

**BANCO DE PREGUNTAS Y RESPUESTAS - Licencia Básica PTL
BANCO DE PREGUNTAS PARA ELITE (EXAMENES para LICENCIAS TÉCNICAS)**

Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
1	Aerodinámica	Airflow separation over the wing can be delayed by using vortex generators	directing high pressure air over the top of the wing or flap through slots and making the wing surface smooth.	directing a suction over the top of the wing or flap through slots and making the wing surface smooth.	making the wing surface rough and/or directing high pressure air over the top of the wing or flap through slots.	C
2	Aerodinámica	At what Mach range does the subsonic flight range normally occur?	Below .75 Mach.	From .75 to 1.20 Mach.	From 1.20 to 2.50 Mach.	A
3	Aerodinámica	At which speed will increasing the pitch attitude cause an airplane to climb?	Low speed.	High speed.	Any speed.	B
4	Aerodinámica	By changing the angle of attack of a wing, the pilot can control the airplane's	lift, gross weight, and drag.	lift, airspeed, and drag.	lift and airspeed, but not drag.	B
5	Aerodinámica	Describe dynamic longitudinal stability.	Motion about the longitudinal axis.	Motion about the lateral axis.	Motion about the vertical axis.	B
6	Aerodinámica	For a given angle of bank, the load factor imposed on both the aircraft and pilot in a coordinated constant-altitude turn	is directly related to the airplane's gross weight.	varies with the rate of turn.	is constant.	C
7	Aerodinámica	For which purpose may flight spoilers be used?	Reduce the wings' lift upon landing.	Increase the rate of descent without increasing aerodynamic drag.	Aid in longitudinal balance when rolling an airplane into a turn.	A
8	Aerodinámica	How can an airplane produce the same lift in ground effect as when out of ground effect?	The same angle of attack.	A lower angle of attack.	A higher angle of attack.	B
9	Aerodinámica	How can the pilot increase the rate of turn and decrease the radius at the same time?	Steepen the bank and increase airspeed.	Steepen the bank and decrease airspeed.	Shallow the bank and increase airspeed.	B
10	Aerodinámica	Identify the type stability if the aircraft attitude remains in the new position after the controls have been neutralized.	Negative longitudinal static stability.	Neutral longitudinal dynamic stability.	Neutral longitudinal static stability.	C
11	Aerodinámica	Identify the type stability if the aircraft attitude tends to move farther from its original position, after the controls have been neutralized.	Negative static stability.	Positive static stability.	Negative dynamic stability.	A
12	Aerodinámica	Identify the type stability if the aircraft attitude tends to return to its original position after the controls have been neutralized.	Positive dynamic stability.	Positive static stability.	Neutral dynamic stability.	B
13	Aerodinámica	If an aircraft with a gross weight of 2,000 pounds were subjected to a total load of 6,000 pounds in flight, the load factor would be	2 Gs.	3 Gs.	9 Gs.	B
14	Aerodinámica	If no corrective action is taken by the pilot as angle of bank is increased, how is the vertical component of lift and sink rate affected?	Lift increases and the sink rate increases.	Lift decreases and the sink rate decreases.	Lift decreases and the sink rate increases.	C
15	Aerodinámica	In a light, twin-engine airplane with one engine inoperative, when is it acceptable to allow the ball of a slip-skid indicator to be deflected outside the reference lines?	While maneuvering at minimum controllable airspeed to avoid overbanking.	When operating at any airspeed greater than Vmc.	When practicing imminent stalls in a banked attitude.	B
16	Aerodinámica	The primary purpose of high-lift devices is to increase the	L/Dmax.	lift at low speeds.	drag and reduce airspeed.	B
17	Aerodinámica	Under what condition should stalls never be practiced in a twin-engine airplane?	With one engine inoperative.	With climb power on.	With full flaps and gear extended.	A
18	Aerodinámica	Upon which factor does wing loading during a level coordinated turn in smooth air depend?	Rate of turn.	Angle of bank.	True airspeed.	B
19	Aerodinámica	What affects indicated stall speed?	Weight, load factor, and power.	Load factor, angle of attack, and power.	Angle of attack, weight, and air density.	A
20	Aerodinámica	What are some characteristics of an airplane loaded with the CG at the aft limit?	Lowest stall speed, highest cruise speed, and least stability.	Highest stall speed, highest cruise speed, and least stability.	Lowest stall speed, lowest cruise speed, and highest stability.	A
21	Aerodinámica	What characteristic should exist if an airplane is loaded to the rear of its CG range?	Sluggish in aileron control.	Sluggish in rudder control.	Unstable about the lateral axis.	C
22	Aerodinámica	What criteria determines which engine is the "critical" engine of a twin-engine airplane?	The one with the center of thrust closest to the centerline of the fuselage.	The one designated by the manufacturer which develops most usable thrust.	The one with the center of thrust farthest from the centerline of the fuselage.	A
23	Aerodinámica	What does the blue radial line on the airspeed indicator of a light, twin-engine airplane represent?	Maximum single-engine rate of climb.	Maximum single-engine angle of climb.	Minimum controllable airspeed for single-engine operation.	A
24	Aerodinámica	What effect does an increase in airspeed have on a coordinated turn while maintaining a constant angle of bank and altitude?	The rate of turn will decrease resulting in a decreased load factor.	The rate of turn will increase resulting in a increased load factor.	The rate of turn will decrease resulting in no changes in load factor.	C

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25	Aerodinámica	What effect does the leading edge slot in the wing have on performance?	Decreases profile drag.	Changes the stalling angle of attack to a higher angle.	Decelerates the upper surface boundary layer air.	B
26	Aerodinámica	What effect, if any, does altitude have on VMC for an airplane with unsupercharged engines?	None.	Increases with altitude.	Decreases with altitude.	C
27	Aerodinámica	What flight condition should be expected when an aircraft leaves ground effect?	An increase in induced drag requiring a higher angle of attack.	A decrease in parasite drag permitting a lower angle of attack.	An increase in dynamic stability.	A
28	Aerodinámica	What is a characteristic of longitudinal instability?	Pitch oscillations becoming progressively greater.	Bank oscillations becoming progressively greater.	Aircraft constantly tries to pitch down.	A
29	Aerodinámica	What is a purpose of flight spoilers?	Increase the camber of the wing.	Reduce lift without increasing airspeed.	Direct airflow over the top of the wing at high angles of attack.	B
30	Aerodinámica	What is load factor?	Lift multiplied by the total weight.	Lift subtracted from the total weight.	Lift divided by the total weight.	C
31	Aerodinámica	What is one disadvantage of a sweptwing design?	The wing root stalls prior to the wingtip section.	The wingtip section stalls prior to the wing root.	Severe pitchdown moment when the center of pressure shifts forward.	B
32	Aerodinámica	What is the condition known as when gusts cause a sweptwing-type airplane to roll in one direction while yawing in the other?	Porpoise.	Wingover.	Dutch roll.	C
33	Aerodinámica	What is the effect on total drag of an aircraft if the airspeed decreases in level flight below that speed for maximum L/D?	Drag increases because of increased induced drag.	Drag increases because of increased parasite drag.	Drag decreases because of lower induced drag.	A
34	Aerodinámica	What is the free stream Mach number which produces first evidence of local sonic flow?	Supersonic Mach number.	Transonic Mach number.	Critical Mach number.	C
35	Aerodinámica	What is the highest speed possible without supersonic flow over the wing?	Initial buffet speed.	Critical Mach number.	Transonic index.	B
36	Aerodinámica	What is the movement of the center of pressure when the wingtips of a sweptwing airplane are shock-stalled first?	Inward and aft.	Inward and forward.	Outward and forward.	B
37	Aerodinámica	What is the primary function of the leading edge flaps in landing configuration during the flare before touchdown?	Prevent flow separation.	Decrease rate of sink.	Increase profile drag.	A
38	Aerodinámica	What is the principal advantage of a sweepback design wing over a straightwing design?	The critical Mach number will increase significantly.	Sweepback will increase changes in the magnitude of force coefficients due to compressibility.	Sweepback will accelerate the onset of compressibility effect.	A
39	Aerodinámica	What is the purpose of a control tab?	Move the flight controls in the event of manual reversion.	Reduce control forces by deflecting in the proper direction to move a primary flight control.	Prevent a control surface from moving to a full-deflection position due to aerodynamic forces.	A
40	Aerodinámica	What is the purpose of a servo tab?	Move the flight controls in the event of manual reversion.	Reduce control forces by deflecting in the proper direction to move a primary flight control.	Prevent a control surface from moving to a full-deflection position due to aerodynamic forces.	B
41	Aerodinámica	What is the purpose of an anti-servo tab?	Move the flight controls in the event of manual reversion.	Reduce control forces by deflecting in the proper direction to move a primary flight control.	Prevent a control surface from moving to a full-deflection position due to aerodynamic forces.	C
42	Aerodinámica	What is the purpose of an elevator trim tab?	Provide horizontal balance as airspeed is increased to allow hands-off flight.	Adjust the speed tail load for different airspeeds in flight allowing neutral control forces.	Modify the downward tail load for various airspeeds in flight eliminating flight-control pressures.	C
43	Aerodinámica	What is the reason for variations in geometric pitch along a propeller or rotor blade?	It permits a relatively constant angle of attack along its length when in cruising flight.	It prevents the portion of the blade near the hub or root from stalling during cruising flight.	It permits a relatively constant angle of incidence along its length when in cruising flight.	A
44	Aerodinámica	What is the relationship between induced and parasite drag when the gross weight is increased?	Parasite drag increases more than induced drag.	Induced drag increases more than parasite drag.	Both parasite and induced drag are equally increased.	B
45	Aerodinámica	What is the relationship of the rate of turn with the radius of turn with a constant angle of bank but increasing airspeed?	Rate will decrease and radius will increase.	Rate will increase and radius will decrease.	Rate and radius will increase.	A

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46	Aerodinámica	What is the result of a shock-induced separation of airflow occurring symmetrically near the wing root of a sweptwing aircraft?	A high-speed stall and sudden pitchup.	A severe moment or "tuck under".	Severe porpoising.	B
47	Aerodinámica	What is the safest and most efficient takeoff and initial climb procedure in a light, twin-engine airplane? Accelerate to	best engine-out, rate-of-climb airspeed while on the ground, then lift off and climb at that speed.	Vmc, then lift off at that speed and climb at maximum angle-of-climb airspeed.	an airspeed slightly above Vmc, then lift off and climb at the best rate-of-climb airspeed.	C
48	Aerodinámica	What performance should a pilot of a light, twin-engine airplane be able to maintain at VMC?	Heading.	Heading and altitude.	Heading, altitude, and ability to climb 50 ft/min.	A
49	Aerodinámica	What procedure is recommended for an engine-out approach and landing?	The flightpath and procedures should be almost identical to a normal approach and landing.	The altitude and airspeed should be considerably higher than normal throughout the approach.	A normal approach, except do not extend the landing gear or flaps until over the runway threshold.	A
50	Aerodinámica	What true airspeed and angle of attack should be used to generate the same amount of lift as altitude is increased?	The same true airspeed and angle of attack.	A higher true airspeed for any given angle of attack.	A lower true airspeed and higher angle of attack.	B
51	Aerodinámica	What will be the ratio between airspeed and lift if the angle of attack and other factors remain constant and airspeed is doubled? Lift will be	the same.	two times greater.	four times greater.	C
52	Aerodinámica	When are inboard ailerons normally used?	Low-speed flight only.	High-speed flight only.	Low-speed and high-speed flight.	C
53	Aerodinámica	When are outboard ailerons normally used?	Low-speed flight only.	High-speed flight only.	Low-speed and high-speed flight.	A
54	Aerodinámica	Which direction from the primary control surface does a servo tab move?	Same direction.	Opposite direction.	Remains fixed for all positions.	B
55	Aerodinámica	Which direction from the primary control surface does an anti-servo tab move?	Same direction.	Opposite direction.	Remains fixed for all positions.	A
56	Aerodinámica	Which direction from the primary control surface does an elevator adjustable trim tab move when the control surface is moved?	Same direction.	Opposite direction.	Remains fixed for all positions.	C
57	Aerodinámica	Which is a purpose of ground spoilers?	Reduce the wings' lift upon landing.	Aid in rolling an airplane into a turn.	Increase the rate of descent without gaining airspeed.	A
58	Aerodinámica	Which is a purpose of leading-edge flaps?	Increase the camber of the wing.	Reduce lift without increasing airspeed.	Direct airflow over the top of the wing at high angles of attack.	A
59	Aerodinámica	Which is a purpose of leading-edge slats on high-performance wings?	Decrease lift at relative slow speeds.	Improve aileron control during low angles of attack.	Direct air from the high pressure area under the leading edge along the top of the wing.	C
60	Aerodinámica	Which is a purpose of leading-edge slats on high-performance wings?	Decrease lift at relative slow speeds.	Improve aileron control during low angles of attack.	Direct air from the high pressure area under the leading edge along the top of the wing.	C
61	Aerodinámica	Which is a purpose of wing-mounted vortex generators?	Reduce the drag caused by supersonic flow over portions of the wing.	Increase the onset of drag divergence and aid in aileron effectiveness at high speed.	Break the airflow over the wing so the stall will progress from the root out to the tip of the wing.	A
62	Aerodinámica	Which of the following are considered primary flight controls?	Tabs.	Flaps.	Outboard ailerons.	C
63	Aerodinámica	Which of the following is considered a primary flight control?	Slats.	Elevator.	Dorsal fin.	B
64	Aerodinámica	Which of the following is considered an auxiliary flight control?	Ruddervator.	Upper rudder.	Leading-edge flaps.	C
65	Aerodinámica	Why do some airplanes equipped with inboard/outboard ailerons use the outboards for slow flight only?	Increased surface area provides greater controllability with flap extension.	Aerodynamic loads on the outboard ailerons tend to twist the wingtips at high speeds.	Locking out the outboard ailerons in high-speed flight provides variable flight control feel.	B
66	Aerodinámica	Why must the angle of attack be increased during a turn to maintain altitude?	Compensate for loss of vertical component of lift.	Increase the horizontal component of lift equal to the vertical component.	Compensate for increase in drag.	A
67	Aerodinámica	Within what Mach range does transonic flight regimes usually occur?	.50 to .75 Mach.	.75 to 1.20 Mach.	1.20 to 2.50 Mach.	B
68	Emergencies, Hazards & Flight Physiology	A person may not act as a crewmember of a civil aircraft if alcoholic beverages have been consumed by that person within the preceding	8 hours.	12 hours.	24 hours.	C
69	Emergencies, Hazards & Flight Physiology	A pilot is flying in IFR weather conditions and has two-way radio communications failure. What altitude should be used?	Last assigned altitude, altitude ATC has advised to expect, or the MEA, whichever is highest.	An altitude that is at least 1,000 feet above the highest obstacle along the route.	A VFR altitude that is above the MEA for each leg.	A

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70	Emergencies, Hazards & Flight Physiology	A pilot is holding at an initial approach fix after having experienced two-way radio communications failure. When should that pilot begin descent for the instrument approach?	At the EFC time, if this is within plus or minus 3 minutes of the flight plan ETA as amended by ATC.	At flight plan ETA as amended by ATC.	At the EFC time as amended by ATC.	C
71	Emergencies, Hazards & Flight Physiology	A pilot is more subject to spatial disorientation when	ignoring or overcoming the sensations of muscles and inner ear.	eyes are moved often in the process of cross-checking the flight instruments.	body sensations are used to interpret flight attitudes.	C
72	Emergencies, Hazards & Flight Physiology	After experiencing two-way radio communications failure en route, when should a pilot begin the descent for the instrument approach?	Upon arrival at any initial approach fix for the instrument approach procedure but not before the flight plan ETA as amended by ATC.	Upon arrival at the holding fix depicted on the instrument approach procedure at the corrected ETA, plus or minus 3 minutes.	At the primary initial approach fix for the instrument approach procedure at the ETA shown on the flight plan or the EFC time, whichever is later.	A
73	Emergencies, Hazards & Flight Physiology	Hazardous vortex turbulence that might be encountered behind large aircraft is created only when that aircraft is	developing lift.	operating at high airspeeds.	using high power settings.	A
74	Emergencies, Hazards & Flight Physiology	Haze can give the illusion that the aircraft is	closer to the runway than it actually is.	farther from the runway than it actually is.	the same distance from the runway as when there is no restriction to visibility.	B
75	Emergencies, Hazards & Flight Physiology	How does the wake turbulence vortex circulate around each wingtip?	Inward, upward, and around the wingtip.	Counterclockwise when viewed from behind the aircraft.	Outward, upward, and around the wingtip.	C
76	Emergencies, Hazards & Flight Physiology	Hypoxia is the result of which of these conditions?	Insufficient oxygen reaching the brain.	Excessive carbon dioxide in the bloodstream.	Limited oxygen reaching the heart muscles.	A
77	Emergencies, Hazards & Flight Physiology	If a pilot is being radar vectored in IFR conditions and loses radio communications with ATC, what action should be taken?	Fly directly to the next point shown on the IFR flight plan and continue the flight.	Squawk 7700 and climb to VFR on Top.	Fly directly to a fix, route, or airway specified in the vector clearance.	C
78	Emergencies, Hazards & Flight Physiology	If you take off behind a heavy jet that has just landed, you should plan to lift off	prior to the point where the jet touched down.	beyond the point where the jet touched down.	at the point where the jet touched down and on the upwind edge of the runway.	B
79	Emergencies, Hazards & Flight Physiology	In the dark, a stationary light will appear to move when stared at for a period of time. This illusion is known as	somatogravic illusion.	ground lighting illusion.	autokinesis.	C
80	Emergencies, Hazards & Flight Physiology	It is the responsibility of the pilot and crew to report a near midair collision as a result of proximity of at least	50 feet or less to another aircraft.	500 feet or less to another aircraft.	1,000 feet or less to another aircraft.	B
81	Emergencies, Hazards & Flight Physiology	Loss of cabin pressure may result in hypoxia because as cabin altitude increases	the percentage of nitrogen in the air is increased.	the percentage of nitrogen in the air is decreased.	oxygen partial pressure is decreased.	C
82	Emergencies, Hazards & Flight Physiology	Scanning procedures for effective collision avoidance should constitute	looking outside for 15 seconds, then inside for 5 seconds, then repeat.	1 minute inside scanning, then 1 minute outside scanning, then repeat.	looking outside every 30 seconds except in radar contact when outside scanning is unnecessary.	A
83	Emergencies, Hazards & Flight Physiology	Sudden penetration of fog can create the illusion of	pitching up.	pitching down.	leveling off.	A
84	Emergencies, Hazards & Flight Physiology	The illusion of being in a nose-up attitude which may occur during rapid acceleration takeoff is known as	inversion illusion.	autokinesis.	somatogravic illusion.	C
85	Emergencies, Hazards & Flight Physiology	To allow pilots of in-trail lighter aircraft to make flight path adjustments to avoid make turbulence, pilots of heavy and large jet aircraft should fly	below the established glidepath and slightly to either side of the on-course centerline.	on the established glidepath and on the approach course centerline or runway centerline extended.	above the established glidepath and slightly downwind of the on-course centerline.	B
86	Emergencies, Hazards & Flight Physiology	To avoid the wingtip vortices of a departing jet airplane during takeoff, the pilot should	lift off at a point well past the jet airplane's flightpath.	climb above and stay upwind of the jet airplane's flightpath.	remain below the flightpath of the jet airplane.	B
87	Emergencies, Hazards & Flight Physiology	Under what condition does ATC issue safety alerts?	When collision with another aircraft is imminent.	If the aircraft altitude is noted to be in close proximity to the surface or an obstacle.	When weather conditions are extreme and wind shear or large hail is in the vicinity.	B
88	Emergencies, Hazards & Flight Physiology	Under what conditions should a pilot on IFR advise ATC of minimum fuel status?	When the fuel supply becomes less than that required for IFR.	If the remaining fuel suggests a need for traffic or landing priority.	If the remaining fuel precludes any undue delay.	C
89	Emergencies, Hazards & Flight Physiology	What airport condition is reported by the tower when more than one wind condition at different positions on the airport is reported?	Light and variable.	Wind shear.	Frontal passage.	B

