
TEMA: 0158 COMMERCIAL PILOT - (CH. 5) PROCEDURES & AIRPORT OPERATIONS

COD_PREG: PREGUNTA:

RPTA:

5009 What designated airspace associated with an airport becomes inactive when the control tower at that airport is not in operation? **B**

OPCION A: Class D, which then becomes Class C.

OPCION B: Class D, which then becomes Class E.

OPCION C: Class B.

50821 Which is true regarding flight operations in Class B airspace? **B**

OPCION A: Flight under VFR is not authorized unless the pilot in command is instrument rated.

OPCION B: The pilot must receive an ATC clearance before operating an aircraft in that area.

OPCION C: Solo student pilot operations are not authorized.

50822 Which is true regarding pilot certification requirements for operations in Class B airspace? **B**

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.

50823 Which is true regarding flight operations in Class B airspace? **A**

OPCION A: The aircraft must be equipped with an ATC transponder and altitude reporting system.

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

OPCION C: The pilot in command must hold at least a student pilot certificate.

5083 The minimum flight visibility for VFR flight increases to 5 statute miles beginning at an altitude of **B**

OPCION A: 14,500 feet MSL.

OPCION B: 10,000 feet MSL if above 1,200 feet AGL.

OPCION C: 10,000 feet MSL regardless of height above ground.

5085 What is the minimum flight visibility and proximity to cloud requirements for VFR flight, at 6,500 feet MSL, in Class C, D, and E airspace? **B**

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.

5088 When operating an airplane for the purpose of landing or takeoff within Class D under special VFR, what minimum distance from clouds and what visibility are required? **A**

OPCION A: Remain clear of clouds, and the ground visibility must be at least 1 SM.

OPCION B: 500 feet beneath clouds, and the ground visibility must be at least 1 SM.

OPCION C: Remain clear of clouds, and the flight visibility must be at least 1 NM.

5089 At some airports located in Class D airspace where ground visibility is not reported, takeoffs and landings under special VFR are **B**

OPCION A: not authorized.

OPCION B: authorized by ATC if the flight visibility is at least 1 SM.

OPCION C: authorized only if the ground visibility is observed to be at least 3 SM.

5090 To operate an airplane under SPECIAL VFR (SVFR) within Class D airspace at night, which is required? **C**

OPCION A: The pilot must hold an instrument pilot rating, but the airplane need not be equipped for instrument flight, as long as the weather will remain at or above SVFR minimums.

OPCION B: The Class D airspace must be specifically designated as a night SVFR area.

OPCION C: The pilot must hold an instrument pilot rating and must be equipped for instrument flight.

5091 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 AGL; based on magnetic course.

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

5115 After an ATC clearance has been obtained, a pilot may not deviate from that clearance, unless the pilot requests an amended clearance. C
OPCION A: requests an amended clearance.
OPCION B: is operating VFR on top.
OPCION C: receives an amended clearance or has an emergency.

51161 When approaching to land at an airport, without an operating control tower, in Class G airspace, the pilot should A
OPCION A: make all turns to the left, unless otherwise indicated.
OPCION B: fly a left-hand traffic pattern at 800 feet AGL.
OPCION C: enter and fly a traffic pattern at 800 feet AGL.

51191 Which is true regarding flight operations to or from a satellite airport, without an operating control tower, within the Class C airspace area? B
OPCION A: Prior to takeoff, a pilot must establish communication with the ATC controlling facility.
OPCION B: Aircraft must be equipped with an ATC transponder and altitude reporting equipment.
OPCION C: Prior to landing, a pilot must establish and maintain communication with an ATC facility.

51192 Which is true regarding flight operations to or from a satellite airport, without an operating control tower, within the Class C airspace area? A
OPCION A: Prior to entering that airspace, a pilot must establish and maintain communication with the ATC serving facility.
OPCION B: Aircraft must be equipped with an ATC transponder.
OPCION C: Prior to takeoff, a pilot must establish communication with the ATC controlling facility.

