
TEMA: 0289	COMMERCIAL PILOT - (CH.10) IFR OPERATIONS	
COD_PREG: 51241	PREGUNTA: On an instrument approach where DH or MDA is applicable, the pilot may not operate below, or continue the approach unless the	RPTA: A
OPCION A:	aircraft is continuously in a position from which a descent to a normal landing, on the intended runway, can be made.	
OPCION B:	approach and runway lights are distinctly visible to the pilot.	
OPCION C:	flight visibility and ceiling are at, or above, the published minimums for that approach.	
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51242	Pilots are not authorized to land an aircraft from an instrument approach unless the	A
OPCION A:	flight visibility is at, or exceeds the visibility prescribed in the approach procedure being used.	
OPCION B:	flight visibility and ceiling are at, or exceeds the minimums prescribed in the approach being used.	
OPCION C:	visual approach slope indicator and runway references are distinctly visible to the pilot.	
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51243	A pilot performing a published instrument approach is not authorized to perform a procedure turn when	A
OPCION A:	receiving a radar vector to a final approach course or fix.	
OPCION B:	maneuvering at minimum safe altitudes.	
OPCION C:	maneuvering at radar vectoring altitudes.	
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51251	The pilot in command of an aircraft operated under IFR, in controlled airspace, not in radar contact, shall report by radio as soon as possible when	B
OPCION A:	passing FL 180.	
OPCION B:	passing each designated reporting point, to include time and altitude.	
OPCION C:	changing control facilities.	
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51252	The pilot in command of an aircraft operated under IFR, in controlled airspace, shall report as soon as practical to ATC when	B
OPCION A:	climbing or descending to assigned altitudes.	
OPCION B:	experiencing any malfunctions of navigational, approach, or communications equipment, occurring in flight.	
OPCION C:	requested to contact a new controlling facility.	
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5548	Ref Fig. 25 During the ILS RWY 13L procedure at DSM, what altitude minimum applies if the glide slope becomes inoperative?	B
OPCION A:	1,420 feet.	
OPCION B:	1,340 feet.	
OPCION C:	1,121 feet.	
	(Ver figura referencial 25 en el Manual de Figuras)	
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5549	What does the absence of the procedure turn barb on the plan view on an approach chart indicate?	A
OPCION A:	A procedure turn is not authorized.	
OPCION B:	Teardrop-type procedure turn is authorized.	
OPCION C:	Racetrack-type procedure turn is authorized.	
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5550	When making an instrument approach at the selected alternate airport, what landing minimums apply?	C
OPCION A:	Standard alternate minimums.	
OPCION B:	The IFR alternate minimums listed for that airport.	
OPCION C:	The landing minimums published for the type of procedure selected.	
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5561	Ref Fig. 26 The final approach fix for the precision approach is located at	B
OPCION A:	DENAY intersection.	
OPCION B:	Glide slope intercept.	
OPCION C:	ROMEN Intersection/Locator outer marker.	
	(Ver figura referencial 26 en el Manual de Figuras)	
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5594	REF. FIG. 27 In the DEN ILS RWY 35R procedure, the glide slope intercept altitude is	A
OPCION A:	7,000 feet MSL.	

OPCION B: 11,000 feet MSL.

OPCION C: 9,000 feet MSL.

(Ver figura referencial 27 en el Manual de Figuras)

5595 Ref. Fig. 27

The symbol [9200] in the MSA circle of the ILS RWY 35R procedure at DEN represents a minimum safe sector altitude within 25 NM of

C

OPCION A: Dymon outer marker.

OPCION B: Cruup I-AQD DME fix.

OPCION C: Denver VORTAC.

(Ver figura referencial 27 en el Manual de Figuras)

5596 Ref. Fig. 28

During the ILS RWY 31R procedure at DSM, the minimum altitude for glide slope interception is

B

OPCION A: 2,365 feet MSL.

OPCION B: 2,400 feet MSL.

OPCION C: 3,000 feet MSL.

(Ver figura referencial 28 en el Manual de Figuras)

5597 Ref. Fig. 28

If the glide slope becomes inoperative during the ILS RWY 31R procedure at DSM, what MDA applies?

B

OPCION A: 1,157 feet.

OPCION B: 1,320 feet.

OPCION C: 1,360 feet.

(Ver figura referencial 28 en el Manual de Figuras)

5598 Ref. Fig. 29

When approaching the ATL ILS RWY 8L, how far from the FAF is the missed approach point?

B

OPCION A: 4.8 NM.

OPCION B: 5.2 NM.

OPCION C: 12.0 NM.

(Ver figura referencial 29 en el Manual de Figuras)

5599 Ref. Fig. 30

When approaching the VOR/DME-A, the symbol [2800] in the MSA circle represents a minimum safe sector altitude within 25 NM of

B

OPCION A: DEANI intersection.

OPCION B: White Cloud VORTAC.

OPCION C: Baldwin Municipal Airport.

(Ver figura referencial 30 en el Manual de Figuras)

5600 Ref. Fig. 30

What minimum navigation equipment is required to complete the VOR/DME-A procedure?

B

OPCION A: One VOR receiver.

OPCION B: One VOR receiver and DME.

OPCION C: Two VOR receivers and DME.

(Ver figura referencial 30 en el Manual de Figuras)
