
TEMA: 0322 INSTRUCTOR_ADVANCED_07_PROCEDURES & AIRPT OPS

COD_PREG: PREGUNTA:

RPTA:

6436 An airport without a control tower lies within the controlled airspace of an airport with an operating tower. According to regulations, two-way radio communications with ATC are required for landing clearance at

B

OPCION A: both airports, as well as to fly through the area.

OPCION B: the tower-controlled airport only, but not required to fly through the area.

OPCION C: the tower-controlled airport only, as well as to fly through the area.

6438 Which is true regarding VFR operations in Class B airspace?

C

OPCION A: An operating VOR is required.

OPCION B: A Private Pilot Certificate is required for all flight within this airspace.

OPCION C: Solo student pilots are authorized to fly in Class B airspace if they meet certain requirements.

6439 Which equipment is required when operating an aircraft within Class B airspace?

C

OPCION A: A VOR or TACAN receiver.

OPCION B: Two-way radio communications.

OPCION C: Two-way radio communications and transponder with encoding altimeter.

6440 In which type of airspace are VFR flights prohibited?

A

OPCION A: Class A.

OPCION B: Class B.

OPCION C: Class C.

6445 When operating VFR in Class B airspace, what are the visibility and cloud clearance requirements?

A

OPCION A: 3 SM visibility and clear of clouds.

OPCION B: 3 SM visibility, 500 feet below, 1,000 feet above, and 2,000 feet horizontal distance from clouds.

OPCION C: 1 SM visibility, 500 feet below, 1,000 feet above, and 2,000 feet horizontal distance from clouds.

6446 The minimum visibility for VFR flight in Class E airspace increases from 3 to 5 SM beginning at an altitude of

A

OPCION A: 10,000 feet MSL.

OPCION B: 14,500 feet MSL.

OPCION C: 1,200 feet AGL and at or above 10,000 feet MSL.

6447 An airplane may be operated in uncontrolled airspace at night below 1,200 feet above the surface under the following conditions:

C

OPCION A: Clear of clouds and 3 miles visibility.

OPCION B: Clear of clouds and 1 mile visibility.

OPCION C: Less than 3 miles but more than 1 mile visibility in an airport traffic pattern and within one-half mile of the runway.

6448 Normally, the vertical limits of Class D airspace extend up to and including how many feet above the surface?

A

OPCION A: 2,500 feet.

OPCION B: 3,000 feet.

OPCION C: 4,000 feet.

6449 During operations within controlled airspace at altitudes of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum horizontal distance from clouds requirement for VFR flight is

B

OPCION A: 1 mile.

OPCION B: 2,000 feet.

OPCION C: 1,000 feet.

6450 While in Class G airspace in VFR conditions, what minimum distance from clouds should be maintained when flying more than 1,200 feet AGL, and at or above 10,000 feet MSL?

B

OPCION A: 500 feet below; 1,000 feet above; 1 mile horizontal.

OPCION B: 1,000 feet below; 1,000 feet above; 1 mile horizontal.

OPCION C: 500 feet below; 1,000 feet above; 2,000 feet horizontal.

