

**TEMA:** 0642 COM-RTC - Procedures and Airport Operations - Chap. 5

<b>COD_PREG:</b>	<b>PREGUNTA:</b>	<b>RPTA:</b>
PREG20098574	When weather information indicates that abnormally high barometric pressure exists, or will be above _____ inche of mercury, flight operations will not be authorized contrary to the requirements published in NOTAMs.	A
<b>OPCION A:</b>	31.00.	
<b>OPCION B:</b>	32.00.	
<b>OPCION C:</b>	30.50.	
<b>OPCION D:</b>		
PREG20098575	How can you determine if another aircraft is on a collision course with your aircraft?	C
<b>OPCION A:</b>	The nose of each aircraft is pointed at the same point in space.	
<b>OPCION B:</b>	The other aircraft will always appear to get larger and closer at a rapid rate.	
<b>OPCION C:</b>	There will be no apparent relative motion between your aircraft and the other aircraft.	
<b>OPCION D:</b>		
PREG20098576	To use VHF/DF facilities for assistance in locating your position, you must have an operative VHF	A
<b>OPCION A:</b>	transmitter and receiver.	
<b>OPCION B:</b>	transmitter and receiver, and an operative ADF receiver.	
<b>OPCION C:</b>	transmitter and receiver, and an operative VOR receiver.	
<b>OPCION D:</b>		
PREG20098577	(Refer to Figure 51) The pilot generally calls ground control after landing when the aircraft is completely clear of the runway. This is when the aircraft	C
<b>OPCION A:</b>	passes the red symbol shown at the top of the figure.	
<b>OPCION B:</b>	is on the dashed-line side of the middle symbol.	
<b>OPCION C:</b>	is past the solid-line side of the middle symbol.	
<b>OPCION D:</b>		
PREG20098578	(Refer to Figure 51) The red symbol at the top would most likely be found	B
<b>OPCION A:</b>	upon exiting all runways prior to calling ground control.	
<b>OPCION B:</b>	at an intersection where a roadway may be mistaken as a taxiway.	
<b>OPCION C:</b>	near the approach end of ILS runways.	
<b>OPCION D:</b>		
PREG20098579	(Refer to Figure 51) Which symbol does not directly address runway incursion with other aircraft?	A
<b>OPCION A:</b>	Top red.	
<b>OPCION B:</b>	Middle yellow.	

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**OPCION C:** Bottom yellow.

**OPCION D:**

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PREG20098580 Pilots are required to have the anticollision system operating C

**OPCION A:** anytime an engine is in operation.

**OPCION B:** anytime the pilot is in the cockpit.

**OPCION C:** during all types of operations, both day and night

**OPCION D:**

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PREG20098581 As hyperventilation progresses a pilot can experience C

**OPCION A:** decreased breathing rate and depth.

**OPCION B:** heightened awareness and feeling of well being.

**OPCION C:** symptoms of suffocation and drowsiness.

**OPCION D:**

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PREG20098582 To scan properly for traffic, a pilot should C

**OPCION A:** continuously sweep vision field.

**OPCION B:** concentrate on any peripheral movement detected.

**OPCION C:** use a series of short, regularly spaced eye movements that bring successive areas of the sky into the central visual field.

**OPCION D:**

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PREG20098583 Which is a common symptom of hyperventilation? A

**OPCION A:** Drowsiness.

**OPCION B:** Decreased breathing rate.

**OPCION C:** Euphoria - sense of well-being.

**OPCION D:**

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PREG20098584 Which would most likely result in hyperventilation? C

**OPCION A:** Insufficient oxygen.

**OPCION B:** Excessive carbon monoxide.

**OPCION C:** Insufficient carbon dioxide.

**OPCION D:**

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PREG20098585 Hypoxia is the result of which of these conditions? B

**OPCION A:** Excessive oxygen in the bloodstream.

**OPCION B:** Insufficient oxygen reaching the brain.

**OPCION C:** Excessive carbon monoxide in the bloodstream.

**OPCION D:**

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PREG20098586 To overcome the symptoms of hyperventilation, a pilot should B

**OPCION A:** swallow or yawn.

**OPCION B:** slow the breathing rate.

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**OPCION C:** increase the breathing rate.