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90	Emergencias, Hazards & Flight Physiology	What altitude and route should be used if the pilot is flying in IFR weather conditions and has two-way radio communications failure?	Continue on the route specified in the clearance and fly the highest of the following: the last assigned altitude, altitude ATC has informed the pilot to expect, or to the MEA.	Descend to MEA and, if clear of clouds, proceed to the nearest appropriate airport. If not clear of clouds, maintain the highest of the MEAs along the clearance route.	Fly the most direct route to the destination, maintaining the last assigned altitude or MEA, whichever is higher.	A
91	Emergencias, Hazards & Flight Physiology	What causes hypoxia?	Excessive carbon dioxide in the atmosphere.	An increase in nitrogen content of the air at high altitudes.	A decrease of oxygen partial pressure.	C
92	Emergencias, Hazards & Flight Physiology	What does the term "minimum fuel" imply to ATC?	Traffic priority is needed to the destination airport.	Emergency handling is required to the nearest suitable airport.	Advisory that indicates an emergency situation is possible should an undue delay occur.	C
93	Emergencias, Hazards & Flight Physiology	What effect would a light crosswind have on the wingtip vortices generated by a large airplane that has just taken off?	The upwind vortex will tend to remain on the runway longer than the downwind vortex.	A crosswind will rapidly dissipate the strength of both vortices.	The downwind vortex will tend to remain on the runway longer than the upwind vortex.	A
94	Emergencias, Hazards & Flight Physiology	What illusion, if any, can rain on the windscreen create?	Does not cause illusions.	Lower than actual.	Higher than actual.	C
95	Emergencias, Hazards & Flight Physiology	What is a symptom of carbon monoxide poisoning?	Rapid, shallow breathing.	Pain and cramping of the hands and feet.	Dizziness.	C
96	Emergencias, Hazards & Flight Physiology	What is the effect of alcohol consumption on functions of the body?	Alcohol has an adverse effect, especially as altitude increases.	Small amounts of alcohol in the human system increase judgment and decision-making abilities.	Alcohol has little effect if followed by equal quantities of black coffee.	A
97	Emergencias, Hazards & Flight Physiology	What is the hijack code?	7200.	7500.	7777.	B
98	Emergencias, Hazards & Flight Physiology	What is the most effective way to use the eyes during night flight?	Look only at far away, dim lights.	Scan slowly to permit offcenter viewing.	Concentrate directly on each object for a few seconds.	B
99	Emergencias, Hazards & Flight Physiology	What minimum condition is suggested for declaring an emergency?	Anytime the pilot is doubtful of a condition that could adversely affect flight safety.	When fuel endurance or weather will require an en route or landing priority.	When distress conditions such as fire, mechanical failure, or structural damage occurs.	A
100	Emergencias, Hazards & Flight Physiology	What wind condition prolongs the hazards of wake turbulence on a landing runway for the longest period of time?	Direct tailwind.	Light quartering tailwind.	Light quartering headwind.	B
101	Emergencias, Hazards & Flight Physiology	When making a landing over darkened or featureless terrain such as water or snow, a pilot should be aware of the possibility of illusion. The approach may appear to be too	high.	low.	shallow.	A
102	Emergencias, Hazards & Flight Physiology	When making an approach to a narrower-than-usual runway, without VASI assistance, the pilot should be aware that the approach	altitude may be higher than it appears.	altitude may be lower than it appears.	may result in leveling off too high and landing hard.	B
103	Emergencias, Hazards & Flight Physiology	When using the Earth's horizon as a reference point to determine the relative position of other aircraft, most concern would be for aircraft	above the horizon and increasing in size.	on the horizon with little relative movement.	on the horizon and increasing in size.	C
104	Emergencias, Hazards & Flight Physiology	Which flight conditions of a large jet airplane create the most severe flight hazard by generating wingtip vortices of the greatest strength?	Heavy, slow, gear and flaps up.	Heavy, slow, gear and flaps down.	Heavy, fast, gear and flaps down.	A
105	Emergencias, Hazards & Flight Physiology	Which is a common symptom of hyperventilation?	Tingling of the hands, legs, and feet.	Increased vision keenness.	Decreased breathing rate.	A
106	Emergencias, Hazards & Flight Physiology	Which observed target aircraft would be of most concern with respect to collision avoidance?	One which appears to be ahead and moving from left to right at high speed.	One which appears to be ahead and moving from right to left at slow speed.	One which appears to be ahead with no lateral or vertical movement and is increasing in size.	C
107	Emergencias, Hazards & Flight Physiology	Which procedure is recommended to prevent or overcome spatial disorientation?	Reduce head and eye movement to the greatest possible extent.	Rely on the kinesthetic sense.	Rely entirely on the indications of the flight instruments.	C
108	Emergencias, Hazards & Flight Physiology	Which range of codes should a pilot avoid switching through when changing transponder codes?	0000 through 1000.	7200 and 7500 series.	7500, 7600, and 7700 series.	C
109	Emergencias, Hazards & Flight Physiology	Which statement is true concerning the wake turbulence produced by a large transport aircraft?	Vortices can be avoided by flying 300 feet below and behind the flight path of the generating aircraft.	The vortex characteristics of any given aircraft may be altered by extending the flaps or changing the speed.	Wake turbulence behind a propeller-driven aircraft is negligible because jet engine thrust is a necessary factor in the formation of vortices.	B

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110	Emergencies, Hazards & Flight Physiology	Which would most likely result in hyperventilation?	A stressful situation causing anxiety.	The excessive consumption of alcohol.	An extremely slow rate of breathing and insufficient oxygen.	A
111	Emergencies, Hazards & Flight Physiology	While in IFR conditions, a pilot experiences two-way radio communications failure. Which route should be flown in the absence of an ATC assigned route or a route ATC has advised to expect in a further clearance?	The most direct route to the filed alternate airport.	An off-airway route to the point of departure.	The route filed in the flight plan.	C
112	Emergencies, Hazards & Flight Physiology	While making prolonged constant rate turns under IFR conditions, an abrupt head movement can create the illusion of rotation on an entirely different axis. This is known as	autokinesis.	Coriolis illusion.	the leans.	B
113	Emergencies, Hazards & Flight Physiology	Wingtip vortices created by large aircraft tend to	sink below the aircraft generating the turbulence.	rise from the surface to traffic pattern altitude.	accumulate and remain for a period of time at the point where the takeoff roll began.	A
114	Emergencies, Hazards & Flight Physiology	You should advise ATC of minimum fuel status when your fuel supply has reached a state where, upon reaching your destination, you cannot accept any undue delay.	This will ensure your priority handling by ATC.	ATC will consider this action as if you had declared an emergency.	If your remaining usable fuel supply suggests the need for traffic priority to ensure a safe landing, declare an emergency due to low fuel and report fuel remaining in minutes.	C
115	Equipment-Navigation-and-Facilities	A cockpit voice recorder must be operated	from the start of the before starting engine checklist to completion of final checklist upon termination of flight.	from the start of the before starting engine checklist to completion of checklist prior to engine shutdown.	when starting to taxi for takeoff to the engine shutdown checklist after termination of the flight.	A
116	Equipment-Navigation-and-Facilities	A function of the minimum equipment list is to indicate instruments or equipment which	are required to be operative for overwater passenger air carrier flights.	may be inoperative for a one-time ferry flight of a large airplane to a maintenance base.	may be inoperative prior to beginning a flight in an aircraft.	C
117	Equipment-Navigation-and-Facilities	A Land and Hold Short Operations (LAHSO) clearance, that the pilot accepts:	must be adhered to.	does not preclude a rejected landing.	precludes a rejected landing.	B
118	Equipment-Navigation-and-Facilities	A pilot approaching to land a turbine-powered aircraft on a runway served by a VASI shall	not use the VASI unless a clearance for a VASI approach is received.	use the VASI only when weather conditions are below basic VFR.	maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing.	C
119	Equipment-Navigation-and-Facilities	A pilot of a high-performance airplane should be aware that flying a steeper-than-normal VASI glide slope angle may result in	a hard landing.	increased landing rollout.	landing short of the runway threshold.	B
120	Equipment-Navigation-and-Facilities	Airport information signs, used to provide destination or information, have	yellow inscriptions on a black background.	white inscriptions on a black background.	black inscriptions on a yellow background.	C
121	Equipment-Navigation-and-Facilities	An air carrier airplane's airborne radar must be in satisfactory operating condition prior to dispatch, if the flight will be	conducted under VFR conditions at night with scattered thunderstorms reported en route.	carrying passengers, but not if it is "all cargo".	conducted IFR, and ATC is able to radar vector the flight around areas of weather.	A
122	Equipment-Navigation-and-Facilities	An air carrier operates a flight in VFR over-the-top conditions. What radio navigation equipment is required to be a dual installation?	VOR.	VOR and ILS.	VOR and DME.	A
123	Equipment-Navigation-and-Facilities	An air carrier that elects to use an Inertial Navigational System (INS) must meet which equipment requirement prior to takeoff on a proposed flight?	The INS system must consist of two operative INS units.	Only one INS is required to be operative, if a Doppler Radar is substituted for the other INS.	A dual VORTAC/ILS system may be substituted for an inoperative INS.	B
124	Equipment-Navigation-and-Facilities	Authorization to conduct any GPS operation under IFR requires that	the equipment be approved in accordance with TSO C-115a.	the pilot review appropriate weather, aircraft flight manual (AFM), and operation of the particular GPS receiver.	air carrier and commercial operators must meet the appropriate provisions of their approved operations specifications.	C
125	Equipment-Navigation-and-Facilities	Authorization to conduct any GPS operation under IFR requires that	the pilot review appropriate weather, aircraft flight manual (AFM), and operation of the particular GPS receiver.	air carrier and commercial operators must meet the appropriate provisions of their approved operations specifications.	the equipment be approved in accordance with TSO C-115a.	B
126	Equipment-Navigation-and-Facilities	Below FL 180, en route weather advisories should be obtained from an FSS on	122.1 MHz.	122.0 MHz.	123.6 MHz.	B

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127	Equipment-Navigation-and-Facilities	During a VOT check of the VOR equipment, the course deviation indicator centers on 356° with the TO/FROM reading FROM. This VOR equipment may	be used if 4° is entered on a correction card and subtracted from all VOR courses.	be used during IFR flights, since the error is within limits.	not be used during IFR flights, since the TO/FROM should read TO.	B
128	Equipment-Navigation-and-Facilities	During an en route descent in a fixed-thrust and fixed-pitch attitude configuration, both the ram air input and drain hole of the pitot system become completely blocked by ice. What airspeed indication can be expected?	Increase in indicated airspeed.	Decrease in indicated airspeed.	Indicated airspeed remains at the value prior to icing.	B
129	Equipment-Navigation-and-Facilities	Each pilot who deviates from an ATC clearance in response to a TCAS II, resolution advisory (RA) is expected to	maintain the course and altitude resulting from the deviation, as ATC has radar contact.	request ATC clearance for the deviation.	notify ATC of the deviation as soon as practicable.	C
130	Equipment-Navigation-and-Facilities	Each pilot, who deviates from an ATC clearance in response to a TCAS advisory, is expected to notify ATC and	maintain the course and altitude resulting from the deviation, as ATC has radar contact.	request a new ATC clearance.	expeditiously return to the ATC clearance in effect prior to the advisory, after the conflict is resolved.	C
131	Equipment-Navigation-and-Facilities	En route at FL270, the altimeter is set correctly. On descent, a pilot fails to set the local altimeter setting of 30.57. If the field elevation is 650 feet, and the altimeter is functioning properly, what will it indicate upon landing?	585 feet.	1,300 feet.	Sea level.	C
132	Equipment-Navigation-and-Facilities	For the purpose of testing the flight recorder system,	a minimum of 1 hour of the oldest recorded data must be erased to get a valid test.	a total of 1 hour of the oldest recorded data accumulated at the time of testing may be erased.	a total of no more than 1 hour of recorded data may be erased.	B
133	Equipment-Navigation-and-Facilities	Hold line markings at the intersection of taxiways and runways consist of four lines (two solid and two dashed) that extend across the width of the taxiway. These lines are	white in color and the dashed lines are nearest the runway.	yellow in color and the dashed lines are nearest the runway.	yellow in color and the solid lines are nearest the runway.	B
134	Equipment-Navigation-and-Facilities	Holding position signs have	white inscriptions on a red background.	red inscriptions on a white background.	yellow inscriptions on a red background.	A
135	Equipment-Navigation-and-Facilities	How can a pilot identify a lighted heliport at night?	Green, yellow, and white beacon light.	White and red beacon light with dual flash of the white.	Green and white beacon light with dual flash of the white.	A
136	Equipment-Navigation-and-Facilities	How can a pilot identify a military airport at night?	Green, yellow, and white beacon light.	White and red beacon light with dual flash of the white.	Green and white beacon light with dual flash of the white.	C
137	Equipment-Navigation-and-Facilities	How does the LDA differ from an ILS LOC?	LDA. 6° or 12° wide, ILS - 3° to 6°.	LDA. offset from runway plus 3°, ILS - aligned with runway.	LDA. 15° usable off course indications, ILS - 35°.	B
138	Equipment-Navigation-and-Facilities	How does the SDF differ from an ILS LOC?	SDF - 6° or 12° wide, ILS - 3° to 6°.	SDF - offset from runway plus 3°, ILS - aligned with runway.	SDF - 15° usable off course indications, ILS - 35°.	A
139	Equipment-Navigation-and-Facilities	How long is cockpit voice recorder and flight recorder data kept, in the event of an accident or occurrence resulting in terminating the flight?	60 days.	90 days.	30 días.	A
140	Equipment-Navigation-and-Facilities	How may a pilot determine if a LORAN-C receiver is authorized for IFR operations?	Consult the Airplane Flight Manual Supplement.	A placard stating, "LORAN-C APPROVED FOR IFR EN ROUTE, TERMINAL AND APPROACH SEGMENTS."	An airframe logbook entry that the LORAN-C receiver has been checked within the previous 30-calendar days.	A
141	Equipment-Navigation-and-Facilities	How will the airspeed indicator react if the ram air input to the pitot head is blocked by ice, but the drain hole and static port are not?	Indication will drop to zero.	Indication will rise to the top of the scale.	Indication will remain constant but will increase in a climb.	A
142	Equipment-Navigation-and-Facilities	Identify REIL.	Amber lights for the first 2,000 feet of runway.	Green lights at the threshold and red lights at far end of runway.	Synchronized flashing lights laterally at each side of the runway threshold.	C
143	Equipment-Navigation-and-Facilities	Identify runway remaining lighting on centerline lighting systems.	Amber lights from 3,000 feet to 1,000 feet, then alternate red and white lights to the end.	Alternate red and white lights from 3,000 feet to 1,000 feet, then red lights to the end.	Alternate red and white lights from 3,000 feet to the end of the runway.	B
144	Equipment-Navigation-and-Facilities	Identify taxi leadoff lights associated with the centerline lighting system.	Alternate green and yellow lights curving from the centerline of the runway to the centerline of the taxiway.	Alternate green and yellow lights curving from the centerline of the runway to the edge of the exit.	Alternate green and yellow lights curving from the centerline of the runway to a point on the exit	C
145	Equipment-Navigation-and-Facilities	Identify the runway distance remaining markers.	Signs with increments of 1,000 feet distance remaining.	Red markers laterally placed across the runway at 3,000 feet from the end.	Yellow marker laterally placed across the runway with signs on the side denoting distance to end.	A