6451	While in Class E airspace in VFR conditions, what in-flight visibility is required when flying more than 1,200 feet AGL and at or above 10,000 feet MSL?	A
OPCION A: 5 SM. OPCION B: 3 SM. OPCION C: 1 SM.		
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6453	Fig. 45 What are the visibility and cloud clearance requirements in an airplane at night when conducting takeoffs and landings at McCampbell Airport (area 1)?	B
OPCION A: 3 SM visibility and clear of clouds. OPCION B: 1 SM visibility and clear of clouds if remaining within one-half mile of the airport. OPCION C: Remain clear of clouds and operate at a speed that allows adequate opportunity to see other traffic and obstructions in time to avoid a collision.		
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6454	While in Class G airspace under day VFR conditions, what in-flight visibility is required when flying more than 1,200 feet AGL and less than 10,000 feet MSL?	C
OPCION A: 5 SM. OPCION B: 3 SM. OPCION C: 1 SM.		
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6455	When operating an airplane within Class D airspace under special VFR, the flight visibility is required to be at least	C
OPCION A: 3 SM. OPCION B: 2 SM. OPCION C: 1 SM.		
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6456	No person may operate an airplane within Class D and E airspace between sunset and sunrise under special VFR unless the	B
OPCION A: flight visibility is at least 3 miles. OPCION B: airplane is equipped for instrument flight. OPCION C: flight can be conducted 500 feet below the clouds.		
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6457	Regulations stipulate that, at an airport located within Class E airspace and at which ground visibility is not reported, takeoffs and landings of airplanes under special VFR are	B
OPCION A: not authorized. OPCION B: authorized if the flight visibility is at least 1 SM. OPCION C: authorized only if another airport in that designated airspace reports a ground visibility of 1 SM.		
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6480	What are the requirements, if any, to overfly Class C airspace?	B
OPCION A: None, provided the flight remains above the airspace ceiling. OPCION B: Transponder with automatic altitude reporting capability is required above the airspace ceiling and upward to 10,000 feet MSL. OPCION C: Two-way radio communications must be established with ATC and transponder must be operating at all times.		
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6929	With certain exceptions, Class E airspace extends upward from either 700 feet or 1,200 feet AGL to, but does not include.	C
OPCION A: 10,000 feet MSL. OPCION B: 14,500 feet MSL. OPCION C: 18,000 feet MSL.		
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6960	Fig. 47 What is the radius of the surface area (circle C)?	A
OPCION A: 5 miles. OPCION B: 10 miles. OPCION C: 15 miles.		
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6961	Fig. 47 What is the radius of the shelf area (circle A)?	B
OPCION A: 5 miles. OPCION B: 10 miles. OPCION C: 15 miles.		
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6962	Fig. 47 Which altitude (box 2) is applicable to the base of the shelf area?	C
OPCION A: 700 feet AGL. OPCION B: 1,200 feet MSL. OPCION C: 1,200 feet AGL.		
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6963	Fig. 47 Which altitude (box 1) is applicable to the vertical extent of the surface and shelf areas?	C
OPCION A: 3,000 feet AGL. OPCION B: 3,000 feet above airport. OPCION C: 4,000 feet above airport.		
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6964	What minimum avionics equipment is required for operation within Class C airspace?	B
OPCION A: Two-way communications. OPCION B: Two-way communications and transponder with automatic altitude reporting capability. OPCION C: Two-way communications, transponder with automatic altitude reporting capability, and VOR.		
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6965	To operate an aircraft within Class C airspace from a satellite airport without an operating control tower, a pilot must	B
OPCION A: monitor ATC until clear of the Class C airspace. OPCION B: contact ATC as soon as practicable after takeoff. OPCION C: secure prior approval from ATC before takeoff at the airport.		
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7103	The visual glidepath of a 2-bar VASI provides safe obstruction clearance within plus or minus 10° of the extended runway centerline and to a distance of how many miles from the runway threshold?	A
OPCION A: 4 NM. OPCION B: 6 NM. OPCION C: 10 NM.		
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7104	Which indications would a pilot see while approaching to land on a runway served by a 2-bar VASI?	C
OPCION A: If below the glidepath, the near bars will be red and the far bars white. OPCION B: If on the glidepath, the near bars will appear red and the far bars will appear white. OPCION C: If departing to the high side of the glidepath, the far bars will change from red to pink to white.		
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7105	When on the upper glidepath of a 3-bar VASI what would be the colors of the lights?	C
OPCION A: All three sets of lights would be white. OPCION B: The near bar is white and the middle and far bars are red. OPCION C: The near and middle bars are white and the upper bar is red.		
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7106	An on-glidepath indication from a tri-color VASI is	A
OPCION A: a green light signal. OPCION B: a white light signal. OPCION C: an amber light signal.		
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7107	An above-glidepath indication from a tri-color VASI is	C
OPCION A: a pink light signal. OPCION B: a white light signal. OPCION C: an amber light signal.		
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7108	A slightly low indication on a PAPI glidepath is indicated by	C
OPCION A: four red lights. OPCION B: one red light and three white lights. OPCION C: one white light and three red lights.		
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7109 A series of continuous red lights in the runway centerline lighting indicates that B
OPCION A: 3,000 feet of runway remain.
OPCION B: 1,000 feet of runway remain.
OPCION C: one-half of the runway remains.

7113 The numbers 8 and 26 on the approach ends of the runway indicate that the runway is orientated approximately C
OPCION A: 008° and 026° true.
OPCION B: 080° and 260° true.
OPCION C: 080° and 260° magnetic.

7114 What does a series of arrows painted on the approach end of a runway signify? B
OPCION A: That area is restricted solely to taxi operations.
OPCION B: That portion of the runway is not suitable for landing.
OPCION C: That portion of the runway is the designated touchdown zone.

7115 When approaching taxiway holding lines from the side with the continuous lines, the pilot B
OPCION A: may continue taxiing.
OPCION B: should not cross the lines without ATC clearance.
OPCION C: should continue taxiing until all parts of the aircraft have crossed the lines.

7117 The UNICOM frequency at airports with a control tower is B
OPCION A: 123.0.
OPCION B: 122.95.
OPCION C: 122.8.

7118 As standard operating practice, all inbound traffic to an airport without a control tower should continuously C
monitor the appropriate facility from a distance of
OPCION A: 25 miles.
OPCION B: 20 miles.
OPCION C: 10 miles.

7119 When landing at an airport that does not have a tower, FSS, or UNICOM, you should broadcast your intentions A
on
OPCION A: 122.9 MHz.
OPCION B: 123.0 MHz.
OPCION C: 123.6 MHz.