51201 Which is true regarding flight operations in Class A airspace? B
OPCION A: Aircraft must be equipped with approved distance measuring equipment (DME).
OPCION B: Must conduct operations under instrument flight rules.
OPCION C: Aircraft must be equipped with an approved ATC transponder.

51202 Which is true regarding flight operations in Class A airspace? B
OPCION A: Aircraft must be equipped with approved distance measuring equipment (DME).
OPCION B: Aircraft must be equipped with an ATC transponder and altitude reporting equipment.
OPCION C: May conduct operations under visual flight rules.

5272 How can you determine if another aircraft is on a collision course with your aircraft? C
OPCION A: The nose of each aircraft is pointed at the same point in space.
OPCION B: The other aircraft will always appear to get larger and closer at a rapid rate.
OPCION C: There will be no apparent relative motion between your aircraft and the other aircraft.

5504 To use VHF/DF facilities for assistance in locating your position, you must have an operative VHF A
OPCION A: transmitter and receiver.
OPCION B: transmitter and receiver, and an operative ADF receiver.
OPCION C: transmitter and receiver, and an operative VOR receiver.

5572 Ref. Fig. 54 point 1 B
What minimum altitude is required to avoid the Livermore Airport (LVK) Class D airspace?
OPCION A: 2,503 feet MSL.
OPCION B: 2,901 feet MSL.
OPCION C: 3,297 feet MSL.

5583 Refer. Fig. 52 point 6 C
Mosier Airport is
OPCION A: an airport restricted to use by private and recreational pilots.
OPCION B: a restricted military stage field within restricted airspace.
OPCION C: a nonpublic use airport.

5587	Ref Figure 54 The Class C airspace at Metropolitan Oakland International (OAK) which extends from the surface upward has a ceiling of	A
OPCION A:	both 2,100 feet and 3,000 feet MSL.	
OPCION B:	8,000 feet MSL.	
OPCION C:	2,100 feet AGL.	

5588	Ref. Fig. 53 GIVEN: LocatinMadera Airport (MAE) Altitude 1,000 ft AGL Position 7 NM of point E North of Madera Time 3 pm local Flight visibility 1 SM	B
	You are VFR approaching Madera Airport (point E) for a landing from the north. You	
OPCION A:	are in violation of the FARs; you need 3 miles of visibility under VFR.	
OPCION B:	are required to descend to below 700 feet AGL before entering Class E airspace and may continue for landing.	
OPCION C:	may descend to 800 feet AGL (Pattern Altitude) after entering Class E airspace and continue to the airport.	

5657	Ref. Fig. 51 The pilot generally calls ground control after landing when the aircraft is completely clear of the runway. This is when the aircraft	C
OPCION A:	passes the red symbol shown at the top of the figure.	
OPCION B:	is on the dashed-line side of the middle symbol.	
OPCION C:	is past the solid-line side of the middle symbol.	

5658	Ref. Fig. 51 The red symbol at the top would most likely be found	B
OPCION A:	upon exiting all runways prior to calling ground control.	
OPCION B:	where a roadway may be mistaken as a taxiway.	
OPCION C:	near the approach end of ILS runways.	

56591	Ref. Fig. 51 While clearing an active runway you are most likely clear of the ILS critical area when you pass which sign?	C
OPCION A:	Top red.	
OPCION B:	Middle yellow.	
OPCION C:	Bottom yellow.	

56592	Ref. Fig. 51 When taxiing up to an active runway, you are likely to be clear of the ILS critical area when short of which symbol?	A
OPCION A:	Bottom yellow.	
OPCION B:	Top red.	
OPCION C:	Middle yellow.	

5660	Ref. Fig. Which symbol does not directly address runway incursion with other aircraft?	A
OPCION A:	Top red.	
OPCION B:	Middle yellow.	
OPCION C:	Bottom yellow.	

