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**TEMA:** 0289 COMMERCIAL PILOT - (CH.10) IFR OPERATIONS

**COD\_PREG: PREGUNTA:**

**RPTA:**

51241 On an instrument approach where DH or MDA is applicable, the pilot may not operate below, or continue the approach unless the

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

B

During the ILS RWY 13L procedure at DSM, what altitude minimum applies if the glide slope becomes inoperative?

**OPCION A:** 1,420 feet.

**OPCION B:** 1,360 feet.

**OPCION C:** 1,121 feet.

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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

B

The final approach fix for the precision approach is located at

**OPCION A:** DENAY intersection.

**OPCION B:** Glide slope intersection.

**OPCION C:** ROMEN Intersection/Locator outer marker.

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5594	REF. FIG. 27 In the DEN ILS RWY 35R procedure, the glide slope intercept altitude is	A
<b>OPCION A:</b>	7,000 feet MSL.	
<b>OPCION B:</b>	11,000 feet MSL.	
<b>OPCION C:</b>	9,000 feet MSL.	

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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
<b>OPCION A:</b>	Dymon outer marker.	
<b>OPCION B:</b>	Cruup I-AQD DME fix.	
<b>OPCION C:</b>	Denver VORTAC.	

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5596	Ref. Fig. 28 During the ILS RWY 31R procedure at DSM, the minimum altitude for glide slope interception is	B
<b>OPCION A:</b>	2,365 feet MSL.	
<b>OPCION B:</b>	2,400 feet MSL.	
<b>OPCION C:</b>	3,000 feet MSL.	

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5597	Ref. Fig. 28 If the glide slope becomes inoperative during the ILS RWY 31R procedure at DSM, what MDA applies?	B
<b>OPCION A:</b>	1,157 feet.	
<b>OPCION B:</b>	1,320 feet.	
<b>OPCION C:</b>	1,360 feet.	

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5598	Ref. Fig. 29 When approaching the ATL ILS RWY 8L, how far from the FAF is the missed approach point?	A
<b>OPCION A:</b>	4.8 NM.	
<b>OPCION B:</b>	5.2 NM.	
<b>OPCION C:</b>	12.0 NM.	

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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
<b>OPCION A:</b>	DEANI intersection.	
<b>OPCION B:</b>	White Cloud VORTAC.	
<b>OPCION C:</b>	Baldwin Municipal Airport.	

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5600	Ref. Fig. 30 What minimum navigation equipment is required to complete the VOR/DME-A procedure?	B
<b>OPCION A:</b>	One VOR receiver.	
<b>OPCION B:</b>	One VOR receiver and DME.	
<b>OPCION C:</b>	Two VOR receivers and DME.	

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