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<b>TEMA:</b> 0642	COM-RTC - Procedures and Airport Operations - Chap. 5	
<b>COD_PREG:</b> 50822	<b>PREGUNTA:</b> Which is true regarding pilot certification requirements for operations in Class B airspace?	<b>RPTA:</b> B
<b>OPCION A:</b>	The pilot in command must hold at least a private pilot certificate with an instrument rating.	
<b>OPCION B:</b>	The pilot in command must hold at least a private pilot certificate.	
<b>OPCION C:</b>	Solo student pilot operations are not authorized.	
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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
<b>OPCION A:</b>	1 mile visibility; clear of clouds.	
<b>OPCION B:</b>	3 miles visibility; 1,000 feet above and 500 feet below.	
<b>OPCION C:</b>	5 miles visibility; 1,000 feet above and 1,000 feet below.	
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5091	VFR cruising altitudes are required to be maintained when flying	B
<b>OPCION A:</b>	at 3,000 feet or more AGL; based on true course.	
<b>OPCION B:</b>	more than 3,000 feet or more AGL; based on magnetic course.	
<b>OPCION C:</b>	at 3,000 feet or more above MSL; based on magnetic heading.	
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5115	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.	
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5117	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.	
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5118	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.	
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51201	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.	
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51202	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.	
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5121	When weather information indicates that abnormally high barometric pressure exists, or will be above _____ inches 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.	
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5272	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.	

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5504 To use VHF/DF facilities for assistance in locating your position, you must have an operative VHF transmitter and receiver. 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.

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5657 (Refer to Figure 51) C  
The pilot generally calls ground control after landing when the aircraft is completely clear of the runway. This is when the aircraft  
**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.

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

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5660 (Refer to Figure 51) A  
Which symbol does not directly address runway incursion with other aircraft?  
**OPCION A:** Top red.  
**OPCION B:** Middle yellow.  
**OPCION C:** Bottom yellow.

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5748 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

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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.

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5758 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.

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

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

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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 monoxide in the bloodstream.

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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.

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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.

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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.

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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.

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5941 Risk management, as part of the Aeronautical Decision Making (ADM) process, relies on which features to C  
reduce the risks associated with each flight?  
**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 timely decision on what action to take.

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5944 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".

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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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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 corresponding C  
antidote. Which of the following is the antidote for MACHO?  
**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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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.

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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.

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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, do, and evaluate.

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5964 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

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