7120 Absence of the sky condition and visibility on an ATIS broadcast indicates that C
OPCION A: weather conditions are at or above VFR minimums.
OPCION B: the sky condition is clear and visibility is unrestricted.
OPCION C: the ceiling is at least 5,000 feet and visibility is 5 miles or more.

7121 When are ATIS broadcasts updated? C
OPCION A: Only when the ceiling and/or visibility changes by a reportable value.
OPCION B: Every 30 minutes if weather conditions are below basic VFR; otherwise, hourly.
OPCION C: Upon receipt of any official weather, regardless of content change or reported values.

7122 When an air traffic controller issues radar traffic information in relation to the 12-hour clock, the reference the B
controller uses is the aircraft's
OPCION A: true course.
OPCION B: ground track.
OPCION C: magnetic heading.

7123 Which transponder code should the pilot of a civilian aircraft never use? C
OPCION A: 7500.
OPCION B: 7600.
OPCION C: 7777.

7124	If the aircraft's radio fails, what is the recommended procedure when landing at a controlled airport?	C
OPCION A:	Select 7700 on your transponder, fly a normal traffic pattern, and land.	
OPCION B:	Flash your landing lights and make shallow banks in opposite directions while circling the airport.	
OPCION C:	Observe the traffic flow, enter the pattern, and look for a light signal from the tower.	
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7125	The recommended entry position to an airport traffic pattern is	B
OPCION A:	45° to the base leg just below traffic pattern altitude.	
OPCION B:	to enter 45° at the midpoint of the downwind leg at traffic pattern altitude.	
OPCION C:	to cross directly over the airport at traffic pattern altitude and join the downwind leg.	
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7126	Fig. 54 The segmented circle indicates that the airport traffic pattern is	C
OPCION A:	left-hand for Rwy 17 and right-hand for Rwy 35.	
OPCION B:	right-hand for Rwy 35 and right-hand for Rwy 9.	
OPCION C:	left-hand for Rwy 35 and right-hand for Rwy 17.	
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7127	Fig. 54 Which runway and traffic pattern should be used as indicated by the wind cone in the segmented circle?	C
OPCION A:	Right-hand traffic on Rwy 17.	
OPCION B:	Left-hand traffic on Rwy 27 or Rwy 35.	
OPCION C:	Left-hand traffic on Rwy 35 or right-hand traffic on Rwy 27.	
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7128	Pilots are encouraged to turn on their landing lights when operating below 10,000 feet, day or night, and when operating within	B
OPCION A:	Class B airspace.	
OPCION B:	10 miles of any airport.	
OPCION C:	5 miles of a controlled airport.	
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7129	When information is disseminated for a navigational facility, it will be located in	C
OPCION A:	FDC NOTAM's.	
OPCION B:	NOTAM (L) distribution.	
OPCION C:	NOTAM (D) distribution.	
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7130	When information is disseminated about a taxiway closure, it will be located in	B
OPCION A:	FDC NOTAM's.	
OPCION B:	NOTAM (L) distribution.	
OPCION C:	NOTAM (D) distribution.	
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7135	How does the wake turbulence vortex circulate around each wingtip?	C
OPCION A:	Inward, upward, and around each tip.	
OPCION B:	Inward, upward, and counterclockwise.	
OPCION C:	Outward, upward, and around each tip.	
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7136	What effect would a crosswind of 5 knots or less have on the wingtip vortices generated by a large aircraft that had just taken off?	B
OPCION A:	A light crosswind would rapidly dissipate the strength of both vortices.	
OPCION B:	The upwind vortex would tend to remain on the runway longer than the downwind vortex.	
OPCION C:	Both vortices would move downwind at a greater rate than if the surface wind was directly down the landing runway.	
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7137	During a takeoff made behind a departing large jet airplane, the pilot can minimize the hazard of wingtip vortices by	C
OPCION A:	remaining below the jet's flightpath until able to turn clear of its wake.	
OPCION B:	extending the takeoff roll and not rotating until well beyond the jet's rotation point.	
OPCION C:	being airborne prior to reaching the jet's flightpath until able to turn clear of its wake.	
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7138 When landing behind a large jet aircraft, at which point on the runway should you plan to land? A

OPCION A: Beyond the jet's touchdown point.

OPCION B: At least 1,000 feet beyond the jet's touchdown point.

OPCION C: If any crosswind, land on the windward side of the runway and prior to the jet's touchdown point.

7139 Which statement is true regarding wingtip vortices? B

OPCION A: Helicopter rotors generate downwash turbulence only, not vortices.

OPCION B: Vortices generated by helicopters in forward flight are similar to those generated by fixed wing aircraft.

OPCION C: Vortices tend to remain level for a period of time before sinking below the generating aircraft's flightpath.

7140 Due to the effects of wake turbulence, what minimum separation does ATC provide for a small aircraft landing behind a heavy jet? C

OPCION A: 4 miles.

OPCION B: 5 miles.

OPCION C: 6 miles.
