

TEMA: 0641 COM-RTC - Regulations - Chap. 4

COD_PREG:	PREGUNTA:	RPTA:
PREG20098548	Which minimum flight visibility and distance from clouds is required for a day VFR helicopter flight in Class G airspace at 3,500 feet MSL over terrain with an elevation of 1,900 feet MSL?	C
OPCION A:	Visibility - 3 miles; distance from clouds - 1,000 feet below, 1,000 feet above, and 1 mile horizontally.	
OPCION B:	Visibility - 3 miles; distance from clouds - 500 feet below, 1,000 feet above, and 2,000 feet horizontally.	
OPCION C:	Visibility - 1 mile; distance from clouds - 500 feet below, 1,000 feet above, and 2,000 feet horizontally.	
OPCION D:		
PREG20098564	A person with a Commercial Pilot certificate may act as pilot in command of an aircraft for compensation or hire, if that person	B
OPCION A:	holds appropriate category, class ratings, and meets the recent flight experience requirements of 14 CFR Part 61.	
OPCION B:	is qualified in accordance with 14 CFR Part 61 and with the applicable parts that apply to the operation.	
OPCION C:	is qualified in accordance with 14 CFR Part 61 and has passed a pilot competency check given by an authorized check pilot.	
OPCION D:		
PREG20098565	What is the general direction of movement of the other aircraft if during a night flight you observe a steady white light and a rotating red light ahead and at your altitude? The other aircraft is	A
OPCION A:	headed away from you.	
OPCION B:	crossing to your left.	
OPCION C:	approaching you head-on.	
OPCION D:		
PREG20098549	Basic VFR weather minimums require at least what visibility for operating a helicopter within Class D airspace?	C
OPCION A:	1 mile.	
OPCION B:	2 miles.	
OPCION C:	3 miles.	
OPCION D:		
PREG20098550	Who is primarily responsible for maintaining an aircraft in an airworthy condition?	C
OPCION A:	The lead mechanic responsible for that aircraft.	
OPCION B:	Pilot in command or operator.	
OPCION C:	Operator or owner of the aircraft.	
OPCION D:		

PREG20098551	Assuring compliance with an Airworthiness Directive is the responsibility of the	C
OPCION A:	pilot in command and the DGAC certificated mechanic assigned to that aircraft.	
OPCION B:	pilot in command of that aircraft.	
OPCION C:	owner or operator of that aircraft.	
OPCION D:		

PREG20098552	After an annual inspection has been completed and the aircraft has been returned to service, an appropriate notation should be made	B
OPCION A:	on the airworthiness certificate.	
OPCION B:	in the aircraft maintenance records.	
OPCION C:	in the DGAC-approved flight manual.	
OPCION D:		

PREG20098553	A standard airworthiness certificate remains in effect as long as the aircraft receives	A
OPCION A:	required maintenance and inspections.	
OPCION B:	an annual inspection.	
OPCION C:	an annual inspection and 100-hour inspection prior to their expiration dates.	
OPCION D:		

PREG20098554	If an aircraft's operation in flight was substantially affected by an alteration or repair, the aircraft documents must show that it was test flown and approved for return to service by an appropriately-rated pilot prior to being operated	B
OPCION A:	under VFR or IFR rules.	
OPCION B:	with passengers aboard.	
OPCION C:	for compensation or hire.	
OPCION D:		

PREG20098555	An aircraft carrying passengers for hire has been on a schedule of inspection every 100 hours of time in service. Under which condition, if any, may the aircraft be operated beyond 100 hours without a new inspection?	C
OPCION A:	The aircraft may be flown for any flight as long as the time in service has not exceeded 110 hours.	
OPCION B:	The aircraft may be dispatched for a flight of any duration as long as 100 hours has not been exceeded at the time it departs.	
OPCION C:	The 100-hour limitation may be exceeded by not more than 10 hours if necessary to reach a place at which the inspection can be done.	
OPCION D:		

PREG20098556	Aircraft maintenance records must include the current status of the	C
OPCION A:	applicable airworthiness certificate.	
OPCION B:	life-limited parts of only the engine and airframe.	
OPCION C:	life-limited parts of each airframe, engine, propeller, rotor, and appliance.	
OPCION D:		

PREG20098557 Which is true relating to Airworthiness Directives (ADs)? B

OPCION A: ADs are advisory in nature and are, generally, not addressed immediately.

OPCION B: Noncompliance with ADs renders an aircraft unairworthy.

