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<b>TEMA:</b> 0118	ATP - (CHAP. 07) EMERGENCIAS, HAZARDS, AND FLIGHT PHYSIOLOGY	
<b>COD_PREG:</b>	<b>PREGUNTA:</b>	<b>RPTA:</b>
9010	Under what conditions should a pilot on IFR advise ATC of minimum fuel status?	C
<b>OPCION A:</b>	When the fuel supply becomes less than that required for IFR.	
<b>OPCION B:</b>	If the remaining fuel suggests a need for traffic or landing priority.	
<b>OPCION C:</b>	If the remaining fuel precludes any undue delay.	
9011	What does the term "minimum fuel" imply to ATC?	C
<b>OPCION A:</b>	Traffic priority is needed to the destination airport.	
<b>OPCION B:</b>	Emergency handling is required to the nearest suitable airport.	
<b>OPCION C:</b>	Advisory that indicates an emergency situaion is possible should an undue delay occur.	
9050	Under what condition does ATC issue safety alerts?	B
<b>OPCION A:</b>	When collision with another aircraft is imminent.	
<b>OPCION B:</b>	If the aircraft altitude is noted to be in close proximity to the surface or an obstacle.	
<b>OPCION C:</b>	When weather conditions are extreme and wind shear or large hail is in the vicinity.	
9051	What is the hijack code?	B
<b>OPCION A:</b>	7200.	
<b>OPCION B:</b>	7500.	
<b>OPCION C:</b>	7777.	
9052	Which range of codes should a pilot avoid switching through when changing transponder codes?	C
<b>OPCION A:</b>	0000 through 1000.	
<b>OPCION B:</b>	7200 and 7500 series.	
<b>OPCION C:</b>	7500, 7600, and 7700 series.	
9054	What airport condition is reported by the tower when more than one wind condition at different positions on the airport is reported?	B
<b>OPCION A:</b>	Light and variable.	
<b>OPCION B:</b>	Wind shear.	
<b>OPCION C:</b>	Frontal passage.	
9097	What minimum condition is suggested for declaring an emergency?	A
<b>OPCION A:</b>	Anytime the pilot is doubtful of a condition that could adversely affect flight safety.	
<b>OPCION B:</b>	When fuel endurance or weather will require an en route or landing priority.	
<b>OPCION C:</b>	When distress conditions such as fire, mechanical failure, or structural damage occurs.	
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
<b>OPCION A:</b>	50 feet or less to another aircraft.	
<b>OPCION B:</b>	500 feet or less to another aircraft.	
<b>OPCION C:</b>	1,000 feet or less to another aircraft.	
9101	What is a symptom of carbon monoxide poisoning?	C
<b>OPCION A:</b>	Rapid, shallow breathing.	
<b>OPCION B:</b>	Pain and cramping of the hands and feet.	
<b>OPCION C:</b>	Dizziness.	
9102	Which would most likely result in hyperventilation?	A
<b>OPCION A:</b>	A stressful situation causing anxiety.	
<b>OPCION B:</b>	The excessive consumption of alcohol.	
<b>OPCION C:</b>	An extremely slow rate of breathing and insufficient oxygen.	
9103	What causes hypoxia?	C
<b>OPCION A:</b>	Excessive carbon dioxide in the atmosphere.	
<b>OPCION B:</b>	An increase in nitrogen content of the air at high altitudes.	
<b>OPCION C:</b>	A decrease of oxygen partial pressure.	
9104	Which is a common symptom of hyperventilation?	A

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<b>OPCION A:</b> Tingling of the hands, legs, and feet.	
<b>OPCION B:</b> Increased vision keenness.	
<b>OPCION C:</b> Decreased breathing rate.	

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9105	Loss of cabin pressure may result in hypoxia because as cabin altitude increases	C
<b>OPCION A:</b>	the percentage of nitrogen in the air is increased.	
<b>OPCION B:</b>	the percentage of nitrogen in the air is decreased.	
<b>OPCION C:</b>	oxygen partial pressure is decreased.	

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9106	Hypoxia is the result of which of these conditions?	A
<b>OPCION A:</b>	Insufficient oxygen reaching the brain.	
<b>OPCION B:</b>	Excessive carbon dioxide in the bloodstream.	
<b>OPCION C:</b>	Limited oxygen reaching the heart muscles.	