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146	Equipment-Navigation-and-Facilities	Identify touchdown zone lighting (TDZL).	Two rows of transverse light bars disposed symmetrically about the runway centerline.	Flush centerline lights spaced at 50-foot intervals extending through the touchdown zone.	Alternate white and green centerline lights extending from 75 feet from the threshold through the touchdown zone.	A
147	Equipment-Navigation-and-Facilities	If an air carrier airplane is flying IFR using a single ADF navigation receiver and the ADF equipment fails, the flight must be able to	proceed safely to a suitable airport using VOR aids and complete an instrument approach by use of the remaining airplane radio system.	continue to the destination airport by means of dead reckoning navigation.	proceed to a suitable airport using VOR aids, complete an instrument approach and land.	A
148	Equipment-Navigation-and-Facilities	If an air carrier airplane's airborne radar is inoperative and thunderstorms are forecast along the proposed route of flight, an airplane may be dispatched only	when able to climb and descend VFR and maintain VFR/OT en route.	in VFR conditions.	in day VFR conditions.	C
149	Equipment-Navigation-and-Facilities	If an airborne checkpoint is used to check the VOR system for IFR operations, the maximum bearing error permissible is	plus or minus 6°.	plus 6° or minus 4°.	plus or minus 4°.	A
150	Equipment-Navigation-and-Facilities	If both the ram air input and drain hole of the pitot system are blocked by ice, what airspeed indication can be expected?	No variation of indicated airspeed in level flight if large power changes are made.	Decrease of indicated airspeed during a climb.	Constant indicated airspeed during a descent.	A
151	Equipment-Navigation-and-Facilities	If installed, what aural and visual indications should be observed over the ILS back course marker?	A series of two dot combinations, and a white marker beacon light.	Continuous dashes at the rate of one per second, and a white marker beacon light.	A series of two dash combinations, and a white marker beacon light.	A
152	Equipment-Navigation-and-Facilities	If the ambient temperature is colder than standard at FL310, what is the relationship between true altitude and pressure altitude?	They are both the same, 31,000 feet.	True altitude is lower than 31,000 feet.	Pressure altitude is lower than true altitude.	B
153	Equipment-Navigation-and-Facilities	If the ambient temperature is warmer than standard at FL350, what is the density altitude compared to pressure altitude?	Lower than pressure altitude.	Higher than pressure altitude.	Impossible to determine without information on possible inversion layers at lower altitudes.	B
154	Equipment-Navigation-and-Facilities	In addition to the localizer, glide slope, marker beacons, approach lighting, and HIRL, which ground components are required to be operative for a Category II instrument approach to a DH below 150 feet AGL?	RCLS and REIL.	Radar and RVR.	TDZL, RCLS, and RVR.	C
155	Equipment-Navigation-and-Facilities	In conducting Land and Hold Short Operations (LAHSO), the pilot should have readily available:	the published Available Landing Distance (ALD), landing performance of the aircraft, and slope of all LAHSO combinations at the destination airport.	the published runway length and slope for all LAHSO combinations at the airport of intended landing.	the landing performance of the aircraft, published Available Landing Distance (ALD) for all LASHO combinations at the airport of intended landing, plus the forecast winds.	A
156	Equipment-Navigation-and-Facilities	Information obtained from flight data and cockpit voice recorders shall be used only for determining	who was responsible for any accident or incident.	evidence for use in civil penalty or certificate action.	possible causes of accidents or incidents.	C
157	Equipment-Navigation-and-Facilities	Information recorded during normal operations of a cockpit voice recorder in a large pressurized airplane with four reciprocating engines	may all be erased or otherwise obliterated except for the last 30 minutes.	may be erased or otherwise obliterated except for the last 30 minutes prior to landing.	may all be erased, as the voice recorder is not required on an aircraft with reciprocating engines.	A
158	Equipment-Navigation-and-Facilities	Land and Hold Short Operations (LAHSO) include landing and holding short:	of an intersecting taxiway only.	of some designated point on the runway.	only of an intersecting runway or taxiway.	B
159	Equipment-Navigation-and-Facilities	LORAN-C is based upon measurements of the difference in time arrival of pulses generated by what type radio stations?	A group of stations operating on the 108-115 MHz frequency band.	Two stations operating on the 90-110 MHz frequency band.	A chain of stations operating on the 90-110 kHz frequency band.	C
160	Equipment-Navigation-and-Facilities	Routes that require a flight navigator are listed in the	Airplane Flight Manual	International Flight Information Manual.	Air carrier's Operations Specifications.	C
161	Equipment-Navigation-and-Facilities	TCAS I provides	traffic and resolution advisories.	proximity warning.	recommended maneuvers to avoid conflicting traffic.	B
162	Equipment-Navigation-and-Facilities	TCAS II provides	traffic and resolution advisories.	proximity warning.	maneuvers in all directions to avoid the conflicting traffic.	A
163	Equipment-Navigation-and-Facilities	The airport markings, signage and lighting associated with Land and Hold Short (LAHSO) consists of:	yellow hold-short markings, red and white signage, and in-pavement lights.	red and white signage, yellow hold-short markings, and at some airports, in-pavement lights.	red and black signage, in-pavement lights, and yellow hold-short markings.	B
164	Equipment-Navigation-and-Facilities	The higher glide slope of the three-bar VASI is intended for use by	high performance aircraft.	helicopters.	high cockpit aircraft.	C
165	Equipment-Navigation-and-Facilities	The lowest ILS Category II minimums are	DH 50 feet and RVR 1,200 feet.	DH 100 feet and RVR 1,200 feet.	DH 150 feet and RVR 1,500 feet.	B

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166	Equipment-Navigation-and-Facilities	What action is necessary when a partial loss of ILS receiver capability occurs while operating in controlled airspace under IFR?	Continue as cleared and file a written report to the DGTA if requested.	If the aircraft is equipped with other radios suitable for executing an instrument approach, no further action is necessary.	Report the malfunction immediately to ATC.	C
167	Equipment-Navigation-and-Facilities	What action should be taken by the pilot in command of a transport category airplane if the airborne weather radar becomes inoperative en route on an IFR flight for which weather reports indicate possible thunderstorms?	Request radar vectors from ATC to the nearest suitable airport and land.	Proceed in accordance with the approved instructions and procedures specified in the operations manual for such an event.	Return to the departure airport if the thunderstorms have not been encountered, and there is enough fuel remaining.	B
168	Equipment-Navigation-and-Facilities	What action should be taken if one of the two VHF radios fail while IFR in controlled airspace?	Notify ATC immediately.	Squawk 7600.	Monitor the VOR receiver.	A
169	Equipment-Navigation-and-Facilities	What are the indications of Precision Approach Path Indicator (PAPI)?	High - white, on glide path - red and white; low - red.	High - white, on glide path - green; low - red.	High - white and green, on glide path - green; low - red.	A
170	Equipment-Navigation-and-Facilities	What are the indications of the pulsating VASI?	High - pulsing white, on glide path - green, low - pulsing red.	High - pulsing white, on glide path - steady white, slightly below glide slope steady red, low - pulsing red.	High - pulsing white, on course and on glide path - steady white, off course but on glide path - pulsing white and red; low - pulsing red.	B
171	Equipment-Navigation-and-Facilities	What aural and visual indications should be observed over an ILS inner marker?	Continuous dots at the rate of six per second.	Continuous dashes at the rate of two per second.	Alternate dots and dashes at the rate of two per second.	A
172	Equipment-Navigation-and-Facilities	What aural and visual indications should be observed over an ILS middle marker?	Continuous dots at the rate of six per second.	Continuous dashes at the rate of two per second.	Alternate dots and dashes at the rate of two per second.	C
173	Equipment-Navigation-and-Facilities	What aural and visual indications should be observed over an ILS outer marker?	Continuous dots at the rate of six per second.	Continuous dashes at the rate of two per second.	Alternate dots and dashes at the rate of two per second.	B
174	Equipment-Navigation-and-Facilities	What can a pilot expect if the pitot system ram air input and drain hole are blocked by ice?	The airspeed indicator may act as an altimeter.	The airspeed indicator will show a decrease with an increase in altitude.	No airspeed indicator change will occur during climbs or descents.	A
175	Equipment-Navigation-and-Facilities	What DME indications should a pilot observe when directly over a VORTAC site at 12,000 feet?	0 DME miles.	2 DME miles.	2.3 DME miles.	B
176	Equipment-Navigation-and-Facilities	What documents the authorized operational level of LORAN-C?	A placard stating "KIRAB-C APPROVED FOR IFR."	The Airplane Flight Manual Supplement or DGAC Form 337, Major Repair and Alteration.	An entry in the aircraft maintenance logbook giving place, date, and signature of authorizing official.	B
177	Equipment-Navigation-and-Facilities	What does the Precision Approach Path Indicator (PAPI) consist of?	Row of four lights parallel to the runway; red, white, and green.	Row of four lights perpendicular to the runway; red and white.	One light projector with two colors; red and white.	B
178	Equipment-Navigation-and-Facilities	What does the pulsating VASI consist of?	Three-light system, two pulsing and one steady.	Two-light projectors, one pulsing and one steady.	One-light projector, pulsing white when above glide slope or red when more than slightly below glide slope, steady white when on glide slope, steady red for slightly below glide path.	C
179	Equipment-Navigation-and-Facilities	What does the tri-color VASI consist of?	Three light bars; red, green, and amber.	One light projector with three colors; red, green, and amber.	Three glide slopes, each a different color; red, green, and amber.	B
180	Equipment-Navigation-and-Facilities	What facilities may be substituted for an inoperative middle marker during a Category I ILS approach?	ASR and PAR.	The middle marker has no effect on straight-in minimums.	Compass locator, PAR, and ASR.	B
181	Equipment-Navigation-and-Facilities	What functions are provided by ILS?	Azimuth, distance, and vertical angle.	Azimuth, range, and vertical angle.	Guidance, range, and visual information.	C
182	Equipment-Navigation-and-Facilities	What is corrected altitude (approximate true altitude)?	Pressure altitude corrected for instrument error.	Indicated altitude corrected for temperature variation from standard.	Density altitude corrected for temperature variation from standard.	B
183	Equipment-Navigation-and-Facilities	What is the advantage of a three-bar VASI?	Pilots have a choice of glide angles.	A normal glide angle is afforded both high and low cockpit aircraft.	The three-bar VASI is much more visible and can be used at a greater height.	B
184	Equipment-Navigation-and-Facilities	What is the advantage of HIRL or MIRL on an IFR runway as compared to a VFR runway?	Lights are closer together and easily distinguished from surrounding lights.	Amber lights replace white on the last 2,000 feet of runway for a caution zone.	Alternate red and white lights replace the white on the last 3,000 feet of runway for a caution zone.	B

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
185	Equipment-Navigation-and-Facilities	What is the lowest Category IIIA minimum?	DH 50 feet and RVR 1,200 feet.	RVR 1,000 feet.	RVR 700 feet.	C
186	Equipment-Navigation-and-Facilities	What is the maximum permissible variation between the two bearing indicators on a dual VOR system when checking one VOR against the other?	4° on the ground and in flight.	6° on the ground and in flight.	6° and in flight and 4° on the ground.	A
187	Equipment-Navigation-and-Facilities	What is the normal range of the tri-color VASI at night?	5 miles.	10 miles.	15 miles.	A
188	Equipment-Navigation-and-Facilities	What is the purpose of REIL?	Identification of a runway surrounded by a preponderance of other lighting.	Identification of the touchdown zone to prevent landing short.	Establish visual descent guidance information during an approach.	A
189	Equipment-Navigation-and-Facilities	What record shall be made by the pilot performing a VOR operational check?	The date, frequency of VOR or VOT, number of hours flown since last check, and signature in the aircraft log.	The date, place, bearing error, and signature in the aircraft log or other record.	The date, approval or disapproval, tach reading, and signature in the aircraft log or other permanent record.	B
190	Equipment-Navigation-and-Facilities	What type service should normally be expected from an En Route Flight Advisory Service?	Weather advisories pertinent to the type of flight, intended route of flight, and altitude.	Severe weather information, changes in flight plans, and receipt of position reports.	Radar vectors for traffic separation, route weather advisories, and altimeter settings.	A
191	Equipment-Navigation-and-Facilities	What would be the identification when a VORTAC is undergoing routine maintenance and is considered unreliable?	A test signal, "TESTING", is sent every 30 seconds.	Identifier is preceded by "M" and an intermittent "OFF" flag would appear.	The identifier would be removed.	C
192	Equipment-Navigation-and-Facilities	When a pilot plans a flight using NDB NAVAIDS, which rule applies?	The airplane must have sufficient fuel to proceed, by means of VOR NAVAIDS, to a suitable airport and land.	The pilot must be able to return to the departure airport using other navigation radios.	The airplane must have sufficient fuel to proceed, by means of VOR NAVAIDS, to a suitable airport and complete an instrument approach by use of the remaining airplane radio system.	C
193	Equipment-Navigation-and-Facilities	When an air carrier flight is operated under IFR or over-the-top which navigation equipment is required to be installed in duplicate?	VOR.	ADF.	VOR and DME.	A
194	Equipment-Navigation-and-Facilities	When instructed by ATC to "Hold short of a runway (ILS critical area, etc.)," the pilot should stop	with the nose gear on the hold line.	so that no part of the aircraft extends beyond the hold line.	so the flight deck area of the aircraft is even with the hold line.	B
195	Equipment-Navigation-and-Facilities	When is DME required for an instrument flight?	At or above 24,000 feet MSL if VOR navigational equipment is required.	In terminal radar service areas.	Above 12,500 feet MSL.	A
196	Equipment-Navigation-and-Facilities	When is the course deviation indicator (CDI) considered to have a full-scale deflection?	When the CDI deflects from full-scale left to full-scale right, or vice versa.	When the CDI deflects from the center of the scale to full-scale left or right.	When the CDI deflects from half-scale left to half-scale right, or vice versa.	B
197	Equipment-Navigation-and-Facilities	When may a pilot descend below 100 feet above the touchdown zone elevation during a Category II ILS instrument approach when only the approach lights are visible?	After passing the visual descent point (VDP).	When the RVR is 1,600 feet or more.	When the red terminal bar of the approach light systems are in sight.	C
198	Equipment-Navigation-and-Facilities	When must an air carrier airplane be DME equipped?	In Class E airspace for all IFR or VFR on Top operations.	Whenever VOR navigational receivers are required.	For flights at or above FL 180.	B
199	Equipment-Navigation-and-Facilities	When setting the altimeter, pilots should disregard	effects of nonstandard atmospheric temperatures and pressures.	corrections for static pressure systems.	corrections for instrument error.	A
200	Equipment-Navigation-and-Facilities	Where does the DME indicator have the greatest error between the ground distance and displayed distance to the VORTAC?	High altitudes close to the VORTAC.	Low altitudes close to the VORTAC.	Low altitudes far from the VORTAC.	A
201	Equipment-Navigation-and-Facilities	Where is a list maintained for routes that require special navigation equipment?	Air Carrier's Operations Specifications.	International Flight Information Manual.	Airplane Flight Manual	A
202	Equipment-Navigation-and-Facilities	Which "rule-of-thumb" may be used to approximate the rate of descent required for a 3° glide path?	5 times groundspeed in knots.	8 times groundspeed in knots.	10 times groundspeed in knots.	A
203	Equipment-Navigation-and-Facilities	Which airplanes are required to be equipped with a ground proximity warning glide slope deviation alerting system?	All turbine powered airplanes.	Passenger-carrying turbine-powered airplanes only.	Large turbine-powered airplanes only.	A
204	Equipment-Navigation-and-Facilities	Which checks and inspections of flight instruments or instrument systems must be accomplished before an aircraft can be flown under IFR?	VOR within 30 days and altimeter systems and transponder within 24 calendar months.	ELT test within 30 days, altimeter systems within 12 calendar months, and transponder within 24 calendar months.	Airspeed indicator within 24 calendar months, altimeter system within 24 calendar months, and transponder within 12 calendar months.	A

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205	Equipment-Navigation-and-Facilities	Which class of NOTAM gives the latest information on LORAN-C chain or station outages?	NOTAM (L)'s under the identifier "LORAN-C."	NOTAM (D)'s under the identifier "LRN."	Class II NOTAM's published every 14 days.	B
206	Equipment-Navigation-and-Facilities	Which color on a tri-color VASI is a "high" indication?	Red.	Amber.	Green.	B
207	Equipment-Navigation-and-Facilities	Which color on a tri-color VASI is a "low" indication?	Red.	Amber.	Green.	A
208	Equipment-Navigation-and-Facilities	Which color on a tri-color VASI is an "on course" indication?	Red.	Amber.	Green.	C
209	Equipment-Navigation-and-Facilities	Which component associated with the ILS is identified by the first two letters of the localizer identification group?	Inner marker.	Middle compass locator.	Outer compass locator.	C
210	Equipment-Navigation-and-Facilities	Which component associated with the ILS is identified by the last two letters of the localizer group?	Inner marker.	Middle compass locator.	Outer compass locator.	B
211	Equipment-Navigation-and-Facilities	Which entry shall be recorded by the person performing a VOR operational check?	Frequency, radial and facility used, and bearing error.	Flight hours and number of days since last check, and bearing error.	Date, place, bearing error, and signature.	C
212	Equipment-Navigation-and-Facilities	Which equipment requirement must be met by an air carrier that elects to use a dual Inertial Navigation System (INS) on a proposed flight?	The dual system must consist of two operative INS units.	A dual VORTAC/ILS system may be substituted for an inoperative INS.	Only one INS is required to be operative, if a Doppler Radar is substituted for the other INS.	C
213	Equipment-Navigation-and-Facilities	Which facility may be substituted for the middle marker during a Category I ILS approach?	VOR/DME FIX.	Surveillance radar.	Compass locator.	C
214	Equipment-Navigation-and-Facilities	Which ground components are required to be operative for a Category II approach in addition to LOC, glide slope, marker beacons, and approach lights?	Radar and RVR.	RCLS and REIL.	HIRL, TDZL, RCLS, and RVR.	C
215	Equipment-Navigation-and-Facilities	Which indication may be received when a VOR is undergoing maintenance and is considered unreliable?	Coded identification T-E-S-T.	Identifier is preceded by "M" and an intermittent "OFF" flag might appear.	An automatic voice recording stating the VOR is out-of-service for maintenance.	A
216	Equipment-Navigation-and-Facilities	Which pressure is defined as station pressure?	Altimeter setting.	Actual pressure at field elevation.	Station barometric pressure reduced to sea level.	B
217	Equipment-Navigation-and-Facilities	Which rule applies to the use of cockpit voice recorder erasure feature?	All recorded information may be erased, except for the last 30 minutes prior to landing.	Any information more than 30 minutes old may be erased.	All recorded information may be erased, unless the DGAC needs to be notified of an occurrence.	B
218	Equipment-Navigation-and-Facilities	While flying IFR in controlled airspace, if one of the two VOR receivers fails, which course of action should the pilot-in-command follow?	No call is required if one of the two VOR receivers is operating properly.	Advise ATC immediately.	Notify the dispatcher via company frequency.	B
219	Equipment-Navigation-and-Facilities	While flying in controlled airspace under IFR, the ADF fails. What action is required?	Descend below Class A airspace.	Advise dispatch via company frequency.	Notify ATC immediately.	C
220	Equipment-Navigation-and-Facilities	While on an IFR flight in controlled airspace, the failure of which unit will precipitate an immediate report to ATC?	One engine, on a multiengine aircraft.	Airborne radar.	DME.	C
221	Equipment-Navigation-and-Facilities	Who must the crew of a domestic or flag air carrier airplane be able to communicate with, under normal conditions, along the entire route (in either direction) of flight?	ARINC.	Any FSS.	Appropriate dispatch office.	C
222	Equipment-Navigation-and-Facilities	Within what frequency range does the localizer transmitter of the ILS operate?	108.10 to 118.10 MHz.	108.10 to 111.95 MHz.	108.10 to 117.95 MHz.	B
223	Equipment-Navigation-and-Facilities	You have just landed at JFK and the tower tells you to call ground control when clear of the runway. You are considered clear of the runway when	the aft end of the aircraft is even with the taxiway location sign.	the flight deck area of the aircraft is even with the hold line.	all parts of the aircraft have crossed the hold line.	C
224	Flight Operations	A minimum instrument altitude for enroute operations off of published airways which provides obstruction clearance of 1,000 feet in non-mountainous terrain areas and 2,000 feet in designated mountainous areas.	Minimum Obstruction Clearance Altitude (MOCA)	Off-Route Obstruction Clearance Altitude (OROCA)	Minimum Safe/Sector Altitude (MSA)	B
225	Flight Operations	A pilot is operating in Class G airspace. If existing weather conditions are below those for VFR flight, an IFR flight plan must be filed and an ATC clearance received prior to	takeoff if weather conditions are below IFR minimums.	entering controlled airspace.	entering IFR weather conditions.	B
226	Flight Operations	An alternate airport for departure is required	if weather conditions are below authorized landing minimums at the departure airport.	when the weather forecast at the ETD is for landing minimums only at the departure airport.	when destination weather is marginal VFR (ceiling less than 3,000 feet and visibility less than 5 SM).	A