OPCION C: Compliance with ADs is the responsibility of maintenance personnel.

OPCION D:

PREG20098558 A new maintenance record being used for an aircraft engine rebuilt by the C
manufacturer must include previous

OPCION A: operating hours of the engine.

OPCION B: annual inspections performed on the engine.

OPCION C: changes as required by Airworthiness Directives.

OPCION D:

PREG20098559 What person is directly responsible for the final authority as to the operation B
of the aircraft?

OPCION A: Certificate holder.

OPCION B: Pilot in command.

OPCION C: Aircraft owner/operator.

OPCION D:

PREG20098560 Operating regulations for civil helicopters require that during movement on B
the surface, takeoffs, and landings, a seat belt and shoulder harness (if
installed) must be properly secured about each

OPCION A: flight crew member only.

OPCION B: person on board

OPCION C: flight and cabin crewmembers.

OPCION D:

PREG20098562 Minimum safe altitude rules authorize that helicopter pilots to B
fly lower than 500 feet, except when necessary for takeoff or landing.

OPCION A: fly lower than 500 feet, except when necessary for takeoff or landing.

OPCION B: comply with routes and altitudes prescribed by the DGAC.

OPCION C: not fly closer than 500 feet to any person, vessel, vehicle, or structure.

OPCION D:

PREG20098563 Minimum safe altitudes rules authorize helicopter pilots to B
fly at less than 500 feet.

OPCION A: fly at less than 500 feet.

OPCION B: fly at less than 500 feet if they do not create a hazard to persons or property
on the surface.

OPCION C: fly closer than 500 feet to any person, vehicle, vessel, or structure on the
surface.

OPCION D:

PREG20098528 Each required flight crewmember is required to keep his or her shoulder C
harness fastened

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- OPCION A:** during takeoff and landing only when passengers are aboard the aircraft
OPCION B: while the crewmembers are at their stations, unless he or she is unable to perform required duties
OPCION C: during takeoff and landing, unless he or she is unable to perform required duties
OPCION D:
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PREG20098529 All peruvian registered civil airplanes, the use of safety belts is required during movement on the surface, takeoffs, and landings for **B**

- OPCION A:** safe operating practice but not required by regulations
OPCION B: each person over 2 years of age on board
OPCION C: commercial passenger operations only
OPCION D:
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PREG20098530 To begin a flight in a rotorcraft under VFR, there must be enough fuel to fly to the first point of intended landing and, assuming normal cruise speed, to fly thereafter for at least. **A**

- OPCION A:** 20 minutes.
OPCION B: 30 minutes
OPCION C: 45 minutes
OPCION D:
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PREG20098531 In accordance with 14 CFR Part 91, supplemental oxygen must be used by the required minimum flight crew for that time exceeding 30 minutes while at cabin pressure altitudes of **C**

- OPCION A:** 10,500 feet MSL up to and including 12,500 feet MSL
OPCION B: 12,500 feet MSL up to and including 18,000 feet MSL
OPCION C: 12,500 feet MSL up to and including 14,000 feet MSL
OPCION D:
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PREG20098532 What are the oxygen requirements when operating at cabin pressure altitudes above 15,000 feet MSL **C**

- OPCION A:** oxygen must be available for the flight crew.
OPCION B: oxygen is not required at any altitude in a free balloon.
OPCION C: the flight crew must use and passengers must provided oxygen.
OPCION D:
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PREG20098533 Approved flotation gear, readily available to each occupant, is required on each helicopter if it is being flown for hire over water **B**

- OPCION A:** more than 50 statute miles from shore.
OPCION B: beyond power-off gliding distance from shore.
OPCION C: in amphibious aircraft beyond 50 NM from shore.
OPCION D:
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PREG20098534 Which is true with respect to operating limitations of a "restricted" category helicopter? **C**

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- OPCION A:** A "restricted" category helicopter is limited top an operating radius of 25 miles from its home base.
- OPCION B:** A pilot of a "restricted" category helicopter is required to hold a commercial pilot certificate.
- OPCION C:** No person may operate a "restricted" category helicopter carrying property or passengers for compensation or hire.
- OPCION D:**
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PREG20098535 Wich is true with respect to operating limitations of a restricted category airplane? C

- OPCION A:** A pilot of a restricted category airplane is required to hold a commercial pilot certificate
- OPCION B:** A restricted category airplane is limited to an operating radius of 25 miles from its home base
- OPCION C:** No person may operate a restricted category airplane carrying passengers or propensity for compensation
- OPCION D:**
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PREG20098536 The maximum cumulative time that an emergency locator transmitter may be operated before rechargeable battery must be recharged is C