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9107	When making an approach to a narrower-than-usual runway, without VASI assistance, the pilot should be aware that the approach	B
<b>OPCION A:</b>	altitude may be higher than it appears.	
<b>OPCION B:</b>	altitude may be lower than it appears.	
<b>OPCION C:</b>	may result in leveling off too high and landing hard.	

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9108	The illusion of being in a noseup attitude which may occur during rapid acceleration takeoff is known as	C
<b>OPCION A:</b>	inversion illusion.	
<b>OPCION B:</b>	autokinesis.	
<b>OPCION C:</b>	somatogavic illusion.	

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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
<b>OPCION A:</b>	somatogavic illusion.	
<b>OPCION B:</b>	ground lighting illusion.	
<b>OPCION C:</b>	autokinesis.	

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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
<b>OPCION A:</b>	high.	
<b>OPCION B:</b>	low.	
<b>OPCION C:</b>	shallow.	

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9111	What is the effect of alcohol consumption on functions of the body?	A
<b>OPCION A:</b>	Alcohol has anadverse effect, especially as altitude increases.	
<b>OPCION B:</b>	Small amounts of alcohol in the human system increase judgment and decision-making abilities.	
<b>OPCION C:</b>	Alcohol has little effect if followed by equal quantities of black coffee.	

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9112	A pilot is more subject to spatial disorientation when	C
<b>OPCION A:</b>	ignoring or overcoming the sensations of muscles and inner ear.	
<b>OPCION B:</b>	eyes are moved often in the process of cross-checking the flight instruments.	
<b>OPCION C:</b>	body sensations are used to interpret flight attitudes.	

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9113	Which procedure is recommended to prevent or overcome spatial disorientation?	C
<b>OPCION A:</b>	Reduce head and eye movement to the greatest possible extent.	
<b>OPCION B:</b>	Rely on the kinesthetic sense.	
<b>OPCION C:</b>	Rely entirely on the indications of the flight instruments.	

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9114	What is the most effective way to use the eyes during night flight?	B
<b>OPCION A:</b>	Look only at far away, dim lights.	
<b>OPCION B:</b>	Scan slowly to permit offcenter viewing.	
<b>OPCION C:</b>	Concentrate directly on each object for a few seconds.	

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9115	While making prolonged constant rate turns under IFR conditions, an abrupt head movement can create the illusion of rotation on an entirely different axis. This is known as	B
<b>OPCION A:</b>	autokinesis.	
<b>OPCION B:</b>	Coriolis illusion.	

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<b>OPCION C:</b> the leans.	
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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 slow speed.	
<b>OPCION C:</b> One which appears to be ahead with no lateral or vertical movement and is increasing in size.	

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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.	

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9118 When using the Earth's horizon as a reference point to determine the relative position of other 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.	

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9119 Which flight conditions of a large jet airplane create the most severe flight hazard by generating wingtip vortices of the greatest strength?	A
<b>OPCION A:</b> Heavy, slow, gear and flaps up.	
<b>OPCION B:</b> Heavy, slow, gear and flaps down.	
<b>OPCION C:</b> Heavy, fast, gear and flaps down.	

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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.	

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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.	

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9122 How does the wake turbulence vortex circulate around each wingtip?	C
<b>OPCION A:</b> Inward, upward, and around the wingtip.	
<b>OPCION B:</b> Counterclockwise when viewed from behind the aircraft.	
<b>OPCION C:</b> Outward, upward, and around the wingtip.	

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9123 Which statement is true concerning the wake turbulence produced by a large transport aircraft?	B
<b>OPCION A:</b> Vortices can be avoided by flying 300 feet below and behind the flightpath of the generating aircraft.	
<b>OPCION B:</b> The vortex characteristics of any given aircraft may be altered by extending the flaps or changing the speed.	
<b>OPCION C:</b> Wake turbulence behind a propeller-driven aircraft is negligible because jet engine thrust is a necessary factor in the formation of vortices.	

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9124 What effect would a light crosswind have on the wingtip vortices generated by a large airplane that has just taken off?	A
<b>OPCION A:</b> The upwind vortex will tend to remain on the runway longer than the downwind vortex.	
<b>OPCION B:</b> A crosswind will rapidly dissipate the strength of both vortices.	
<b>OPCION C:</b> The downwind vortex will tend to remain on the runway longer than the upwind vortex.	

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9125 To avoid the wingtip vortices of a departing jet airplane during takeoff, the pilot should	B
<b>OPCION A:</b> lift off at a point well past the jet airplane's flightpath.	
<b>OPCION B:</b> climb above and stay upwind of the jet airplane's flightpath.	
<b>OPCION C:</b> remain below the flightpath of the jet airplane.	