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227	Flight Operations	An ATC "instruction"	is the same as an ATC "clearance."	is a directive issued by ATC for the purpose of requiring a pilot to take a specific action providing the safety of the aircraft is not jeopardized.	must be "read back" in full to the controller and confirmed before becoming effective.	B
228	Flight Operations	Assuming that all ILS components are operating and the required visual references are not acquired, the missed approach should be initiated upon	arrival at the DH on the glide slope.	arrival at the visual descent point.	expiration of the time listed on the approach chart for missed approach.	A
229	Flight Operations	Assuring that appropriate aeronautical charts are aboard an aircraft is the responsibility of the	aircraft dispatcher.	flight navigator.	pilot in command.	C
230	Flight Operations	At what maximum indicated airspeed can a B-727 operate within Class B airspace without special ATC authorization?	230 knots.	250 knots.	275 knots.	B
231	Flight Operations	At what maximum indicated airspeed can a reciprocating-engine airplane operate in the airspace underlying Class B airspace?	180 knots.	200 knots.	230 knots.	B
232	Flight Operations	At what maximum indicated airspeed may a reciprocating-engine-powered airplane be operated within Class D airspace?	156 knots.	180 knots.	200 knots.	C
233	Flight Operations	At what minimum altitude is a turbine- engine-powered, or large airplane, required to enter Class D airspace?	1,500 feet AGL.	2,000 feet AGL.	2,500 feet AGL.	A
234	Flight Operations	Below what altitude, except when in cruise flight, are non-safety related cockpit activities by flight crewmembers prohibited?	10,000 feet.	14,500 feet.	FL 180.	A
235	Flight Operations	Civil aircraft holding at an altitude of 14,000 feet at a military or joint civil/military use airports should expect to operate at which holding pattern airspeed?	250 knots	260 knots	230 knots	C
236	Flight Operations	Except during an emergency, when can a pilot expect landing priority?	When cleared for an IFR approach.	When piloting a large, heavy aircraft.	In turn, on a first-come, first-serve basis.	C
237	Flight Operations	How often are NOTAMs broadcast to pilots on a scheduled basis?	15 minutes before and 15 minutes after the hour.	Between weather broadcasts on the hour.	Hourly, appended to the weather broadcast.	C
238	Flight Operations	How should a pilot describe braking action?	00 percent, 50 percent, 75 percent, or 100 percent.	Zero-zero, fifty-fifty, or normal.	Nil, poor, fair, or good.	C
239	Flight Operations	How should an off-airway direct flight be defined on an IFR flight plan?	The initial fix, the true course, and the final fix.	All radio fixes over which the flight will pass.	The initial fix, all radio fixes which the pilot wishes to be compulsory reporting points, and the final fix.	B
240	Flight Operations	If a four-engine air carrier airplane is dispatched from an airport that is below landing minimums, what is the maximum distance that a departure alternate airport may be located from the departure airport?	Not more than 2 hours at cruise speed with one engine inoperative.	Not more than 2 hours at normal cruise speed in still air with one engine inoperative.	Not more than 1 hour at normal cruise speed in still air with one engine inoperative.	B
241	Flight Operations	If ATC requests a speed adjustment that is not within the operating limits of the aircraft, what action must the pilot take?	Maintain an airspeed within the operating limitations as close to the requested speed as possible.	Attempt to use the requested speed as long as possible, then request a reasonable airspeed from ATC.	Advise ATC of the airspeed that will be used.	C
242	Flight Operations	If being radar vectored to the final approach course of a published instrument approach that specifies "NO PT", the pilot should	advise ATC that a procedure turn will not be executed.	not execute the procedure turn unless specifically cleared to do so by ATC.	execute a holding-pattern type procedure turn.	B
243	Flight Operations	If visual reference is lost while circling to land from an instrument approach, what action(s) should the pilot take?	Make a climbing turn toward the landing runway until established on the missed approach course.	Turn toward the landing runway maintaining MDA, and if visual reference is not gained, perform missed approach.	Make a climbing turn toward the VOR/NDB, and request further instructions.	A
244	Flight Operations	In what airspace will ATC not authorize "VFR on Top"?	Class C airspace	Class B airspace	Class A airspace	C
245	Flight Operations	Maximum holding speed for a civil turbojet aircraft at a joint use airport civil/navy between 7,000 and 14,000 feet is	265 knots.	230 knots.	200 knots.	B
246	Flight Operations	Maximum holding speed for a propeller-driven airplane may hold at is:	265 knots	230 knots.	156 knots.	A
247	Flight Operations	Maximum holding speed for a turbojet airplane above 14,000 feet is	210 knots.	230 knots.	265 knots.	C

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248	Flight Operations	NOTAM (L)s are used to disseminate what type of information?	Conditions of facilities en route that may cause delays.	Taxi closures, personnel and equipment near or crossing runways, airport lighting aids that do not affect instrument approaches criteria, and airport rotating beacon outages.	Time critical information of a permanent nature that is not yet available in normally published charts.	B
249	Flight Operations	Pilots should notify controllers on initial contact that they have received the ATIS broadcast by	stating "Have numbers"	stating "Have Weather"	repeating the alphabetical code word appended to the broadcast.	C
250	Flight Operations	Prior to listing an airport as an alternate airport in the dispatch or flight release, weather reports and forecasts must indicate that weather conditions will be at or above authorized minimums at that airport	for a period 1 hours before or after the ETA.	during the entire flight.	when the flight arrives.	C
251	Flight Operations	The minimum weather conditions that must exist for an airport to be listed as an alternate in the dispatch release for a domestic air carrier flight are	those listed in the NOAA IAP charts for the alternate airport, at the time the flight is expected to arrive.	those specified in the certificate holder's Operations Specifications for that airport, when the flight arrives.	those listed in the NOAA IAP charts for the alternate airport, from 1 hour before or after the ETA for that flight.	B
252	Flight Operations	The prescribed visibility criteria of RVR 32 for the runway of intended operation is not reported. What minimum ground visibility may be used instead of the RVR value?	3/8 SM.	5/8 SM.	3/4 SM.	B
253	Flight Operations	The visibility criteria for a particular instrument approach procedure is RVR 40. What minimum ground visibility may be substituted for the RVR value?	5/8 SM.	3/4 SM.	7/8 SM.	B
254	Flight Operations	Under what conditions may a pilot on an IFR flight plan comply with authorization to maintain "VFR on Top"?	Maintain IFR flight plan but comply with visual flight rules while in VFR conditions.	Maintain VFR altitudes, cloud clearances, and comply with applicable instrument flight rules.	Maintain IFR altitudes, VFR cloud clearances, and comply with applicable instrument flight rules.	B
255	Flight Operations	Under what conditions may an air carrier pilot continue an instrument approach to the DH, after receiving a weather report indicating that less than minimum published landing conditions exist at the airport?	If the instrument approach is conducted in a radar environment.	When the weather report is received as the pilot passes the FAF.	When the weather report is received after the pilot has begun the final approach segment of the instrument approach.	C
256	Flight Operations	Under which condition, if any, may a pilot descend below DH or MDA when using the ALSF-1 approach light system as the primary visual reference for the intended runway?	Under no condition can the approach light system serve as a necessary visual reference for descent below DH or MDA.	Descent to the intended runway is authorized as long as any portion of the approach light system can be seen.	The approach light system can be used as a visual reference, except that descent below 100 feet above TDZE requires that the red light bars be visible and identifiable.	C
257	Flight Operations	What action is expected of an aircraft upon landing at a controlled airport?	Continue taxiing in the landing direction until advised by the tower to switch to ground control frequency.	Exit the runway at the nearest suitable taxiway and remain on tower frequency until instructed otherwise.	Exit the runway at the nearest suitable taxiway and switch to ground control upon crossing the taxiway holding lines.	B
258	Flight Operations	What action should a pilot take if asked by ARTCC to "VERIFY 9,000" and the flight is actually maintaining 8,000?	Immediately climb to 9,000.	Report climbing to 9,000.	Report maintaining 8,000.	C
259	Flight Operations	What action should a pilot take if within 3 minutes of a clearance limit and further clearance has not been received?	Assume lost communications and continue as planned.	Plan to hold at cruising speed until further clearance is received.	Start a speed reduction to holding speed in preparation for holding.	C
260	Flight Operations	What action should a pilot take when a clearance is received from ATC that appears to be contrary to a regulation?	Read the clearance back in its entirety.	Request a clarification from ATC.	Do not accept the clearance.	B
261	Flight Operations	What action should be taken when a pilot is "cleared for approach" while being radar vectored on an unpublished route?	Descend to minimum vector altitude.	Remain at last assigned altitude until established on a published route segment.	Descend to initial approach fix altitude.	B
262	Flight Operations	What action should the pilot take when "gate hold" procedures are in effect?	Contact ground control prior to starting engines for sequencing	Taxi into position and hold prior to requesting clearance	Start engines, perform pre-take-off check, and request	A
263	Flight Operations	What action(s) should a pilot take if vectored across the final approach course during an IFR approach?	Continue on the last heading issued until otherwise instructed.	Contact approach control, and advise that the flight is crossing the final approach course.	Turn onto final, and broadcast in the blind that the flight has proceeded on final.	B

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264	Flight Operations	What altitude is a pilot authorized to fly when cleared for an ILS approach? The pilot	may begin a descent to the procedure turn altitude.	must maintain the last assigned altitude until established on a published route or segment of the approach with published altitudes.	may descend from the assigned altitude only when established on the final approach course.	B
265	Flight Operations	What cloud clearance must be complied with when authorized to maintain "VFR on Top"?	May maintain VFR clearance above, below, or between layers.	Must maintain VFR clearance above or below.	May maintain VFR clearance above or below, but not between layers.	A
266	Flight Operations	What is the difference between a visual and a contact approach?	A visual approach is an IFR authorization while a contact approach is a VFR authorization.	A visual approach is initiated by ATC while a contact approach is initiated by the pilot.	Both are the same but classified according to the party initiating the approach.	B
267	Flight Operations	What is the maximum distance that a departure alternate airport may be from the departure airport for a two-engine airplanes?	1 hour at normal cruise speed in still air with both engines operating.	1 hour at normal cruise speed in still air with one engine operating.	2 hours at normal cruise speed in still air with one engine operating.	B
268	Flight Operations	What is the maximum holding speed for a civil turbojet holding at a civil at 15,000 feet MSL, unless a higher speed is required due to turbulence or icing and ATC is notified?	265 knots.	230 knots.	250 knots.	A
269	Flight Operations	What is the maximum indicated airspeed a reciprocating-engine-powered airplane may be operated within Class B airspace?	180 knots.	230 knots.	250 knots.	C
270	Flight Operations	What is the maximum indicated airspeed a turbine-powered aircraft may be operated below 10,000 feet MSL?	288 knots.	250 knots.	230 knots.	B
271	Flight Operations	What is the minimum flight visibility and distance from clouds for flight at 10,500 feet, in Class E airspace, with a VFR -on Top clearance during daylight hours?	3 statute miles, 1000 feet above, 500 feet below, and 2,000 feet horizontal	5 statute miles, 1000 feet above, 1,000 feet below, and 1 mile horizontal.	5 statute miles, 1000 feet above, 500 feet below, and 1 mile horizontal	B
272	Flight Operations	What is the normal procedure for IFR departures at locations with pre-taxi clearance programs?	Pilots request IFR clearance when ready to taxi. The pilot will receive taxi instruction with clearance.	Pilots request IFR clearance when ready to taxi. Pilots will receive taxi clearance, then receive IFR clearance while taxiing or on run-up.	Pilots request IFR clearance 10 minutes or less prior to taxi, then request taxi clearance from ground control.	C
273	Flight Operations	What is the pilot's responsibility for clearance or instruction readback?	Except for SID's, read back altitude assignments, altitude restrictions, and vectors.	If the clearance or instruction is understood, an acknowledgment is sufficient.	Read back the entire clearance or instruction to confirm the message is understood.	A
274	Flight Operations	What is the primary purpose of a STAR?	Provide separation between IFR and VFR traffic.	Simplify clearance delivery procedures.	Decrease traffic congestion at certain airports.	B
275	Flight Operations	What is the purpose of the term "hold for release" when included in an IFR clearance?	A procedure for delaying departure for traffic volume, weather, or need to issue further instructions.	When an IFR clearance is received by telephone, the pilot will have time to prepare for takeoff prior to being released.	Gate hold procedures are in effect and the pilot receives an estimate of the time the flight will be released.	A
276	Flight Operations	What is the required flight visibility and distance from clouds if you are operating in Class E airspace at 9,500 feet with a VFR clearance during daylight hours?	3 statute miles, 1,000 feet above, 500 feet below, and 2,000 feet horizontal.	5 statute miles, 500 feet above, 1,000 feet below, and 2,000 feet horizontal.	3 statute miles, 500 feet above, 1,000 feet below, and 2,000 feet horizontal.	A
277	Flight Operations	What is the suggested time interval for filing and requesting an IFR flight plan?	File at least 30 minutes prior to departure and request the clearance not more than 10 minutes prior to taxi.	File at least 30 minutes prior to departure and request the clearance at least 10 minutes prior to taxi.	File at least 1 hour prior to departure and request the clearance at least 10 minutes prior to taxi.	A
278	Flight Operations	What minimum aircraft equipment is required for operation within Class C airspace?	Two-way communications.	Two-way communications and transponder.	Transponder and DME.	B
279	Flight Operations	What minimum ground visibility may be used instead of a prescribed visibility criteria of RVR 16 when that RVR value is not reported?	1/4 SM.	3/4 SM	3/8 SM.	A
280	Flight Operations	What minimum information does an abbreviated departure clearance "cleared as filed" include?	Clearance limit and en route altitude.	Clearance limit, en route altitude, and SID, if appropriate.	Destination airport, en route altitude, and SID, if appropriate.	C
281	Flight Operations	What pilot certification and aircraft equipment are required for operating in Class C airspace?	No specific certification but a two-way radio.	At least a Private Pilot Certificate and two-way radio.	At least a Private Pilot Certificate, two-way radio, and TSO-C74b transponder.	A

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282	Flight Operations	What report should the pilot make at a clearance limit?	Time and altitude/flight level arriving or leaving.	Time, altitude/flight level, and expected holding speed.	Time, altitude/flight level, expected holding speed, and inbound leg length.	A
283	Flight Operations	What restriction applies to a large, turbine-powered airplane operating to or from a primary airport in Class B airspace?	Must not exceed 200 knots within Class B airspace.	Must operate above the floor when within lateral limits of Class B airspace.	Must operate in accordance with IFR procedures regardless of weather conditions.	B
284	Flight Operations	What separation or service by ATC is afforded pilots authorized "VFR on Top"?	The same afforded all IFR flights.	3 miles horizontally instead of 5.	Traffic advisories only.	C
285	Flight Operations	What service is provided for aircraft operating within the outer area of Class C airspace?	The same as within Class C airspace when communications and radar contact is established.	Radar vectors to and from secondary airports within the outer area.	Basic radar service only when communications and radar contact is established.	A
286	Flight Operations	What services are provided for aircraft operating within Class C airspace?	Sequencing of arriving aircraft, separation of aircraft (except between VFR aircraft), and traffic advisories.	Sequencing of arriving aircraft (except VFR aircraft), separation between all aircraft, and traffic advisories.	Sequencing of all arriving aircraft, separation between all aircraft, and traffic advisories.	A
287	Flight Operations	What special consideration is given for turbine-powered aircraft when "gate hold" procedures are in effect?	They are given preference for departure over other aircraft.	They are expected to be ready for takeoff when they reach the runway or warm-up block.	They are expected to be ready for takeoff prior to taxi and will receive takeoff clearance prior to taxi.	B
288	Flight Operations	What type information is disseminated by NOTAM (D)s?	Status of navigation aids, ILSs, radar service available, and other information essential to planning.	Airport or primary runway closings, runway and taxiway conditions, and airport lighting aids outages.	Temporary flight restrictions, changes in status in navigational aids, and updates on equipment such as VASI.	A
289	Flight Operations	When a composite flight plan indicates IFR for the first portion of the flight, what is the procedure for the transition?	The IFR portion is automatically canceled and the VFR portion is automatically activated when the pilot reports VFR conditions.	The pilot should advise ATC to cancel the IFR portion and contact the nearest FSS to activate the VFR portion.	The pilot should advise ATC to cancel the IFR portion and activate the VFR portion.	B
290	Flight Operations	When a departure alternate is required for a three-engine air carrier flight, it must be located at a distance not greater than	2 hours from the departure airport at normal cruising speed in still air with one engine not functioning.	1 hour from the departure airport at normal cruising speed in still air with one engine inoperative.	2 hours from the departure airport at normal cruising speed in still air.	A
291	Flight Operations	When a speed adjustment is necessary to maintain separation, what minimum speed may ATC request of a turbine-powered aircraft departing an airport?	188 knots.	210 knots.	230 knots.	C
292	Flight Operations	When a speed adjustment is necessary to maintain separation, what minimum speed may ATC request of a turbine-powered aircraft operating below 10,000 feet?	200 knots.	210 knots.	250 knots.	B
293	Flight Operations	When does ATC issue a STAR?	Only when ATC deems it appropriate.	Only to high priority flights.	Only upon request of the pilot.	A
294	Flight Operations	When entering a holding pattern above 14,000 feet, the initial outbound leg should not exceed	1 minute.	1-1/2 minutes.	1-1/2 minutes or 10 NM, whichever is less.	B
295	Flight Operations	When holding at an NDB, at what point should the timing begin for the second leg outbound?	Abeam the holding fix or when the wings are level after completing the turn to the outbound heading, whichever occurs first.	At the end of a 1-minute standard rate turn after station passage.	When abeam the holding fix.	C
296	Flight Operations	When must the pilot initiate a missed approach procedure from an ILS approach?	At the DH when the runway is not clearly visible.	When the time has expired after reaching the DH and the runway environment is not clearly visible.	At the DH, if the visual references for the intended runway are not distinctly visible or anytime thereafter that visual reference is lost.	C
297	Flight Operations	When proceeding to the alternate airport, which minimums apply?	The IFR alternate minimums section in front of the NOAA IAP book.	2000-3 for at least 1 hour before until 1 hour after the ETA.	The actual minimums shown on the chart for the airport.	C
298	Flight Operations	When simultaneous ILS approaches are in progress, which of the following should approach control be advised immediately?	Any inoperative or malfunctioning aircraft receivers.	If a simultaneous ILS approach is desired.	If radar monitoring is desired to confirm lateral separation.	A
299	Flight Operations	When takeoff minimums are not prescribed for a civil airport, what are the takeoff minimums under IFR for a three-engine airplane?	1 SM.	1/2 SM.	300 feet and 1/2 SM.	B