**OPCION D:**

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PREG20098587 Which is true regarding the presence of alcohol within the human body? C

**OPCION A:** A small amount of alcohol increases vision acuity.

**OPCION B:** An increase in altitude decreases the adverse effect of alcohol.

**OPCION C:** Judgement and decision-making abilities can be adversely affected by even small amounts of alcohol.

**OPCION D:**

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PREG20098588 Hypoxia susceptibility due to inhalation of carbon monoxide increases as B

**OPCION A:** humidity decreases.

**OPCION B:** altitude increases.

**OPCION C:** oxygen demand increases.

**OPCION D:**

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PREG20098589 To best overcome the effects of spatial disorientation, a pilot should C

**OPCION A:** rely on body sensations.

**OPCION B:** increase the breathing rate.

**OPCION C:** rely on aircraft instrument indications.

**OPCION D:**

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PREG20098566 Which is true regarding pilot certification requirements for operations in B  
Class B airspace?

**OPCION A:** The pilot in command must hold at least a private pilot certificate with an instrument rating.

**OPCION B:** The pilot in command must hold at least a private pilot certificate.

**OPCION C:** Solo student pilot operations are not authorized.

**OPCION D:**

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PREG20098567 What is the minimum flight visibility and proximity to cloud requirements for B  
VFR flight, at 6,500 feet MSL, in Class C, D, and E airspace?

**OPCION A:** 1 mile visibility; clear of clouds.

**OPCION B:** 3 miles visibility; 1,000 feet above and 500 feet below.

**OPCION C:** 5 miles visibility; 1,000 feet above and 1,000 feet below.

**OPCION D:**

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PREG20098568 VFR cruising altitudes are required to be maintained when flying B

**OPCION A:** at 3,000 feet or more AGL; based on true course.

**OPCION B:** more than 3,000 feet or more AGL; based on magnetic course.

**OPCION C:** at 3,000 feet or more above MSL; based on magnetic heading.

**OPCION D:**

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PREG20098569	After an ATC clearance has been obtained, a pilot may not deviate from that clearance, unless the pilot	C
<b>OPCION A:</b>	requests an amended clearance.	
<b>OPCION B:</b>	is operating VFR on top.	
<b>OPCION C:</b>	receives an amended clearance or has an emergency.	
<b>OPCION D:</b>		

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PREG20098570	When operating an aircraft in the vicinity of an airport with an operating control tower, in Class E airspace, a pilot must establish communications prior to	C
<b>OPCION A:</b>	8 NM, and up to and including 3,000 feet AGL.	
<b>OPCION B:</b>	5 NM, and up to and including 3,000 feet AGL.	
<b>OPCION C:</b>	4 NM, and up to and including 2,500 feet AGL.	
<b>OPCION D:</b>		

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PREG20098571	When approaching to land at an airport with an ATC facility, in Class D airspace, the pilot must establish communications prior to	C
<b>OPCION A:</b>	10 NM, up to and including 3,000 feet AGL.	
<b>OPCION B:</b>	30 SM, and be transponder equipped.	
<b>OPCION C:</b>	4 NM, up to and including 2,500 feet AGL.	
<b>OPCION D:</b>		

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PREG20098572	Which is true regarding flight operations in Class A airspace?	B
<b>OPCION A:</b>	Aircraft must be equipped with approved distance measuring equipment (DME).	
<b>OPCION B:</b>	Must conduct operations under IFR.	
<b>OPCION C:</b>	Aircraft must be equipped with an approved ATC transponder.	
<b>OPCION D:</b>		