- OPCION A:** 30 minutes
- OPCION B:** 45 minutes
- OPCION C:** 60 minutes
- OPCION D:**
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PREG20098537 5073-2 A

- OPCION A:** Which is true with respect to operating near other aircraft in flight? They are not authorized, when operarted so close to another aircraft they can create a collision hazard.
- OPCION B:** not authorized, unless the pilot in command of each aircraft is trained and found competent in formation.
- OPCION C:** authorized when carrying passengers for hire, with prior arrangement with the pilot in command of each aircraft in the formation.
- OPCION D:**
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PREG20098538 Wich is true with respect to formation flights? Formation flights are C

- OPCION A:** authorized when carrying passengers for hire with prior arrangement with the piloto command of each aircraft in the formation
- OPCION B:** not authorized when visibilities are less than 3 SM
- OPCION C:** not authorized when carrying passengers for hire
- OPCION D:**
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PREG20098539 While in flight a helicopter and an airplane are converging at 90° angle, and the helicopter is located to the right of the airplane. Which aircraft has the right-of-way, and why? A

- OPCION A:** The helicopter, because it is to the right of the airplane.
- OPCION B:** The helicopter, because helicopters have the right-of-way over airplanes.

OPCION C: The airplane, because airplanes have the right-of-way over helicopters.

OPCION D:

PREG20098540 Two aircraft of the same category are approaching an airport for purpose of landing. The right-of-way belongs to the aircraft **B**

OPCION A: at the higher altitude.

OPCION B: at the lower altitude, but the pilot shall not take advantage of this rule to cut in front of or to overtake the other aircraft.

OPCION C: that is more maneuverable, and that aircraft may, with caution, move in front of or overtake the other aircraft.

OPCION D:

PREG20098541 5076-1 **B**
Airplane A is overtaking a airplane B. Which airplane has the right-of-way?

OPCION A: Airplane A; the pilot should alter course to the right to pass

OPCION B: Airplane B; the pilot should expect to be passed on the right

OPCION C: Airplane B; the pilot should expect to be passed on the left.

OPCION D:

PREG20098542 An airplane is overtaking a helicopter. Wich aircraft has the right -of.way? **A**

OPCION A: Helicopter; the pilot should expect to be passed on the right.

OPCION B: Airplane; the airplane pilot should alter course to the left to pass

OPCION C: Helicopter; the pilot should expect to be passed on the left

OPCION D:

PREG20098543 A pilot flying a single-engine airplane observes a multiengine airplane approaching from the left. Wich pilot should give way? **A**

OPCION A: The pilot of the multiengine airplane should give way; the single-engine airplane is to its right

OPCION B: The pilot of the single-engine airplane should give way; the other airplane is to the left

OPCION C: Each piloto should alter course to the right

OPCION D:

PREG20098544 What is the maximum indicated airspeed allowed in the airspace underlying Class B airspace? **B**

OPCION A: 156 knots.

OPCION B: 200 knots.

OPCION C: 230 knots.

OPCION D:

PREG20098545 Unless otherwise authorized or required by ATC, the maximum indicated airspeed permitted when at or below 2,500 feet AGL within 4 NM of the primary airport of a Class C, or D airspace **B**

OPCION A: 180 knots.

OPCION B: 200 knots.

OPCION C: 230 knots.
OPCION D:

PREG20098546 5080-2 A
If an aircraft is not equipped with an electrical or anticollision light system, no person may operate that aircraft

OPCION A: after sunset to sunrise
OPCION B: after dark.
OPCION C: 1 hour after sunset.
OPCION D:

PREG20098547 If not equipped with required position lights, an aircraft must terminate flight A

OPCION A: at sunset
OPCION B: 30 minutes after sunset
OPCION C: 1 hour after sunset
OPCION D:

PREG20098512 Notification to the CIAA (NTSB) is required when there has been substantial damage C

OPCION A: which requires repairs to landing gear.
OPCION B: to an engine caused by engine failure in flight.
OPCION C: which adversely affects structural strength or flight characteristics.
OPCION D:

PREG20098513 Which airborne incident would require that the CIAA (NTSB) be notified immediately? C

OPCION A: Cargo compartment door malfunction or failure.
OPCION B: Cabin door opened in-flight.
OPCION C: Flight control system malfunction or failure.
OPCION D:

PREG20098514 While taxiing on the parking ramp, the landing gear, wheel, and tire are damaged by striking ground equipment. What action would be required to comply with CIAA (NTSB) Part 830? C

OPCION A: An immediate notification must be filed by the operator of the aircraft with nearest CIAA (NTSB) field office.
OPCION B: A report must be filed with the nearest DGAC field office within 7 days.
OPCION C: No notification or report is required.
OPCION D:

PREG20098515 When should notification of an aircraft accident be made to the CIAA (NTSB) if there was substantial damage and no injuries? A

OPCION A: Immediately.
OPCION B: Within 10 days.
OPCION C: Within 30 days.