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300	Flight Operations	When the forecast weather conditions for a destination and alternate airport are considered marginal for operations, what specific action should the dispatcher or pilot in command take?	List an airport where the forecast weather is not marginal as the alternate.	Add 1 additional hour of fuel based on cruise power settings for the airplane in use.	List at least one additional alternate airport.	C
301	Flight Operations	When using a flight director system, what rate of turn or bank angle should a pilot observe during turns in a holding pattern?	3° per second or 25° bank, whichever is less.	3° per second or 30° bank, whichever is less.	1-1/2° per second or 25° bank, whichever is less.	A
302	Flight Operations	Where are position reports required on an IFR flight on airways or routes?	Over all designated compulsory reporting points.	Only where specifically requested by CORPAC Flight Planning.	When requested to change altitude or advise of weather conditions.	A
303	Flight Operations	Which IFR fix(es) should be entered on a composite flight plan?	All compulsory reporting points en route.	The VORs that define the IFR portion of the flight.	The fix where the IFR portion is to be terminated.	C
304	Flight Operations	Which reports are always required when on an IFR approach not in radar contact?	Leaving FAF inbound or outer marker inbounds and missed approach.	Leaving FAF inbound, leaving outer marker inbound or outbound, and missed approach.	Leaving FAF inbound, leaving outer marker inbound or outbound, procedure turn outbound and inbound, and visual contact with the runway.	A
305	Flight Operations	Which reports are required when operating IFR in radar environment?	Position reports, vacating an altitude, unable to climb 500 ft/min, and time and altitude reaching a holding fix or point to which cleared.	Position reports, vacating an altitude, unable to climb 500 ft/min, time and altitude reaching a holding fix or point to which cleared, and a change in average true airspeed exceeding 5 percent or 10 knots.	Vacating an altitude, unable to climb 500 ft/min, time and altitude reaching a holding fix or point to which cleared, a change in average true airspeed exceeding 5 percent or 10 knots, and leaving any assigned holding fix or point.	C
306	Flight Operations	While being vectored to the final approach course of an IFR approach, when may the pilot descend to published altitudes?	Anytime the flight is on a published leg of an approach chart.	When the flight is within the 10-mile ring of a published approach.	Only when approach control clears the flight for the approach.	C
307	Flight Operations	With regard to flight crewmember duties, which of the following operations are considered to be in the "critical phase of flight"?	Taxi, takeoff, landing, and all other operations conducted below 10,000 feet MSL, including cruise flight.	Descent, approach, landing, and taxi operations, irrespective of altitudes MSL.	Taxi, takeoff, landing, and all other operations conducted below 10,000 feet, excluding cruise flight.	C
308	Meteorología	A calm wind that is forecast, in the International Terminal Aerodrome Forecast (TAF), is encoded as	VRB00KT.	00000KT.	00003KT.	B
309	Meteorología	A clear area in a line of thunderstorm echoes on a radar scope indicates	the absence of clouds in the area.	an area of no convective turbulence.	an area where precipitation drops are not detected.	C
310	Meteorología	A PROB40 (PROBability) HHhh group in an International Terminal Aerodrome Forecast (TAF) indicates the probability of	thunderstorms or other precipitation.	precipitation or low visibility.	thunderstorms or high wind.	A
311	Meteorología	A severe thunderstorm is one in which the surface wind is	50 knots greater and/or surface hail is 3/4 inch or more in diameter.	55 knots or greater and/or surface hail is 1/2 inch or more in diameter.	45 knots or greater and/or surface hail is 1 inch or more in diameter.	A
312	Meteorología	A squall line is a sudden increase of at least 15 knots in average wind speed to a sustained speed of	24 knots or more for at least 1 minute.	22 knots or more for at least 2 minutes.	20 knots or more for at least 1 minute.	B
313	Meteorología	An aircraft that encounters a headwind of 40 knots, within a microburst, may expect a total shear across the microburst of	40 knots.	80 knots.	90 knots.	B
314	Meteorología	An aircraft that encounters a headwind of 45 knots, within a microburst, may expect a total shear across the microburst of	40 knots.	80 knots.	90 knots.	C
315	Meteorología	At lower levels of the atmosphere, friction causes the wind to flow across isobars into a low because the friction	decreases windspeed and Coriolis force.	decreases pressure gradient force.	creates air turbulence and raises atmospheric pressure.	A
316	Meteorología	At which location does Coriolis force have the least effect on wind direction?	At the poles.	Middle latitudes (30° to 60°).	At the Equator.	C
317	Meteorología	Atmospheric pressure changes due to a thunderstorm will be at the lowest value	during the downdraft and heavy rain showers.	when the thunderstorm is approaching.	immediately after the rain showers have stopped.	B
318	Meteorología	Clear air turbulence (CAT) associated with a mountain wave may extend as far as	1,000 miles or more downstream of the mountain.	5,000 feet above the tropopause.	100 miles or more upwind of the mountain.	B
319	Meteorología	Convective clouds which penetrate a stratus layer can produce which threat to instrument flight?	Freezing rain.	Clear air turbulence.	Embedded thunderstorms.	C

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
320	Meteorología	During the life cycle of a thunderstorm, which stage is characterized predominately by downdrafts?	Cumulus.	Dissipating.	Mature.	B
321	Meteorología	Freezing Point Depressant (FPD) fluid residue on engine fan or compressor blades	can increase performance and cause stalls or surges.	could cause FDP vapors to enter the aircraft but would have no affect on engine thrust or power.	can reduce engine performance and cause surging and/or compressor stalls.	C
322	Meteorología	Freezing Point Depressant (FPD) fluids used for deicing	provide ice protection during flight.	are intended to provide ice protection on the ground only.	on the ground, cause no performance degradation during takeoff.	B
323	Meteorología	Freezing rain encountered during climb is normally evidence that	a climb can be made to a higher altitude without encountering more than light icing.	a layer of warmer air exists above.	ice pellets at higher altitudes have changed to rain in the warmer air below.	B
324	Meteorología	How are haze layers cleared or dispersed?	By convective mixing in cool night air.	By wind or the movement of air.	By evaporation similar to the clearing of fog.	B
325	Meteorología	How can the stability of the atmosphere be determined?	Ambient temperature lapse rate.	Atmospheric pressure at various levels.	Surface temperature/dewpoint spread.	A
326	Meteorología	How does Coriolis force affect wind direction in the Southern Hemisphere?	Causes clockwise rotation around a low.	Causes wind to flow out of a low toward a high.	Has exactly the same effect as in the Northern Hemisphere.	A
327	Meteorología	In comparison to an approach in a moderate headwind, which is an indication of a possible wind shear due to a decreasing headwind when descending on the glide slope?	Less power is required.	Higher pitch attitude is required.	Lower descent rate is required.	B
328	Meteorología	In the International Terminal Aerodrome Forecast (TAF), a variable wind direction is noted by "VRB" where the three digit direction usually appears. A calm wind appears in the TAF as	00003KT.	VRB00KT.	00000KT.	C
329	Meteorología	In which meteorological conditions can frontal waves and low pressure areas form?	Warm fronts or occluded fronts.	Slow-moving cold fronts or stationary fronts.	Cold front occlusions.	B
330	Meteorología	Isobars on a surface weather chart represent lines of equal pressure	at the surface	reduced to sea level	at a given atmospheric pressure altitude	B
331	Meteorología	Maximum downdrafts in a microburst encounter may be as strong as	1,500 ft/min.	4,500 ft/min.	6,000 ft/min.	C
332	Meteorología	Maximum downdrafts in a microburst encounter may be as strong as	8,000 ft/min.	7,000 ft/min.	6,000 ft/min.	C
333	Meteorología	METAR KHRO 131753Z 09007KT 7SM FEW020 BKN040 30/27 A3001. SPECI KHRO 131815Z 13017G26KT 3SM +TSRA SCT020 BKN045TCU 29/24 A2983 RMK RAB12 WS TKO LDG RW14R FRQ LTGICCG VC. What change has taken place between 1753 and 1815 UTC at Harrison (KHRO)?	The ceiling lowered and cumulonimbus clouds developed.	Thundershowers began at 12 minutes past the hour.	Visibility reduced to IFR conditions.	B
334	Meteorología	METAR KMAF 131756Z 02020KT 12SM BKN025 OVC250 27/18 A3009 RMK RAE44. Which weather condition is indicated by this METAR report at Midland (KMAF)?	Rain of unknown intensity ended 16 minutes before the hour.	The ceiling was at 25,000 feet MSL.	Wind was 020° magnetic at 20 knots.	A
335	Meteorología	METAR KSPS 131757Z 09014KT 6SM -RA SCT025 OVC090 24/22 A3005. SPECI KSPS 131820Z 01025KT 3SM +RA FC OVC015 22/21 A3000. Which change took place at Wichita Falls (KSPS) between 1757 and 1820 UTC?	The rain became lighter.	Atmospheric pressure increased.	A funnel cloud was observed.	C
336	Meteorología	On the constant pressure analysis chart, aircraft and satellite observations are used in the analysis over areas of sparse data. An aircraft observation is plotted using	a station circle at the aircraft location.	a square at the aircraft location.	a star at the aircraft location.	B
337	Meteorología	On the constant pressure analysis chart, satellite and aircraft observations are used in the analysis over areas of sparse data. A satellite observation is plotted using	a station circle at the cloud top location.	a square at the cloud top location.	a star at the cloud top location.	C
338	Meteorología	Snow on top of deicing or anti-icing fluids	need not be considered as adhering to the aircraft.	must be considered as adhering to the aircraft.	must be considered as adhering to the aircraft, but a safe takeoff can be made as it will blow off.	B

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339	Meteorología	SPECI KGLS 131802Z 10012G21KT 060V140 2SM+SHRA SCT005BKN035 OVC050CB24/23 A2980 RMK RAB57 WS TKO RW09L WSHFT 58 FROPA. This SPECI report at Galveston (KGLS) indicates which condition?	Wind steady at 100° magnetic at 12 knots, gusts to 21.	Precipitation started at 57 after the hour.	5,000 feet overcast with towering cumulus.	B
340	Meteorología	Test data indicate that ice, snow, or frost having a thickness and roughness similar to medium or coarse sandpaper on the leading edge and upper surface of a wing can	reduce lift by as much as 40 percent and increase drag by 30 percent.	increase drag and reduce lift by as much as 40 percent.	reduce lift by as much as 30 percent and increase drag by 40 percent.	C
341	Meteorología	Test data indicate that ice, snow, or frost having a thickness and roughness similar to medium or coarse sandpaper on the leading edge and upper surface of a wing can	reduce lift by as much as 40 percent and increase drag by 30 percent.	reduce lift by as much as 30 percent and increase drag by 40 percent.	increase drag and reduce lift by as much as 40 percent.	B
342	Meteorología	The adverse effects of ice, snow, or frost on aircraft performance and flight characteristics include decreased lift and	increased thrust.	a decreased stall speed.	an increased stall speed.	C
343	Meteorología	The horizontal wind shear, critical for turbulence (moderate or greater) per 150 miles is	18 knots or less.	greater than 18 knots.	not a factor, only vertical shear is a factor.	B
344	Meteorología	The prevailing visibility in the following METAR is METAR KFSM 131756Z AUTO 00000KT M1/4SM R25/0600V1000FT -RA FG VV004 06/05 A2989 RMK AO2 \$	less than 1/4 statute mile.	measured 1/4 statute mile.	a mean (average) of 1/4 statute mile.	A
345	Meteorología	The purpose of diluting ethylene glycol deicing fluid with water in non-precipitation conditions is to	raise the eutectic point.	decrease the freeze point.	increase the minimum freezing point (onset of crystallization).	B
346	Meteorología	The VV001 in the following METAR indicates METAR KFSM 131756Z AUTO 00000KT M1/4SM R25/0600V1000FT -RA FG VV001 A2989 RMK AO2 VIS 3/4 RWY19 CHINO RWY19 \$	an observer reported the vertical visibility as 100 feet.	a 100 foot indefinite ceiling.	the variability value is 100 feet.	B
347	Meteorología	Thrust is being managed to maintain desired indicated airspeed and the glide slope is being flown. Which characteristics should be observed when a tailwind shears to a constant headwind?	PITCH ATTITUDE: Increases. VERTICAL SPEED: Increases. INDICATED AIRSPEED: Decreases, then increases to approach speed.	PITCH ATTITUDE: Increases. VERTICAL SPEED: Decreases. INDICATED AIRSPEED: Increases, then decreases.	PITCH ATTITUDE: Increases. VERTICAL SPEED: Increases. INDICATED AIRSPEED: Decreases, then increases to approach speed.	B
348	Meteorología	Turbulence encountered above 15,000 feet AGL, not associated with cloud formations, should be reported as	convective turbulence.	high altitude turbulence.	clear air turbulence.	C
349	Meteorología	Under what conditions would clear air turbulence (CAT) most likely be encountered?	When constant pressure charts show 20-knot isotachs less than 60 NM apart.	When constant pressure charts show 60-knot isotachs less than 20 NM apart	When a sharp trough is moving at a speed less than 20 knots.	A
350	Meteorología	Vertical wind shear can be determined by comparing winds on vertically adjacent constant pressure charts. The vertical wind shear that is critical for probability of turbulence is	4 knots or greater per 1,000 feet.	6 knots or more pre 1,000 feet	greater than 8 knots per 1,000 feet	B
351	Meteorología	Weather conditions expected to occur in the vicinity of the airport, but not at the airport, are denoted by the letters "VC". When VC appears in a Terminal Aerodrome Forecast, it covers a geographical area of	a 5 to 10 statute mile radius from the airport.	a 5-mile radius of the center of a runway complex.	10 miles of the station originating the forecast.	A
352	Meteorología	What action is recommended when encountering turbulence due to a wind shift associated with a sharp pressure trough?	Establish a course across the trough.	Climb or descend to a smoother level.	Increase speed to get out of the trough as soon as possible.	A
353	Meteorología	What characterizes a ground-based inversion?	Convection currents at the surface.	Cold temperatures.	Poor visibility.	C
354	Meteorología	What condition is indicated when ice pellets are encountered during flight?	Thunderstorms at higher levels.	Freezing rain at higher levels.	Snow at higher levels.	B
355	Meteorología	What condition is necessary for the formation of structural icing in flight?	Supercooled water drops.	Water vapor.	Visible water.	C
356	Meteorología	What condition produces the most frequent type of ground- or surface-based temperature inversion?	The movement of colder air under warm air or the movement of warm air over cold air.	Widespread sinking of air within a thick layer aloft resulting in heating by compression.	Terrestrial radiation on a clear, relatively calm night.	C
357	Meteorología	What feature is associated with a temperature inversion?	A stable layer of air.	An unstable layer of air.	Air mass thunderstorms.	A

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358	Meteorología	What feature is normally associated with the cumulus stage of a thunderstorm?	Beginning of rain at the surface.	Frequent lightning.	Continuous updraft.	C
359	Meteorología	What information from the control tower is indicated by the following transmission? "SOUTH BOUNDARY WIND ONE SIX ZERO AT TWO FIVE, WEST BOUNDARY WIND TWO FOUR ZERO AT THREE FIVE".	A downburst is located at the center of the airport.	Wake turbulence exists on the west side of the active runway.	There is a possibility of wind shear over or near the airport.	C
360	Meteorología	What is a characteristic of the troposphere?	It contains all the moisture of the atmosphere.	There is an overall decrease of temperature with an increase of altitude.	The average altitude of the top of the troposphere is about 6 miles.	B
361	Meteorología	What is a difference between an air mass thunderstorm and a steady-state thunderstorm?	Air mass thunderstorms produce precipitation which falls outside of the updraft.	Air mass thunderstorm downdrafts and precipitation retard and reverse the updrafts.	Steady-state thunderstorms are associated with local surface heating.	B
362	Meteorología	What is a feature of a stationary front?	The warm front surface moves about half the speed of the cold front surface.	Weather conditions are a combination of strong cold front and strong warm front weather.	Surface winds tend to flow parallel to the frontal zone.	C
363	Meteorología	What is a feature of air movement in a high pressure area?	Ascending from the surface high to lower pressure at higher altitudes.	Descending to the surface and then outward.	Moving outward from the high at high altitudes and into the high at the surface.	B
364	Meteorología	What is a feature of supercooled water?	The water drop sublimates to an ice particle upon impact.	The unstable water drop freezes upon striking an exposed object.	The temperature of the water drop remains at 0 °C until it impacts a part of the airframe, then clear ice accumulates.	B
365	Meteorología	What is an important characteristic of wind shear?	It is primarily associated with the lateral vortices generated by thunderstorms.	It usually exists only in the vicinity of thunderstorms, but may be found near a strong temperature inversion.	It may be associated with either a wind shift or a wind speed gradient at any level in the atmosphere.	C
366	Meteorología	What is indicated about an air mass if the temperature remains unchanged or decreases slightly as altitude is increased?	The air is unstable.	A temperature inversion exists.	The air is stable.	C
367	Meteorología	What is indicated by the term "embedded thunderstorms"?	Severe thunderstorms are embedded in a squall line.	Thunderstorms are predicted to develop in a stable air mass.	Thunderstorms are obscured by other types of clouds.	C
368	Meteorología	What is likely location of clear air turbulence?	In an upper trough on the polar side of a jetstream.	Near a ridge aloft on the equatorial side of a high pressure flow.	Downstream of the equatorial side of a jetstream.	A
369	Meteorología	What is the approximate rate unsaturated air will cool flowing upslope?	3° per 1,000 feet.	2° per 1,000 feet.	4° per 1,000 feet.	A
370	Meteorología	What is the effect of Freezing Point Depressant (FPD) fluid residue on engine fan or compressor blades?	could cause FPD vapors to enter the aircraft but would have no affect on engine thrust or power.	It can increase performance and cause stalls or surges.	It can reduce engine performance and cause surging and/or compressor stalls.	C
371	Meteorología	What is the expected duration of an individual microburst?	Five minutes with maximum winds lasting approximately 2 to 4 minutes.	One microburst may continue for as long as an hour.	Seldom longer than 15 minutes from the time the burst strikes the ground until dissipation.	C
372	Meteorología	What is the expected duration of an individual microburst?	Two minutes with maximum winds lasting approximately 1 minute.	One microburst may continue for as long as 2 to 4 hours.	Seldom longer than 15 minutes from the time the burst strikes the ground until dissipation.	C
373	Meteorología	What is the lowest cloud in the stationary group associated with a mountain wave?	Rotor cloud.	Standing lenticular.	Low stratus.	A
374	Meteorología	What is the primary cause of all changes in the Earth's weather?	Variations of solar energy at the Earth's surface.	Changes in air pressure over the Earth's surface.	Movement of air masses from moist areas to dry areas.	A
375	Meteorología	What is the recommended technique to counter the loss of airspeed and resultant lift from wind shear?	Lower the pitch attitude and regain lost airspeed.	Avoid overstressing the aircraft, "pitch to airspeed," and apply maximum power.	Maintain, or increase, pitch attitude and accept the lower-than-normal airspeed indications.	C
376	Meteorología	What is the result when water vapor changes to the liquid state while being lifted in a thunderstorm?	Latent heat is released to the atmosphere.	Latent heat is transformed into pure energy.	Latent heat is absorbed from the surrounding air by the water droplet.	A
377	Meteorología	What is the single source reference that contains information regarding volcanic eruption, turbulence, and icing conditions for a specific region?	Weather Depiction Chart	In flight weather advisories	Area forecast	B