5748	Pilots are required to have the anticollision light system operating	C
OPCION A:	anytime an engine is in operation	
OPCION B:	anytime the pilots are in the cockpit.	
OPCION C:	during all types of operations, both day and night	

5749	When in the vicinity of a VOR which is being used for navigation on VFR flights, it is important to	B
OPCION A:	make 90° left and right turns to scan for other traffic.	
OPCION B:	exercise sustained vigilance to avoid aircraft that may be converging on the VOR from other directions.	
OPCION C:	pass the VOR on the right side of the radial to allow room for aircraft flying in the opposite direction on the same radial.	

5757	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.	

5758	To scan properly for traffic, a pilot should	C
OPCION A:	slowly sweep the field of vision from one side to the other at intervals	
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.	

5759	Which is a common symptom of hyperventilation?	A
OPCION A:	Drowsiness.	
OPCION B:	Decreased breathing rate.	
OPCION C:	sense of well-being.	

5760	Which would most likely result in hyperventilation?	C
OPCION A:	Insufficient oxygen.	
OPCION B:	Excessive carbon monoxide.	
OPCION C:	Insufficient carbon dioxide.	

5761	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 dioxide in the bloodstream.	

5762	To overcome the symptoms of hyperventilation, a pilot should	B
OPCION A:	swallow or yawn.	
OPCION B:	slow the breathing rate.	
OPCION C:	increase the breathing rate.	

5763	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.	

5764	Hypoxia susceptibility due to inhalation of carbon monoxide increases as	B
OPCION A:	humidity decreases.	
OPCION B:	altitude increases.	
OPCION C:	oxygen demand increases.	

5765	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.	

5768	If necessary to take off from a slushy runway, the freezing of landing gear mechanisms can be minimized by	A
OPCION A:	recycling the gear.	
OPCION B:	delaying gear retraction.	
OPCION C:	increasing the airspeed to V _{le} before retraction.	

5941	Risk management, as part of the Aeronautical Decision Making (ADM) process, relies on which features to reduce the risks associated with each flight?	C
OPCION A:	The mental process of analyzing all information in a particular situation and making a timely decision on what action to take.	
OPCION B:	Application of stress management and risk element procedures.	
OPCION C:	Situational awareness, problem recognition, and good judgement.	
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5942	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 a timely decision on what action to take.	
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5943	The Aeronautical Decision Making (ADM) process identifies the steps involved in good decision making. One of these steps includes a pilot	C
OPCION A:	making a rational evaluation of the required actions.	
OPCION B:	developing the "right stuff" attitude.	
OPCION C:	identifying personal attitudes hazardous to safe flight.	
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5944	Examples of classic behavioral 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 behavior.	
OPCION C:	complete a flight as planned, please passengers, meet schedules, and demonstrate the "right stuff".	
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5945	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.	
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5946	Most pilots have fallen prey to dangerous tendencies or behavior problems at some time. Some of these dangerous tendencies or behavior problems which must be identified and eliminated include:	C
OPCION A:	Deficiencies in instrument skills and knowledge of aircraft systems or limitations.	
OPCION B:	Performance deficiencies from human factors such as, fatigue, illness or emotional problems.	
OPCION C:	Peer pressure, get-there-itis, loss of positional or situation awareness, and operating without adequate fuel reserves.	
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5947	An early part of the Aeronautical Decision Making (ADM) process involves	A
OPCION A:	taking a self-assessment hazardous attitude inventory test.	
OPCION B:	understanding the drive to have the "right stuff".	
OPCION C:	obtaining proper flight instruction and experience during training.	
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5948	Hazardous attitudes which contribute to poor pilot judgement can be effectively counteracted by	C
OPCION A:	early recognition of hazardous thoughts.	
OPCION B:	taking meaningful steps to be more assertive with attitudes.	
OPCION C:	redirecting that hazardous attitude so that appropriate action can be taken.	
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5949	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.	
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5950	When a pilot recognizes a hazardous thought, he or she then should correct it by stating the correspondig 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.	
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5951	What is the first step in neutralizing a hazardous attitude in the ADM process?	C
OPCION A:	Recognition of invulnerability in the situation.	
OPCION B:	Dealing with improper judgement.	
OPCION C:	Recognition of hazardous thoughts.	