OPCION D:

PREG20098516 How many days after an accident is a report required to be filed with the CIAA (NTSB) office? C

OPCION A: 2 days.

OPCION B: 7 days.

OPCION C: 10 days.

OPCION D:

PREG20098517 Regulations which refer to commercial operators relate to that person who C

OPCION A: is the owner of a small scheduled airline.

OPCION B: for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, as an air carrier.

OPCION C: for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier.

OPCION D:

PREG20098518 Regulations which refer to the operational control of a flight are in relation to C

OPCION A: the specific duties of any required crewmember.

OPCION B: acting as the sole manipulator of the aircraft controls.

OPCION C: exercising authority over initiating, conducting, or terminating a flight.

OPCION D:

PREG20098519 Commercial pilots are required to have a valid and appropriate pilot certificate in their personal possession when C

OPCION A: piloting for hire only.

OPCION B: carrying passengers only.

OPCION C: acting as pilot in command.

OPCION D:

PREG20098520 Which of the following are considered aircraft class ratings? C

OPCION A: Transport, normal, utility, and acrobatic.

OPCION B: Airplane, rotorcraft, glider, and lighter-than-air.

OPCION C: Single-engine land, multiengine land, single-engine sea, and multiengine sea.

OPCION D:

PREG20098521 Does a comercial pilot certificate have a specific expiration date? A

OPCION A: No, it is issued without an expiration date

OPCION B: Yes, it expires at the end of the 24th month after the month in which it was issued.

OPCION C: No, but commercial privileges expire if a flight review is not satisfactorily completed each 12 months.

OPCION D:

PREG20098522	What flight time may a pilot log as second in command?	B
OPCION A:	All flight time while acting as second in command in aircraft configured for more than one pilot.	
OPCION B:	All flight time when qualified and occupying a crewmember station in an aircraft that requires more than one pilot.	
OPCION C:	Only that flight time during which the second in command is the sole manipulator of the controls.	
OPCION D:		

PREG20098523	Who is responsible for determining if an aircraft is in condition for safe flight?	B
OPCION A:	A certificated aircraft mechanic.	
OPCION B:	The pilot in command.	
OPCION C:	The owner or operator.	
OPCION D:		

PREG20098524	When operating a civil aircraft, which document is required by regulation to be available in the aircraft?	B
OPCION A:	A manufacturer's Operations Manual.	
OPCION B:	A current, approved Airplane Flight Manual.	
OPCION C:	An Owner's Manual.	
OPCION D:		

PREG20098525	A pilot in command (PIC) of a civil aircraft may not allow any object to be dropped from that aircraft in flight	A
OPCION A:	if it creates a hazard to persons and property.	
OPCION B:	unless the PIC has permission to drop any object over private property.	
OPCION C:	unless reasonable precautions are taken to avoid injury to property.	
OPCION D:		

PREG20098526	5049-1 When is preflight action required, relative to alternatives available, if the planned flight cannot be completed?	B
OPCION A:	IFR flights only.	
OPCION B:	any flight not in the vicinity of an airport.	
OPCION C:	any flight conducted for compensation or hire.	
OPCION D:		

PREG20098527	5051-1 Required flight crewmembers' seatbelts must be fastened	B
OPCION A:	only during takeoff and landing.	
OPCION B:	while the crewmembers are at their stations.	
OPCION C:	only during takeoff and landing when passengers are aboard the aircraft.	
OPCION D:		

PREG20098561	No person may operate an aircraft in simulated instrument flight conditions unless the	C
OPCION A:	other control seat is occupied by at least an appropriately rated commercial pilot.	
OPCION B:	pilot has filed an IFR flight plan and received an IFR clearance.	
OPCION C:	other control seat is occupied by a safety pilot, who holds at least a private pilot certificate and is appropriately rated.	
OPCION D:		