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378	Meteorología	What minimum thickness of cloud layer is indicated if precipitation is reported as light or greater intensity?	4,000 feet thick.	2,000 feet thick.	A thickness which allows the cloud tops to be higher than the freezing level.	A
379	Meteorología	What temperature condition is indicated if precipitation in the form of wet snow occurs during flight?	The temperature is above freezing at flight altitude.	The temperature is above freezing at higher altitudes.	There is an inversion with colder air below.	A
380	Meteorología	What term describes an elongated area of low pressure?	Trough.	Ridge.	Hurricane or Typhon.	A
381	Meteorología	What type turbulence should be reported when it causes in altitude and/or attitude more than two-thirds of the time, with the aircraft remaining in positive control at all times?	Continuous severe chop.	Continuous moderate turbulence.	Intermittent moderate turbulence.	B
382	Meteorología	What type turbulence should be reported when it momentarily causes slight, erratic changes in altitude and/or attitude, one-third to two-thirds of the time?	Occasional light chop.	Moderate chop.	Intermittent light turbulence.	C
383	Meteorología	What type weather change is to be expected in an area where frontolysis is reported?	The frontal weather is becoming stronger.	The front is dissipating.	The front is moving at a faster speed.	B
384	Meteorología	What weather condition occurs at the altitude where the dewpoint lapse rate and the dry adiabatic lapse rate converge?	Cloud bases form.	Precipitation starts.	Stable air changes to unstable air.	A
385	Meteorología	What weather difference is found on each side of a "dry line"?	Extreme temperature difference.	Dewpoint difference.	Stratus versus cumulus clouds.	B
386	Meteorología	What weather feature occurs at altitude levels near the tropopause?	Maximum winds and narrow wind shear zones.	Abrupt temperature increase above the tropopause.	Thin layers of cirrus (ice crystal) clouds at the tropopause level.	A
387	Meteorología	What weather is predicted by the term VCTS in a Terminal Aerodrome Forecast?	Thunderstorms are expected in the vicinity.	Thunderstorms may occur over the station and within 50 miles of the station.	Thunderstorms are expected between 5 and 25 miles of the runway complex.	A
388	Meteorología	When advection fog has developed, what may tend to dissipate or lift the fog into low stratus clouds?	Temperature inversion.	Wind stronger than 15 knots.	Surface radiation.	B
389	Meteorología	When does minimum temperature normally occur during a 24-hour period?	After sunrise.	About 1 hour before sunrise.	At midnight.	A
390	Meteorología	When flying over the top of a severe thunderstorm, the cloud should be overflown by at least	1,000 feet for each 10 knots windspeed.	2,500 feet.	500 feet above any moderate to a severe turbulence layer.	A
391	Meteorología	When saturated air moves downhill, its temperature increases	at a faster than dry air because of the release of latent heat.	at a slower rate than dry air because vaporization uses heat.	at a slower rate than dry air because condensation releases heat.	B
392	Meteorología	When will frost most likely form on aircraft surfaces?	On clear nights with stable air and light winds.	On overcast nights with freezing drizzle precipitation.	On clear nights with convective action and a small temperature/dewpoint spread.	A
393	Meteorología	Where are jetstreams normally located?	In areas of strong low pressure systems in the stratosphere.	At the tropopause where intensified temperature gradients are located.	In a single continuous band, encircling the Earth, where there is a break	B
394	Meteorología	Where can the maximum hazard zone caused by wind shear associated with a thunderstorm be found?	In front of the thunderstorm cell (anvil side) and on the southwest side of the cell.	Ahead of the roll cloud or gust front and directly under the anvil cloud.	On all sides and directly under the thunderstorm cell.	C
395	Meteorología	Where do squall lines most often develop?	In an occluded front.	Ahead of a cold front.	Behind a stationary front.	B
396	Meteorología	Where do the maximum winds associated with the jetstream usually occur?	In the vicinity of breaks in the tropopause on the polar side of the jet core.	Below the jet core where a long straight stretch of the jetstream is located.	On the equatorial side of the jetstream where moisture has formed cirriform clouds.	A
397	Meteorología	Where is a common location for an inversion?	At the tropopause.	In the stratosphere.	At the base of cumulus clouds.	B
398	Meteorología	Where is the normal location of the jetstream relative to surface lows and fronts?	The jetstream is located north of the surface systems.	The jetstream is located south of the low and warm front.	The jetstream is located over the low and crosses both the warm front and the cold front.	A
399	Meteorología	Where is the usual location of a thermal low?	Over the arctic region.	Over the eye of a hurricane.	Over the surface of a dry, sunny region.	C
400	Meteorología	Which action is recommended if jetstream turbulence is encountered with a direct headwind or tailwind?	Increase airspeed to get out of the area quickly.	Change occurs to fly on the polar side of the jetstream.	Change altitude or course to avoid a possible elongated area.	C
401	Meteorología	Which action is recommended regarding an altitude change to get out of jetstream turbulence?	Descend if ambient temperature is falling.	Descend if ambient temperature is rising.	Maintain altitude if ambient temperature is not changing.	A
402	Meteorología	Which airplane performance characteristics should be recognized during takeoff when encountering a tailwind shear that increases in intensity?	Loss of, or diminished, airspeed performance.	Decreased takeoff distance.		A

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403	Meteorología	Which are the only cloud types forecast in the Terminal Aerodrome Forecast?	Alto cumulus.	Cumulonimbus.	Stratocumulus.	B
404	Meteorología	Which area or areas of the Northern Hemisphere experience a generally east to west movement of weather systems?	Arctic only	Arctic and subtropical	Subtropical only	B
405	Meteorología	Which atmospheric factor cause rapid movement of surface fronts?	Upper winds blowing across the front.	Upper low located directly over the surface low.	The cold front overtaking and lifting the warm front.	A
406	Meteorología	Which condition is present when a local parcel of air is stable?	The parcel of air resists convection.	The parcel of air cannot be forced uphill.	As the parcel of air moves upward, its temperature becomes warmer than the surrounding air.	A
407	Meteorología	Which condition produces weather on the lee side of a large lake?	Warm air flowing over a colder lake may produce fog.	Cold air flowing over a warmer lake may produce advection fog.	Warm air flowing over a cool lake may produce rain showers.	A
408	Meteorología	Which condition would INITIALLY cause the indicated airspeed and pitch to increase and the sink rate to decrease?	Sudden decrease in a headwind component.	Tailwind which suddenly increases in velocity.	Sudden increase in a headwind component.	C
409	Meteorología	Which conditions are necessary for the formation of upslope fog?	Moist, stable air behind moved over gradually rising ground by a wind.	A clear sky, little or no wind, and 100 percent relative humidity.	Rain falling through stratus clouds and a 10- to 25-knot wind moving the precipitation up the slope.	A
410	Meteorología	Which conditions result in the formation of frost?	The temperature of the collecting surface is at or below freezing and small droplets of moisture are falling.	Dew collects on the surface and then freezes because the surface temperature is lower than the air temperature.	Temperature of the collecting surface is below the dewpoint and the dewpoint is also below freezing.	C
411	Meteorología	Which event usually occurs after an aircraft passes through a front into the colder air?	Temperature/dewpoint spread decreases.	Wind direction shifts to the left.	Atmospheric pressure increases.	C
412	Meteorología	Which feature is associated with the tropopause?	Absence of wind and turbulence.	Absolute upper limit of cloud formation.	Abrupt change of temperature lapse rate.	C
413	Meteorología	Which INITIAL cockpit indications should a pilot be aware of when a constant tailwind shears to a calm wind?	Altitude increases; pitch and indicated airspeed decrease.	Altitude, pitch, and indicated airspeed decrease.	Altitude, pitch, and indicated airspeed increase.	C
414	Meteorología	Which INITIAL cockpit indications should a pilot be aware of when a headwind shears to a calm wind?	Indicated airspeed decreases, aircraft pitches up, and altitude decreases.	Indicated airspeed increases, aircraft pitches down, and altitude increases.	Indicated airspeed decreases, aircraft pitches down, and altitude decreases.	C
415	Meteorología	Which is a definition of "severe wind shear"?	Any rapid change of horizontal wind shear in excess of 25 knots; vertical shear excepted.	Any rapid change in wind direction or velocity which causes airspeed changes greater than 15 knots or vertical speed changes greater than 500 ft/min.	Any rapid change of airspeed greater than 20 knots which is sustained for more than 20 seconds or vertical speed changes in excess of 100 ft/min.	B
416	Meteorología	Which is a necessary condition for the occurrence of a low-level temperature inversion wind shear?	The temperature differential between the cold and warm layers must be at least 10 °C.	A calm or light wind near the surface and a relatively strong wind just above the inversion.	A wind direction difference of at least 30° between the wind near the surface and the wind just above the inversion.	B
417	Meteorología	Which is an effect of ice, snow, or frost formation on an airplane?	Increased stall speed	Increased pitchdown tendencies	Increased angle of attack for stalls	A
418	Meteorología	Which primary source contains information regarding the expected weather at the destination airport, at the ETA?	Low-Level Prog Chart.	Radar Summary and Weather Depiction Charts.	Terminal Aerodrome Forecast.	C
419	Meteorología	Which procedure increases holding time when deicing/anti-icing an airplane using a two-step process?	Heated Type 1 fluid followed by cold Type 2 fluid.	Cold Type 2 fluid followed by hot Type 2 fluid.	Heated Type 1 or 2 fluid followed by cold Type 1 fluid.	A
420	Meteorología	Which process causes adiabatic cooling?	Expansion of air as it raises.	Movement of air over a colder surface.	Release of latent heat during the vaporization process.	A
421	Meteorología	Which term applies when the temperature of the air changes by compression or expansion with no heat added or removed?	Katabatic.	Advection.	Adiabatic.	C
422	Meteorología	Which type cloud is associated with violent turbulence and a tendency toward the production of funnel clouds?	Cumulonimbus mamma.	Standing lenticular.	Stratocumulus.	A
423	Meteorología	Which type clouds are indicative of very strong turbulence?	Nimbostratus.	Standing lenticular.	Cirrocumulus.	B

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424	Meteorología	Which type clouds may be associated with the jetstream?	Cumulonimbus cloud line where the jetstream crosses the cold front.	Cirrus clouds on the equatorial side of the jetstream.	Cirrostratus cloud band on the polar side and under the jetstream.	B
425	Meteorología	Which type frontal system is normally crossed by the jetstream?	Cold front and warm front.	Warm front.	Occluded front.	C
426	Meteorología	Which type jetstream can be expected to cause the greater turbulence?	A straight jetstream associated with a high pressure ridge.	A jetstream associated with a wide isotherm spacing.	A curving jetstream associated with a deep low pressure trough.	C
427	Meteorología	Which type of icing is associated with the smallest size of water droplet similar to that found in low-level stratus clouds?	Clear ice.	Frost ice.	Rime ice.	C
428	Meteorología	Which type precipitation is an indication that supercooled water is present?	Wet snow.	Freezing rain.	Ice pellets.	B
429	Meteorología	Which type storms are most likely to produce funnel clouds or tornadoes?	Air mass thunderstorms.	Cold front or squall line thunderstorms.	Storms associated with icing and supercooled water.	B
430	Meteorología	Which type weather conditions are covered in the Convective SIGMET	Embedded thunderstorms, lines of thunderstorms, and thunderstorms with 3/4-inch hail or tornadoes.	Cumulonimbus clouds with tops above the tropopause and thunderstorms with 1/2-inch hail or funnel clouds.	Any thunderstorm with a severity level of VIP 2 or more	A
431	Meteorología	Which type wind flows downslope becoming warmer and dryer?	Land breeze.	Valley wind.	Katabatic wind.	C
432	Meteorología	Which weather condition is an example of a nonfrontal instability band?	Squall line.	Advection fog.	Frontogenesis.	A
433	Meteorología	Which weather condition is defined as an anticyclone?	Calm.	High pressure area.	COL.	B
434	Meteorología	Which weather phenomenon signals the beginning of the mature stage of a thunderstorm?	The appearance of an anvil top.	The start of rain at the surface.	Growth rate of the cloud is at its maximum.	B
435	Meteorología	Which wind-shear condition results in a loss of airspeed?	Decreasing headwind or tailwind.	Decreasing headwind and increasing tailwind.	Increasing headwind and decreasing tailwind.	B
436	Meteorología	Which wind-shear condition results in an increase in airspeed?	Increasing tailwind and decreasing headwind.	Increasing tailwind and headwind.	Decreasing tailwind and increasing headwind.	C
437	Meteorología	Why are downdrafts in a mature thunderstorm hazardous?	Downdrafts are kept cool by cold rain which tends to accelerate the downward velocity.	Downdrafts converge toward a central location under the storm after striking the surface.	Downdrafts become warmer than the surrounding air and reverse into an updraft before reaching the surface.	A
438	Performance	A commercial operator plans to ferry a large, four-engine, reciprocating-engine-powered airplane from one facility to another to repair an inoperative engine. Which is an operational requirement for the three-engine flight?	The gross weight at takeoff may not exceed 75 percent of the maximum certificated gross weight.	Weather conditions at the takeoff and destination airports must be VFR.	The computed takeoff distance to reach V1 must not exceed 70 percent of the effective runway length.	B
439	Performance	A definition of the term "viscous hydroplaning" is where	the airplane rides on standing water.	a film of moisture covers the painted or rubber-coated portion of the runway.	the tires of the airplane are actually riding on a mixture of steam and melted rubber.	B
440	Performance	An outside air pressure decreases, thrust output will	increase due to greater efficiency of jet aircraft in thin air.	remain the same since compression of inlet air will compensate for any decrease in air pressure.	decrease due to higher density altitude.	C
441	Performance	At what minimum speed (rounded off) could dynamic hydroplaning occur on main tires having a pressure of 121 psi?	90 knots.	96 knots.	110 knots.	B
442	Performance	At what minimum speed will dynamic hydroplaning begin if a tire has an air pressure of 70 psi?	85 knots.	80 knots.	75 knots.	C
443	Performance	At what speed, with reference to L/Dmax, does maximum range for a jet airplane occur?	A speed less than that for L/Dmax.	A speed equal to that for L/Dmax.	A speed greater than that for L/Dmax.	C
444	Performance	At what speed, with reference to L/Dmax, does maximum rate-of-climb for a jet airplane occur?	A speed greater than that for L/Dmax.	A speed equal to that for L/Dmax.	A speed less than that for L/Dmax.	A
445	Performance	Compared to dynamic hydroplaning, at what speed does viscous hydroplaning occur when landing on a smooth, wet runway?	At approximately 2.0 times the speed that dynamic hydroplaning occurs.	At a lower speed than dynamic hydroplaning.	At the same speed as dynamic hydroplaning.	B
446	Performance	Equivalent shaft horsepower (ESHP) of a turbo-prop engine is a measure of	turbine inlet temperature.	shaft horsepower and jet thrust.	propeller thrust only.	B

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
447	Performance	For which of these aircraft is the "clearway" for a particular runway considered in computing takeoff weight limitations?	Those passenger-carrying transport aircraft certificated between August 26, 1957 and August 30, 1959.	Turbine-engine-powered transport airplanes certificated after September 30, 1958.	U.S. certified air carrier airplanes certificated after August 29, 1959.	B
448	Performance	How can turbulent air cause an increase in stalling speed of an airfoil?	An abrupt change in relative wind.	A decrease in angle of attack.	Sudden decrease in load factor.	A
449	Performance	How should reverse thrust propellers be used during landing for maximum effectiveness in stopping?	Gradually increase reverse power to maximum as rollout speed decreases.	Use maximum reverse power as soon as possible after touchdown.	Select reverse-pitch after landing and use idle power setting of the engines.	B
450	Performance	How should thrust reversers be applied to reduce landing distance for turbojet aircraft?	Immediately after ground contact.	Immediately prior to touchdown.	After applying maximum wheel braking.	A
451	Performance	If an engine failure occurs at an altitude above single-engine ceiling, what airspeed should be maintained?	VMC.	VYSE.	VXSE.	B
452	Performance	If severe turbulence is encountered, which procedure is recommended?	Maintain a constant altitude.	Maintain a constant attitude.	Maintain constant airspeed and altitude.	B
453	Performance	Maximum range performance of a turbojet aircraft is obtained by which procedure as aircraft weight reduces?	Increasing speed or altitude.	Increasing altitude or decreasing speed.	Increasing speed or decreasing altitude.	B
454	Performance	Minimum specific fuel consumption of the turbo-prop engine is normally available in which altitude range?	10,000 feet to 25,000 feet.	25,000 feet to the tropopause.	The tropopause to 45,000 feet.	B
455	Performance	The most important restriction to the operation of turbojet or turboprop engines is	limiting compressor speed.	limiting exhaust gas temperature.	limiting torque.	B
456	Performance	Under normal operating conditions, which combination of MAP and RPM produce the most severe wear, fatigue, and damage to high performance reciprocating engines?	High RPM and low MAP.	Low RPM and high MAP.	High RPM and high MAP.	A
457	Performance	Under what condition is V _{mc} the highest?	Gross weight is at the maximum allowable value.	CG is at the most rearward allowable position.	CG is at the most forward allowable position.	B
458	Performance	Under which condition during the landing roll are the main wheel brakes at maximum effectiveness?	When wing lift has been reduced.	At high groundspeeds.	When the wheels are locked and skidding.	A
459	Performance	What action is appropriate when encountering the first ripple of reported clear air turbulence (CAT)?	Extend flaps to decrease wing loading.	Extend gear to provide more drag and increase stability.	Adjust airspeed to that recommended for rough air.	C
460	Performance	What characterizes a transient compressor stall?	Loud, steady roar accompanied by heavy shuddering.	Sudden loss of thrust accompanied by a loud whine.	Intermittent "bang", as backfires and flow reversals take place.	C
461	Performance	What effect does an uphill runway slope have upon takeoff performance?	Increases takeoff distance.	Decreases takeoff speed.	Decreases takeoff distance.	A
462	Performance	What effect does high relative humidity have upon the maximum power output of modern aircraft engines?	Neither turbojet nor reciprocating engines are affected.	Reciprocating engines will experience a significant loss of BHP.	Turbojet engines will experience a significant loss of thrust.	B
463	Performance	What effect does landing at high elevation airports have on groundspeed with comparable conditions relative to temperature, wind, and airplane weight?	Higher than at low elevation.	Lower than at low elevation.	The same as at low elevation.	A
464	Performance	What effect will an increase in altitude have upon the available equivalent shaft horsepower (ESHP) of a turboprop engine?	Lower air density and engine mass flow will cause a decrease in power.	Higher propeller efficiency will cause an increase in usable power (ESHP) and thrust.	Power will remain the same but propeller efficiency will decrease.	A
465	Performance	What effect would a change in ambient temperature of air density have on gas-turbine-engine performance?	As air density decreases, thrust increases.	As temperature increases, thrust increases.	As temperature increases, thrust decreases.	C
466	Performance	What effect, if any, does high ambient temperature have upon the thrust output of a turbine engine?	Thrust will be reduced due to the decrease in air density.	Thrust will remain the same, but turbine temperature will be higher.	Thrust will be higher because more heat energy is extracted from the hotter air.	A
467	Performance	What effect, if any, will landing at a higher-than-recommended touchdown speed have on hydroplaning?	No effect on hydroplaning, but increases landing roll.	Reduces hydroplaning potential if heavy braking is applied.	Increases hydroplaning potential regardless of braking.	C
468	Performance	What effective runway length is required for a turbojet-powered airplane at the destination airport if the runways are forecast to be wet or slippery at the ETA?	70 percent of the actual runway available, from a height of 50 feet over the threshold.	115 percent of the runway length required for a dry runway.	115 percent of the runway length required for a wet runway.	B
469	Performance	What indicates that a compressor stall has developed and become steady?	Strong vibrations and loud roar.	Occasional loud "bang" and low reversal.	Completes loss of power with severe reduction in airspeed.	A
470	Performance	What is an area identified by the term "stopway"?	An area, at least the same width as the runway, capable of supporting an airplane during a normal takeoff.	An area designated for use in decelerating an aborted takeoff.	An area, not as wide as the runway, capable of supporting an airplane during a normal takeoff.	B