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PREG20098573	Which is true regarding flight operations in Class A airspace?	B
<b>OPCION A:</b>	Aircraft must be equipped with approved distance measuring equipment (DME).	
<b>OPCION B:</b>	Aircraft must be equipped with an ATC transponder and altitude reporting equipment.	
<b>OPCION C:</b>	May conduct operations under VFR.	
<b>OPCION D:</b>		

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PREG20098590	Risk management, as part of the Aeronautical Decision Making (ADM) process, relies on which features to reduce the risks associated with each flight?	C
<b>OPCION A:</b>	The mental process of analyzing all information in a particular situation and making a timely decision on what action to take.	
<b>OPCION B:</b>	Application of stress management and risk element procedures.	
<b>OPCION C:</b>	Situational awareness, problem recognition, and good judgement.	
<b>OPCION D:</b>		

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PREG20098591 Aeronautical Decision Making (ADM) is a A

**OPCION A:** systematic approach to the mental process used by pilots to consistently determine the best course of action for a given set of circumstances.

**OPCION B:** decision making process which relies on good judgement to reduce risks associated with each flight.

**OPCION C:** mental process of analyzing all information in a particular situation and making timely decision on what action to take.

**OPCION D:**

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PREG20098592 Examples of classic behavioural traps that experienced pilots may fall into are: trying to C

**OPCION A:** assume additional responsibilities and assert PIC authority.

**OPCION B:** promote situational awareness and then necessary changes in behaviour.

**OPCION C:** complete a flight as planned, please passengers, meet schedules, and demonstrate the "right stuff".

**OPCION D:**

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PREG20098593 The basic drive for a pilot to demonstrate the "right stuff" can have an adverse effect on safety, by B

**OPCION A:** a total disregard for any alternative course of action.

**OPCION B:** generating tendencies that lead to practices that are dangerous, often illegal, and may lead to a mishap.

**OPCION C:** allowing events, or the situation, to control his or her actions.

**OPCION D:**

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PREG20098594 What are some of the hazardous attitudes dealt with in Aeronautical Decision Making (ADM)? A

**OPCION A:** Antiauthority (don't tell me), impulsivity (do something quickly without thinking), macho (I can do it).

**OPCION B:** Risk management, stress management, and risk elements.

**OPCION C:** Poor decision making, situational awareness, and judgement.

**OPCION D:**

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PREG20098595 When a pilot recognizes a hazardous thought, he or she then should correct it by stating the corresponding antidote. Which of the following is the antidote for MACHO? C

**OPCION A:** Follow the rules. They are usually right.

**OPCION B:** Not so fast. Think first.

**OPCION C:** Taking chances is foolish.

**OPCION D:**

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PREG20098596 To help manage cockpit stress, pilots must B

**OPCION A:** be aware of life stress situations that are similar to those in flying.

**OPCION B:** condition themselves to relax and think rationally when stress appears.

**OPCION C:** avoid situations that will degrade their abilities to handle cockpit responsibilities.

**OPCION D:**

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- PREG20098597    What does good cockpit stress management begin with?    C
- OPCION A:**    Knowing what causes stress.
- OPCION B:**    Eliminating life and cockpit stress issues.
- OPCION C:**    Good life stress management.
- OPCION D:**
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- PREG20098598    The Decide Model is comprised of a 6-step process to provide a pilot a    A  
logical way of approaching Aeronautical Decision Making. These steps are:
- OPCION A:**    Detect, estimate, choose, identify, do, and evaluate.
- OPCION B:**    Determine, evaluate, choose, identify, do, and eliminate.
- OPCION C:**    Determine, eliminate, choose, identify, do, and evaluate.
- OPCION D:**
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- PREG20098599    The taxiway ending marker    A
- OPCION A:**    Indicates taxiway does not continue
- OPCION B:**    Identifies area where aircraft are prohibited
- OPCION C:**    Provides general taxiing direction to named taxiway
- OPCION D:**
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