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9126 What wind condition prolongs the hazards of wake turbulence on a landing runway for the longest period of time?	B
<b>OPCION A:</b> Direct tailwind.	
<b>OPCION B:</b> Light quartering tailwind.	
<b>OPCION C:</b> Light quartering headwind.	

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9127	If you take off behind a heavy jet that has just landed, you should plan to lift off	B
<b>OPCION A:</b>	prior to the point where the jet touched down.	
<b>OPCION B:</b>	beyond the point where the jet touched down.	
<b>OPCION C:</b>	at the point where the jet touched down and on the upwind edge of the runway.	
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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	C
<b>OPCION A:</b>	8 hours.	
<b>OPCION B:</b>	12 hours.	
<b>OPCION C:</b>	24 hours.	
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9362	After experiencing two-way radio communications failure en route, when should a pilot begin the descent for the instrument approach?	A
<b>OPCION A:</b>	Upon arrival at any initial approach fix for the instrument approach procedure but not before the flight plan ETA as amended by ATC.	
<b>OPCION B:</b>	Upon arrival at the holding fix depicted on the instrument approach procedure at the corrected ETA, plus or minus 3 minutes.	
<b>OPCION C:</b>	At the primary initial approach fix for the instrument approach procedure at the ETA shown on the flight plan or the EFC time, whichever is later.	
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9363	If a pilot is being radar vectored in IFR conditions and loses radio communications with ATC, what action should be taken?	C
<b>OPCION A:</b>	Fly directly to the next point shown on the IFR flight plan and continue the flight.	
<b>OPCION B:</b>	Squawk 7700 and climb to VFR on Top.	
<b>OPCION C:</b>	Fly directly to a fix, route, or airway specified in the vector clearance.	
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9364	A pilot is flying in IFR weather conditions and has two-way radio communications failure. What altitude should be used?	A
<b>OPCION A:</b>	Last assigned altitude, altitude ATC has advised to expect, or the MEA, whichever is highest.	
<b>OPCION B:</b>	An altitude that is at least 1,000 feet above the highest obstacle along the route.	
<b>OPCION C:</b>	A VFR altitude that is above the MEA for each leg.	
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9365	A pilot is holding at an initial approach fix after having experienced two-way radio communications failure. When should that pilot begin descent for the instrument approach?	C
<b>OPCION A:</b>	At the EFC time, if this is within plus or minus 3 minutes of the flight plan ETA as amended by ATC.	
<b>OPCION B:</b>	At flight plan ETA as amended by ATC.	
<b>OPCION C:</b>	At the EFC time as amended by ATC.	
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9389	What altitude and route should be used if the pilot is flying in IFR weather conditions and has two-way radio communications failure?	A
<b>OPCION A:</b>	Continue on the route specified in the clearance and fly the highest of the following: the last assigned altitude, altitude ATC has informed the pilot to expect, or to the MEA.	
<b>OPCION B:</b>	Descend to MEA and, if clear of clouds, proceed to the nearest appropriate airport. If not clear of clouds, maintain the highest of the MEAs along the clearance route.	
<b>OPCION C:</b>	Fly the most direct route to the destination, maintaining the last assigned altitude or MEA, whichever is higher.	
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9390	While in IFR conditions, a pilot experiences two-way radio communications failure. Which route should be flown in the absence of an ATC assigned route or a route ATC has advised to expect in a further clearance?	C
<b>OPCION A:</b>	The most direct route to the filed alternate airport.	
<b>OPCION B:</b>	An off-airway route to the point of departure.	
<b>OPCION C:</b>	The route filed in the flight plan.	
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9420	You should advise ATC of minimum fuel status when your fuel supply has reached a state where, upon reaching your destination, you cannot accept any undue delay.	C
<b>OPCION A:</b>	This will ensure your priority handling by ATC.	
<b>OPCION B:</b>	ATC will consider this action as if you had declared an emergency.	
<b>OPCION C:</b>	If your remaining usable fuel supply suggests the need for traffic priority to ensure a safe landing, declare an emergency due to low fuel and report fuel remaining in minutes.	

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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.

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9434 Sudden penetration of fog can create the illusion of

A

**OPCION A:** pitching up.

**OPCION B:** pitching down.

**OPCION C:** leveling off.

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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.

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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.

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