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
471	Performance	What is controlled by the waste gas of a turbo-charged reciprocating engine?	Supercharger gear ratio.	Exhaust gas discharge.	Throttle opening.	B
472	Performance	What is the best method of speed reduction if hydroplaning is experienced on landing?	Apply full main wheel braking only.	Apply nosewheel and main wheel braking alternately and abruptly.	Apply aerodynamic braking to the fullest advantage.	C
473	Performance	What is the correct symbol for minimum unstick speed?	Vmu.	Vmd.	Vfc.	A
474	Performance	What is the name of a plane beyond the end of a runway which does not contain obstructions and can be considered when calculating takeoff performance of turbine-powered aircraft?	Clearway.	Stopway.	Obstruction clearance plane.	A
475	Performance	What is the resulting performance loss when one engine on a twin-engine airplane fails?	Reduction of cruise airspeed by 50 percent.	Reduction of climb by 50 percent or more.	Reduction of all performance by 50 percent.	B
476	Performance	What performance is characteristic of flight at maximum L/D in a propeller-driven airplane?	Maximum range and distance glide.	Best angle of climb.	Maximum endurance.	A
477	Performance	What recovery would be appropriate in the event of compressor stall?	Reduce fuel flow, reduce angle of attack, and increase airspeed.	Advance throttle, lower angle of attack, and reduce airspeed.	Reduce throttle, reduce airspeed, and increase angle of attack.	A
478	Performance	What should a pilot do to maintain "best range" airplane performance when a tailwind is encountered?	Increase speed.	Maintain speed.	Decrease speed.	C
479	Performance	When a turbine-engine-powered airplane is to be ferried to another base for repair of an inoperative engine, which operational requirement must be observed?	Only the required flight crewmembers may be on board the airplane.	The existing and forecast weather for departure, en route, and approach must be VFR.	No passengers except authorized maintenance personnel may be carried.	A
480	Performance	Where is the critical altitude of a supercharged reciprocating engine?	The highest altitude at which a desired manifold pressure can be obtained.	Highest altitude where the mixture can be leaned to best power ratio.	The altitude at which maximum allowable BMEP can be obtained.	A
481	Performance	Which condition has the effect of reducing critical engine failure speed?	Slush on the runway or inoperative antiskid.	Low gross weight.	High density altitude.	A
482	Performance	Which condition reduces the required runway for takeoff?	Higher-than-recommended airspeed before rotation.	Lower-than-standard air density.	Increased headwind component.	C
483	Performance	Which is correct symbol for the stalling speed or the minimum steady flight speed at which the airplane is controllable?	Vso.	Vs.	Vs1.	B
484	Performance	Which is the correct symbol for design cruising speed?	Vc.	Vs.	Vma.	A
485	Performance	Which is the correct symbol for the minimum steady-flight speed or stalling speed in the landing configuration?	Vs.	Vs1.	Vso.	C
486	Performance	Which is the definition of V2 speed?	Takeoff decision speed.	Takeoff safety speed.	Minimum takeoff speed.	B
487	Performance	Which maximum range factor decreases as weight decreases?	Angle of attack.	Altitude.	Airspeed.	C
488	Performance	Which operational requirement must be observed by a commercial operator when ferrying a large, three-engine, turbojet-powered airplane from one facility to another to repair an inoperative engine?	The computed takeoff distance to reach V1 must not exceed 70 percent of the effective runway length.	The existing and forecast weather for departure, en route, and approach must be VFR.	No passengers may be carried.	C
489	Performance	Which operational requirement must be observed when ferrying a large, turbine-engine-powered airplane when one of its engines is inoperative?	The weather conditions at takeoff and destination must be VFR.	Weather conditions must exceed the basic VFR minimums for the entire route, including takeoff and landing.	The flight cannot be conducted between official sunset and sunrise.	A
490	Performance	Which operational requirement must be observed when ferrying an air carrier airplane when one of its three turbine engines is inoperative?	The weather conditions at takeoff and destination must be VFR.	The flight cannot be conducted between official sunset and official sunrise.	Weather conditions must exceed the basic VFR minimums for the entire route, including takeoff and landing.	A
491	Performance	Which performance factor decreases as airplane gross weight increases, for a given runway?	Critical engine failure speed.	Rotation speed.	Accelerate-stop distance.	A
492	Performance	Which place in the turbojet engine is subjected to the highest temperature?	Compressor discharge.	Fuel spray nozzles.	Turbine inlet.	C
493	Performance	Which procedure produces the minimum fuel consumption for a given leg of the cruise flight?	Increase speed for a headwind.	Increase speed for a tailwind.	Increase altitude for a headwind, decrease altitude for a tailwind.	A
494	Performance	Which term describes the hydroplaning which occurs when an airplane's tire is effectively held off a smooth runway surface by steam generated by friction?	Reverted rubber hydroplaning.	Dynamic hydroplaning.	Viscous hydroplaning.	A

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
495	Performance	Which type of compressor stall has the greatest potential for severe engine damage?	Intermittent "backfire" stall.	Transient "backfire" stall.	Steady, continuous flow reversal stall.	C
496	Regulaciones	"Operational control" of a flight refer to	Exercising authority over initiating, conducting, or erminating a flight.	Exercising the privileges of pilot-in-command of an aircraft.	the specific duties of any required crewmember.	A
497	Regulaciones	A crewmember interphone system is required on which airplane?	An airplane with more than 19 passenger seats	A turbojet airplane	A large airplane	A
498	Regulaciones	A flight crewmember must be able to don and use a quick-donning oxygen mask within	8 seconds	5 seconds	10 seconds	B
499	Regulaciones	A turbine-engine-powered flag air carrier airplane is released to an airport which has no available alternate. What is the required fuel reserve?	30 minutes, plus 10 percent of the total flight time	2 hours at normal cruise speed in a no wind condition fuel consumption	2 hours at normal cruise fuel consumption	C
500	Regulaciones	An air carrier uses an airplane that is certified for operation with a flightcrew of two pilots and one flight engineer. In case the flight engineer becomes incapacitated	One pilot must be qualified and have a flight engineer certificate to perform the flight engineer duties	At least one other flight crewmember must be qualified to perform the flight engineer duties	One crewmember must be qualified to perform the duties of the flight engineer	B
501	Regulaciones	An applicant who is scheduled for a practical test for an airline transport pilot certificate, in an aircraft, needs	At least a current third-class medical certificate.	A first-class medical certificate.	A second-class medical certificate.	B
502	Regulaciones	At which cabin altitude must oxygen be provided for all passengers during the entire flight at those altitudes	15,000 feet	14,000 feet	16,000 feet	C
503	Regulaciones	By regulation, who shall provide the pilot in command of a domestic or flag air carrier airplane information concerning weather, and irregularities of facilities and services?	Air route traffic control center	The aircraft dispatcher	Director of operations or flight follower	B
504	Regulaciones	Cada cuanto tiempo deberá efectuar un entrenamiento recurrente en esa posición, El Piloto de Transporte de Línea Aérea (PTL) que haya de actuar como Piloto de relevo en crucero, en las maniobras descritas ?	El Piloto de Transporte de Línea Aérea (PTL) certificado para desempeñarse como Piloto de Relevo en Crucero en vuelos de largo alcance, deberá efectuar un entrenamiento recurrente en esa posición, en las maniobras descritas dos veces al año y de conformidad con el Manual de entrenamiento aprobado.	El Piloto de Transporte de Línea Aérea (PTL) certificado para desempeñarse como Piloto de Relevo en Crucero en vuelos de largo alcance, deberá efectuar un entrenamiento recurrente en esa posición, en las maniobras descritas cada dos años de conformidad con el Manual de entrenamiento aprobado.	El Piloto de Transporte de Línea Aérea (PTL) certificado para desempeñarse como Piloto de Relevo en Crucero en vuelos de largo alcance, deberá efectuar un entrenamiento recurrente en esa posición, en las maniobras descritas una vez al año y de conformidad con el Manual de entrenamiento aprobado.	C
505	Regulaciones	Category II ILS operations below 1600 RVR and a 150-foot DH may be approved after the pilot in command has	logged 100 hours' flight time in make and model airplane under 14 CFR part 121 and three Category II ILS approaches in actual or simulated IFR conditions with 150-foot DH since the beginning of the sixth preceding month	logged 90 hours' flight time, 10 takeoffs and landings in make and model airplane and three Category II ILS approaches in actual or simulated IFR conditions with 150-foot DH since the beginning of the sixth preceding month, in operations under 14 CFR parts 91 and 121	made at least six Category II approaches in actual IFR conditions with 100-foot DH within the preceding 12 calendar months	A
506	Regulaciones	Como debera cumplirse el entrenamiento para el Piloto de Transporte de Línea Aérea (PTL) que haya de actuar como Piloto de Relevo en crucero, en vuelos de largo alcance ?	Este programa deberá cumplirse en un simulador de vuelo con un mínimo de dos (2) periodos de dos (2) horas cada uno y un chequeo ante Inspector de la UAEAC ó ante Examinador Designado.	Este programa deberá cumplirse en un simulador de vuelo con un mínimo de dos (2) periodos de dos (2) horas cada uno y un chequeo ante Examinador Designado.	Este programa deberá cumplirse en un simulador de vuelo con un mínimo de un (1) periodo de dos (2) horas cada uno y un chequeo ante Inspector de la UAEAC ó ante Examinador Designado.	A

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
507	Regulaciones	Como se realiza el Recobro de autonomía de un PTL despues de un receso de mas de sesenta meses de inactividad de vuelo?.	Si el receso es mayor a 60 meses, deberá cumplir con el entrenamiento inicial de vuelo y de tierra, en el equipo en que se desea recobrar la autonomía y presentar un chequeo de proeficiencia ante Inspector de la UAEAC ó Examinador Designado en el equipo en que desea recobrar la autonomía.	Si el receso es mayor a 60 meses y es menor de 120 meses, deberá cumplir con un reentrenamiento, en el equipo en que se desea recobrar la autonomía	Si el receso excede60 meses y es menor de 65 meses, deberá efectuar un repaso del curso de tierra y un período de dos horas de avión o simulador, ante un Inspector de la UAEAC, examinador Designado o Piloto Chequeador en el equipo en que desea recobrar la autonomía.	A
508	Regulaciones	Cual es la definicion de tiempo de servicio para un Piloto de transporte de Linea aérea?	Tiempo de servicio es todo período de tiempo durante el cual el tripulante se halle a disposición de la empresa. El tiempo de servicio de los tripulantes asignados a un vuelo empieza a contarse una hora y media antes de la iniciación programada de los vuelos internacionales y una hora antes de los vuelos domésticos y se termina de contar al finalizar el vuelo.	Tiempo de servicio es todo período de tiempo durante el cual el tripulante se halle a disposición de la empresa. El tiempo de servicio de los tripulantes asignados a un vuelo empieza a contarse una hora antes de la iniciación programada de los vuelos internacionales y una hora antes de los vuelos domésticos y se termina de contar al finalizar el vuelo.	Tiempo de servicio es todo período de tiempo durante el cual el tripulante se halle a disposición de la empresa. El tiempo de servicio de los tripulantes asignados a un vuelo empieza a contarse dos horas antes de la iniciación programada de los vuelos internacionales y una hora antes de los vuelos domésticos y se termina de contar al finalizar el vuelo.	A
509	Regulaciones	Cuales son las condiciones para poder ejercer las atribuciones de la licencia de Piloto de Transporte de Linea Aérea?	Para mantener vigentes las atribuciones de la licencia y poder ejercerlas, todos los pilotos y copilotos de transporte de línea aérea comercial regular deben cumplir con lo indicado en el numeral 2.4.1.1.4.	Para mantener vigentes las atribuciones de la licencia y poder ejercerlas, todos los pilotos y copilotos de transporte de línea aérea comercial regular deben cumplir con lo indicado en el numeral 2.2.1.1.4.	Para mantener vigentes las atribuciones de la licencia y poder ejercerlas, todos los pilotos y copilotos de transporte de línea aérea comercial regular deben cumplir con lo indicado en el numeral 2.7.1.1.4.	B
510	Regulaciones	Cuando el Examinador Designado actúe como instructor de vuelo	podrá desempeñarse como examinador.	se entenderá que este actúa como examinador	no podrá desempeñarse como examinador	C
511	Regulaciones	Cuando la UAEAC convalide una licencia extranjera otorgada por un Estado contratante de la OACI	Esta autorización será expedida con restricciones y/o limitaciones, incluyendo fecha de vencimiento (que no podrá exceder el vencimiento de la licencia original), tipo de aeronave y el explotador colombiano para el cual se prestará el servicio.	Esta autorización será expedida sin restricciones y/o limitaciones, sin incluir fecha de vencimiento (que podrá exceder el vencimiento de la licencia original), tipo de aeronave y el explotador colombiano para el cual se prestará el servicio.	Esta autorización será expedida con restricciones y/o limitaciones, incluyendo fecha de vencimiento (podrá exceder el vencimiento de la licencia original), tipo de aeronave y el explotador colombiano para el cual se prestará el servicio.	A
512	Regulaciones	Duty and rest period rules for domestic air carrier operations require that a flight crewmember	Not be on duty aloft for more than 100 hours in any 30 day period	not be assigned to any duty with the air carrier during any required rest period OPCION B: not be on duty aloft for more than 100 hours in any 30 day period OPCION C: be relieved of all duty for at least 24 hours during any 7 consecutive days	Not be on duty aloft for more than 100 hours in any 30 day period	B
513	Regulaciones	Each air carrier flight deck crewmember on flight deck duty must be provided with an oxygen mask that can be rapidly placed on his face when operating at flight altitudes	above FL 250	of FL 260	of FL 250	A

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
514	Regulaciones	El Piloto de Transporte de Línea Aérea (PTL) que haya de actuar como Piloto de relevo en crucero, en vuelos de largo alcance, deberá cumplir con el entrenamiento previsto en el numeral 2.2.7. de los RAC y con el programa de entrenamiento aprobado por la UAEAC a la empresa de transporte aéreo	Si la empresa lo considera se adicionará, como mínimo, las siguientes maniobras en la silla izquierda: a. Pérdida de motor durante crucero; b. Descenso de emergencia; c. Actitudes inusuales de la aeronave; d. Fallas eléctricas, fallas de navegación; y e. Aterrizajes en silla derecha como piloto no volando.	No es mandatorio sin embargo se podran efectuar a criterio las siguientes maniobras en la silla derecha: a. Pérdida de motor durante crucero; b. Descenso de emergencia; c. Actitudes inusuales de la aeronave; d. Fallas eléctricas, fallas de navegación.	Correcto y se adicionará, como mínimo, las siguientes maniobras en la silla derecha: a. Pérdida de motor durante crucero; b. Descenso de emergencia; c. Actitudes inusuales de la aeronave; d. Fallas eléctricas, fallas de navegación; y e. Aterrizajes en silla derecha como piloto no volando.	C
515	Regulaciones	En la cabina de mando cual es la posición de los Tripulantes?	Serán definidas de acuerdo con las autorización de la compañía operadora de la aeronave y el piloto al mando podrá ocupar el asiento del copiloto y viceversa.	estarán definidas y serán ocupadas de acuerdo con las prescripciones del fabricante de la aeronave, sin embargo el piloto al mando podrá ocupar el asiento del copiloto y viceversa previa autorización.	estarán definidas y serán ocupadas de acuerdo con las prescripciones del fabricante de la aeronave, de modo que el piloto al mando no podrá ocupar el asiento del copiloto, ni viceversa.	C
516	Regulaciones	En que consiste la habilitación de competencia lingüística en el idioma inglés ?	Los requisitos en materia de competencia lingüística aplicables en USA a pilotos comprenden los descriptores integrales y el nivel lingüístico para la aviación civil de la escala de calificación de competencia lingüística de la UAEAC	Comunicarse eficazmente en situaciones de trato oral, (teléfono-radiotelefono) y en situaciones de contacto directo, Comunicarse con precisión y claridad sobre temas comunes, concretos y relacionados con el trabajo y utilizar estrategias de comunicación apropiadas para intercambiar mensajes	Los requisitos en materia de competencia lingüística aplicables en Colombia a pilotos comprenden los descriptores integrales y el nivel lingüístico para la aviación civil de la escala de calificación de competencia lingüística de la UAEAC	A
517	Regulaciones	Es posible que las horas voladas como copiloto sean aceptadas como horas de vuelo como piloto de una aeronave ?	En caso de horas de vuelo cumplidas de acuerdo con el Numeral 2.2.1.4.2., se computarán cuatro (4) horas de copiloto por una (1) hora de piloto al mando.	En caso de horas de vuelo cumplidas de acuerdo con el Numeral 2.2.1.4.2., se computarán tres (3) horas de copiloto por una (1) hora de piloto al mando.	En caso de horas de vuelo cumplidas de acuerdo con el Numeral 2.2.1.4.2., se computarán dos (2) horas de copiloto por una (1) hora de piloto al mando.	C
518	Regulaciones	How much supplemental oxygen for emergency descent must a pressurized turbine-powered air transport airplane carry for each flight crewmember on flight deck duty when operating at flight altitudes above 10,000 feet?	Sufficient for the duration of the flight above 8,000 feet cabin pressure altitude	Sufficient for the duration of the flight at 10,000 feet flight altitude, not to exceed 1 hour and 50 minutes	A minimum of 2 hours supply	C
519	Regulaciones	If an aircraft dispatcher cannot communicate with the pilot of an air carrier flight during an emergency the aircraft dispatcher should	comply with the company's lost aircraft plan	take any action considered necessary under the circumstances	phone the ARTCC where the flight is located and ask for a phone patch with the flight	B
520	Regulaciones	If the weather forecast do not require the listing of an alternate airport on an IFR flight, the airplane must carry sufficient fuel to fly to the destination airport and	fly for 45 minutes thereafter at normal cruise climb speed	make one missed approach and thereafter have a 45 minute reserve at normal cruising speed	fly thereafter for 45 minutes at normal cruising speed	C
521	Regulaciones	In airplanes where a third gyroscopic bank-and pitch indicator is required, that instrument must	continue reliable operation for a minimum of 30 minutes after total failure of the electrical generating system	continue reliable operation for at least 30 minutes after the output of the airplane's electrical generating system falls below an optimum level.	be operable by a selector switch which may be actuated from either pilot station	A
522	Regulaciones	La instrucción recibida por el piloto en un dispositivo de instrucción para simulación de vuelo será aceptable como parte de las 1500 horas, limitando el crédito por dicha experiencia a un máximo de 100 horas	Es cierto pero de las cuales, no más de 50 se habrán adquirido en un entrenador de vuelo aprobado por la UAEAC al correspondiente centro de instrucción aeronáutica.	Es cierto pero de las cuales, no más de 25 se habrán adquirido en un entrenador de vuelo aprobado por la UAEAC al correspondiente centro de instrucción aeronáutica.	Es cierto pero de las cuales, no más de 100 se habrán adquirido en un entrenador de vuelo aprobado por la UAEAC al correspondiente centro de instrucción aeronáutica.	B

