
TEMA: 0642	COM-RTC - Procedures and Airport Operations - Chap. 5	
COD_PREG: 50822	PREGUNTA: Which is true regarding pilot certification requirements for operations in Class B airspace?	RPTA: 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.	
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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
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.	
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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 or more AGL; based on magnetic course.	
OPCION C:	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
OPCION A:	requests an amended clearance.	
OPCION B:	is operating VFR on top.	
OPCION C:	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
OPCION A:	8 NM, and up to and including 3,000 feet AGL.	
OPCION B:	5 NM, and up to and including 3,000 feet AGL.	
OPCION C:	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
OPCION A:	10 NM, up to and including 3,000 feet AGL.	
OPCION B:	30 SM, and be transponder equipped.	
OPCION C:	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
OPCION A:	Aircraft must be equipped with approved distance measuring equipment (DME).	
OPCION B:	Must conduct operations under IFR.	
OPCION C:	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
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 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
OPCION A:	31.00.	
OPCION B:	32.00.	
OPCION C:	30.50.	
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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 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.

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.

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.

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.

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

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: 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.

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

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.

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.

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".

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.

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.

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.

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.

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.

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
