098055 (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:**

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PREG20098056 (9433) Haze can give the illusion that the aircraft 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:**

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PREG20098057 (9434) Sudden penetration of fog can create the illusion of A

**OPCION A:** pitching up.

**OPCION B:** pitching down.

**OPCION C:** levelling off.

**OPCION D:**

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PREG20098058 (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:**

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PREG20098059 (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:**

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