5952	What should a pilot do when recognizing a thought as hazardous?	C
OPCION A:	Avoid developing this hazardous thought.	
OPCION B:	Develop this hazardous thought and follow through with modified action.	
OPCION C:	Label that thought as hazardous, then correct that thought by stating the corresponding learned antidote.	

5953	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.	

5954	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.	

5955	The passengers for a charter flight have arrived almost an hour late for a flight that requires a reservation. Which of the following alternatives best illustrates the ANTIAUTHORITY reaction?	A
OPCION A:	Those reservation rules do not apply to this flight.	
OPCION B:	If the pilot hurries, he or she may still make it on time.	
OPCION C:	The pilot can't help it that the passengers are late.	

5956	While conducting an operational check of the cabin pressurization system, the pilot discovers that the rate control feature is inoperative. He knows that he can manually control the cabin pressure, so he elects to disregard the discrepancy and departs on his trip. He will just handle the system himself. Which of the following alternatives best illustrates the INVULNERABILITY reaction?	A
OPCION A:	What is the worst that could happen.	
OPCION B:	He can handle a little problem like this.	
OPCION C:	It's too late to fix it now.	

5957	The pilot and passengers are anxious to get to their destination for a business presentation. Level IV thunderstorms are reported to be in a line across their intended route of flight. Which of the following alternatives best illustrates the IMPULSIVITY reaction?	A
OPCION A:	They want to hurry and get going, before things get worse.	
OPCION B:	A thunderstorm won't stop them.	
OPCION C:	They can't change the weather, so they might as well go.	

5958	While on an IFR flight, a pilot emerges from a cloud to find himself within 300 feet of a helicopter. Which of the following alternatives best illustrates the MACHO reaction?	B
OPCION A:	He is not too concerned; everything will be right.	
OPCION B:	He flies a little closer, just to show him.	
OPCION C:	He quickly turns away and dives, to avoid collision.	

5959	When a pilot recognizes a hazardous thought, he or she then should correct it by applying the correspondig antidote. Which of the following is the antidote for ANTIAUTHORITY/ DON'T TELL ME , hazardous attitude?	C
OPCION A:	Not so fast. Think first.	
OPCION B:	It won't happen to me. It could happen to me.	
OPCION C:	Don't tell me. Follow the rules. They are usually right.	

5960	A pilot and friends are going to fly an out-of-town football game. When the passengers arrive, the pilot determines that they will be over the maximum gross weight for takeoff with the existing fuel load. Which of the following alternatives best illustrates the RESIGNATION reaction?	A
OPCION A:	Well, nobody told him about the extra weight.	
OPCION B:	Weight and balance is a formality forced on pilots by the DGAC.	
OPCION C:	He can't wait around to de-fuel, they have to get there on time.	

5961 Which of the following is the final step of the Decide Model for effective risk management and Aeronautical Decision Making? B

OPCION A: Estimate.
OPCION B: Evaluate.
OPCION C: Eliminate.

5962 Which of the following is the first step of the Decide Model for effective risk management and Aeronautical Decision Making? A

OPCION A: Detect.
OPCION B: Identify.
OPCION C: Evaluate.

5963 The Decide Model is comprised of a 6-step process to provide a pilot a logical way of approaching Aeronautical Decision Making. These steps are: A

OPCION A: Detect, estimate, choose, identify, do, and evaluate.
OPCION B: Determine, evaluate, choose, identify, do, and eliminate.
OPCION C: Determine, eliminate, choose, identify, detect, and evaluate.