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
523	Regulaciones	La licencia de Piloto de Transporte de Línea Aérea - Aviación, se expedirá a quien haya de actuar como piloto al mando (Comandante) en aviones de servicios aéreos comerciales de transporte público regular y no regular (pasajeros, correo o carga), en aviones con un peso superior a	5.700 Kg. (12.500 lb.)	5.500 Kg.(12.300 Lb)	5.000 Kg.(12.000 Lb)	A
524	Regulaciones	La UAEAC, contempla tres métodos de convalidación de licencias	Personal extranjero que viene con carácter transitorio a capacitar personal colombiano	Personal extranjero que desea trabajar permanen -temente en Colombia	Personal extranjero que viene con carácter transitorio a volar en Colombia	A
525	Regulaciones	Los exámenes de vuelo para pilotos de transporte de línea (PTL-PTH) serán presentados ante	Inspectores de la UAEAC o ante Examinadores Designados autorizados.	Inspectores de la UAEAC solamente.	Piloto o Ingeniero Chequeador ó ante Examinador Designado	A
526	Regulaciones	Para desempeñar las atribuciones de Piloto de Relev en Crucero en vuelos de largo alcance, en el anverso de la licencia de Piloto de Transporte de Línea Aérea (PTL) deberá incluirse la siguiente observación: "Habilitado como Piloto de Relev en vuelos de largo alcance. Parágrafo. Se entiende por vuelos de largo alcance, aquellos vuelos cuya duración sea mayor a seis (6) horas.	"Habilitado como Piloto de Relev en vuelos de largo alcance. Parágrafo. Se entiende por vuelos de largo alcance, aquellos vuelos cuya duración sea mayor a ocho (8) horas.	"Habilitado como Piloto de Relev en vuelos de largo alcance. Parágrafo. Se entiende por vuelos de largo alcance, aquellos vuelos cuya duración sea mayor a siete(7) horas.	"Habilitado como Piloto de Relev en vuelos de largo alcance. Parágrafo. Se entiende por vuelos de largo alcance, aquellos vuelos cuya duración sea mayor a seis (6) horas.	C
527	Regulaciones	Que conocimientos apropiados a las atribuciones que la licencia de piloto de transporte de línea aérea - AVIÓN confiere a su titular, debe tener?	Las disposiciones y reglamentos pertinentes, normas aplicables al transporte aéreo; el reglamento del aire; los métodos y procedimientos de los servicios de tránsito aéreo y el RAC.	Haber realizado cuarenta (40) horas de vuelo por instrumentos , un máximo de veinte horas de vuelo en dispositivo de entrenamiento de vuelo y/o en simulador de vuelo	Los procedimientos previos al vuelo, que incluirán la utilización de un documento equivalente, y de los documentos correspondientes de los servicios de tránsito aéreo.	A
528	Regulaciones	Que experiencia de vuelo debe tener un piloto aspirante a obtener la licencia PTL?	será titular de licencia de Piloto Comercial (PCA) y habrá realizado como mínimo tresmil (3.000) horas totales de vuelo como piloto de aviones (piloto al mando o copiloto)	será titular de licencia de Piloto Comercial (PCA) y habrá realizado como mínimo mil quinientas (1.500) horas totales de vuelo como piloto de aviones (piloto al mando o copiloto)	será titular de licencia de Piloto Comercial (PCA) y habrá realizado como mínimo dos mil quinientas (2.500) horas totales de vuelo como piloto de aviones (piloto al mando o copiloto)	B
529	Regulaciones	Que otras actividades se consideran también como tiempo de servicio para un PTL ?	a. El transcurrido en calidad de reserva. b. El necesario para transportarse, por cualquier medio, hacia un lugar diferente a la base de residencia del tripulante y el regreso por cualquier medio a la misma; o el que de cualquier modo implique su traslado en condición de tripulante adicional (tripadi).	Es el que aparece publicado en los itinerarios oficiales de las respectivas empresa,	Es el lapso durante el cual los tripulantes son asignados para actividades de vuelo y disponibilidad para cualquier entrenamiento y cursos de tierra.	A
530	Regulaciones	Que otros conocimientos debe tener el poseedor de la licencia de piloto de transporte de línea aérea - AVIÓN ?	Los procedimientos previos al vuelo, que incluirán la utilización de un documento equivalente, y de los documentos correspondientes de los servicios de tránsito aéreo.	Principios del Derecho aéreo, conocimiento general de los sistemas de la aeronave, rendimiento, factores humanos, meteorología y navegación entre otros.	Haber realizado cuarenta (40) horas de vuelo por instrumentos , un máximo de veinte horas de vuelo en dispositivo de entrenamiento de vuelo y/o en simulador de vuelo	B

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
531	Regulaciones	Que se entiende por tiempo programado ?	Es el que aparece en los itinerarios adicionales de las respectivas empresa, En los casos de los vuelos no publicados en los itinerarios oficiales, se considera como tiempo programado el previsto en el respectivo plan de vuelo. El tiempo programado no debe exceder los limites establecidos para tiempo de vuelo y tiempo de servicio.	Es el que aparece publicado en los itinerarios de las respectivas empresa, previamente aprobado por la direccion de operaciones. En los casos de los vuelos no publicados en los itinerarios oficiales, se considera como tiempo programado el previsto en el respectivo plan de vuelo. El tiempo programado no debe exceder los limites establecidos para tiempo de vuelo y tiempo de servicio.	Es el que aparece publicado en los itinerarios oficiales de las respectivas empresa, previamente aprobado por la UAEAC. En los casos de los vuelos no publicados en los itinerarios oficiales, se considera como tiempo programado el previsto en el respectivo plan de vuelo. El tiempo programado no debe exceder los limites establecidos para tiempo de vuelo y tiempo de servicio.	C
532	Regulaciones	The crew interphone system on a large turbojet-powered airplane provides a means of two-way communications between ground personnel and at least one of two flight crewmembers in the pilot compartment, when the aircraft is on the ground. The interphone station for use by ground personnel must be located so that those using the system from that station	May avoid visible detection from within the airplane	Are always visible, from within the airplane	Are able to avoid the intake areas of the engines	A
533	Regulaciones	The kinds of operation that a certificate holder is authorized to conduct are specified in the	Certificate holder's operations specifications	Application submitted for an Air Carrier or Operating Certificate, by the applicant	Air Carrier Certificate or Operating Certificate	A
534	Regulaciones	The maximum flight time in 24 consecutive hours that a flag air carrier may schedule a pilot in a two-pilot crew A without a rest period is	10 hours	12 hours	8 hours	C
535	Regulaciones	The persons jointly responsible for the initiation, continuation, diversion, and termination of a supplemental air carrier or commercial operator flight are the	Pilot in command and director of operations	Pilot in command and chief pilot	Pilot in command and the flight follower	A
536	Regulaciones	The required crewmember functions that are to be performed in the event of an emergency shall be assigned by the	Pilot in command	Certificate holder	Air carrier's chief pilot	B
537	Regulaciones	The reserve fuel supply for a domestic air carrier flight is	45 minutes at normal fuel consumption in addition to the fuel required to the alternate airport	30 minutes plus 15 percent at normal fuel consumption in addition to the fuel required to the alternate airport	45 minutes at normal fuel consumption in addition to the fuel required to fly to and at the most distant alternate airport	C
538	Regulaciones	The training required for crewmembers or dispatchers who have been qualified and served in the same capacity on other airplanes of the same group is	Difference training	Upgrade training	Transition training	C
539	Regulaciones	The two pilots stations of a pressurized aircraft are equipped with approved quick- donning masks. What is the maximum altitude authorized if one pilot is not wearing an oxygen mask and breathing oxygen?	35,000 feet MSL	41,000 feet MSL	25,000 feet MSL	A
540	Regulaciones	Under which condition is a flight engineer required as a flight crewmember in FAR Part 121 operations?	If required by the airplane's type certificate	If the airplane is being flown on proving flight, with revenue cargo aboard	If the airplane is powered by more than two turbine engines	A
541	Regulaciones	What action shall the pilot in command take if it becomes necessary to shut down one of the two engines on an air carrier airplane?	Land at the nearest airport, including military, that has a crash and rescue unit	Land at the airport which the pilot considers to be as safe as the nearest suitable airport in point of time	Land at the nearest suitable airport in point of time at which a safe landing can be made	C
542	Regulaciones	What aircraft operating under FAR Part 135 are required to have a third gyroscopic bank-and-pitch indicator installed?	All airplanes that are turbojet powered	All turbine powered aircraft having a passenger seating capacity of 30 seats or more	All multiengine airplanes that require a two pilot flightcrew	A
543	Regulaciones	What information must be contained in, or attached to, the dispatch release for a domestic air carrier flight	Names of all passengers on board and minimum fuel supply	Departure airport, intermediate stops, destinations, alternate airports, and trip number	Cargo load, weight and balance data, and identification number of the aircraft	B

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
544	Regulaciones	What information must be included on a domestic air carrier dispatch release?	Minimum fuel supply and trip number	Evidence that the airplane is loaded according to schedule, and a statement of the type of operation	Company or organization name and identification number of the aircraft	A
545	Regulaciones	What instrument flight time may be logged by a second-in-command of an aircraft requiring two pilots?	One-half the time the airplane is in actual IFR conditions.	All of the time the second-in-command is controlling the airplane solely by reference to flight instruments.	One-half the time the flight is on an IFR flight plan.	B
546	Regulaciones	What is the flight level that operations may be conducted without the pilot at the controls wearing and using an oxygen mask, while the other pilot is away from the duty station?	Above FL 250	FL 240	FL 250	C
547	Regulaciones	What is the minimum number of acceptable oxygen-dispensing units for first-aid treatment of occupants who might require undiluted oxygen for physiological reasons?	Four	Two	Three	B
548	Regulaciones	What is the minimum passenger seating configuration that requires a second in command?	15 seats	10 seats	20 seats	B
549	Regulaciones	What is the passenger oxygen supply requirement for a flight, in a turbine-powered aircraft, with a cabin pressure altitude in excess of 15,000 feet? Enough oxygen for	30 percent of the passengers	each passengers for the entire flight above 15,000 feet cabin altitude	10 percent of the passengers for 30 minutes	B
550	Regulaciones	When carrying a passenger aboard an all-cargo aircraft, which of the following applies?	Crew-type oxygen must be provided for the passenger	The passenger must have access to a seat in the pilot compartment	The pilot in command may authorize the passenger to be admitted to the crew compartment	C
551	Regulaciones	When may a Category II ILS limitation be removed? A	When six ILS approaches to Category II minimums have been completed in the past 6 months.	120 days after issue or renewal.	When three Cat II ILS approaches have been completed to a 150-foot decision height and landing.	C
552	Regulaciones	When the pilot in command is responsible for a deviation during an emergency, the pilot should submit a written report within	72 hours after returning to home base	24 hours after returning to home base	12 hours after returning to home base	A
553	Regulaciones	Where can the pilot of a flag air carrier airplane find the latest NOTAMs?	Notices To Airmen publication	Any company dispatch facility	Airport/Facility Directory	B
554	Regulaciones	Which document includes descriptions of the required crewmember functions to be performed in the event of an emergency?	Airplane Flight Manual	Pilot's Emergency Procedures Handbook	Certificate holder's manual	C
555	Regulaciones	Which documents are required to be carried aboard each domestic air carrier flight?	Dispatch release, load manifest (or information from it), and flight plan	Dispatch release and weight and balance release	Load manifest (or information from it) and flight release	A
556	Regulaciones	Which is a definition of the term "crewmember"?	Only a pilot, flight engineer, or flight navigator assigned to duty in an aircraft during flight time.	Any person assigned to duty in an aircraft during flight except a pilot or flight engineer.	A person assigned to perform duty in an aircraft during flight time.	C
557	Regulaciones	Which is a requirement for flightcrew use of oxygen masks in a pressurized cabin airplane?	At altitudes above FL 250, one of the two pilots at the controls shall use an oxygen mask continuously.	Both pilots at the controls shall use oxygen masks above FL 350	At altitudes above 25,000 feet MSL, if one pilot leaves the pilot duty station, the remaining pilot at the controls shall use an oxygen mask.	C
558	Regulaciones	Which is one of the requirements that must be met by a required pilot flight crewmember in re-establishing recency of experience?	At least one ILS approach to the lowest ILS minimums authorized for the certificate holder and a landing from that approach	At least one landing must be made with a simulated failure of the most critical engine	At least three landings must be made to a complete stop	A
559	Regulaciones	Which requirement applies to emergency equipment (fire extinguishers, megaphones, first-aid kits, and crash ax) installed in an air carrier airplane?	Emergency equipment cannot be located in a compartment or area where it is not immediately visible to a flight attendant in the passenger compartment	Emergency equipment must be clearly identified and clearly marked to indicate its method of operation	All emergency equipment, must be readily accessible to the passengers	B

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
560	Regulaciones	Who is required to submit a written report on a deviation that occurs during an emergency?	Person who declares the emergency	Pilot in command	Dispatcher	A
561	Regulaciones	Who is responsible for obtaining information on all current airport conditions, weather, and irregularities of navigation facilities for a supplemental air carrier flight?	Pilot in command	Aircraft dispatcher	Director of operations or flight follower	A
562	Regulaciones	Who is responsible, by regulation, for briefing a domestic or flag air carrier pilot in command on all available B weather information?	Director of operations	Company meteorologist	Aircraft dispatcher	C
563	Regulaciones	Which document specifically authorizes a person to operate an aircraft in a particular geographic area?	Operating Certificate	Operations Specifications	Dispatch Release	B
564	Weight & Balance	What are the empty weight and balance currency requirements for aircraft used under RAP 135?	The empty weight and CG of multiengine and single-engine aircraft must have been calculated from an actual weighing within the previous 36 calendar months.	The empty weight and CG must have been calculated from an actual weighing within the previous 24 calendar months unless the original Airworthiness Certificate was issued within the previous 36 calendar months.	The empty weight and CG of multiengine aircraft must have been calculated from an actual weighing within the previous 36 calendar months.	C
565	Weight & Balance	What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 138.5 X 97.6 inches? OJITO Floor load limit - 235 lb/sq ft OJITO Pallet weight - 219 lb OJITO Tiedown devices - 71 lb	21,840.9 pounds.	21,769.9 pounds.	22,059.9 pounds.	B
566	Weight & Balance	What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 143 X 125.2 inches? OJITO Floor load limit - 209 lb/sq ft OJITO Pallet weight - 197 lb OJITO Tiedown devices - 66 lb	25,984.9 pounds.	25,787.9 pounds.	25,721.9 pounds.	C
567	Weight & Balance	What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 24.6 X 68.7 inches? OJITO Floor load limit - 79 lb/sq ft OJITO Pallet weight - 43 lb OJITO Tiedown devices - 27 lb	884.1 pounds.	857.1 pounds.	841.1 pounds.	A
568	Weight & Balance	What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 24.6 X 68.7 inches? OJITO Floor load limit - 85 lb/sq ft OJITO Pallet weight - 44 lb OJITO Tiedown devices - 29 lb	924.5 pounds.	968.6 pounds.	953.6 pounds.	A
569	Weight & Balance	What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 33.5 X 48.5 inches? OJITO Floor load limit - 66 lb/sq ft OJITO Pallet weight - 34 lb OJITO Tiedown devices - 29 lb	744.6 pounds.	681.6 pounds.	663.0 pounds.	B
570	Weight & Balance	What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 33.5 X 48.5 inches? OJITO Floor load limit - 76 lb/sq ft OJITO Pallet weight - 44 lb OJITO Tiedown devices - 27 lb	857.4 pounds.	830.4 pounds.	786.5 pounds.	C
571	Weight & Balance	What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 34.6 X 46.4 inches? OJITO Floor load limit - 88 lb/sq ft OJITO Pallet weight - 41 lb OJITO Tiedown devices - 26 lb	914.1 pounds.	940.1 pounds.	981.1 pounds.	A
572	Weight & Balance	What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 36 X 48 inches? OJITO Floor load limit 169 lbs/sq ft OJITO Pallet weight	1,948.0 pounds.	1,995.0 pounds.	1,981.0 pounds.	A
573	Weight & Balance	What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 36.5 X 48.5 inches? OJITO Floor load limit - 107 lb/sq ft OJITO Pallet weight - 37 lb OJITO Tiedown devices - 33 lb	1,295.3 pounds.	1,212.3 pounds.	1,245.3 pounds.	C
574	Weight & Balance	What is the maximum allowable weight that may be carried on a pallet which has the dimensions of 36.5 X 48.5 inches? OJITO Floor load limit - 112 lb/sq ft OJITO Pallet weight - 45 lb OJITO Tiedown devices - 29 lb	1,331.8 pounds.	1,302.8 pounds.	1,347.8 pounds.	B

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Código de pregunta	Area de conocimiento	Pregunta	Opción A	Opción B	Opción C	Respuesta correcta
575	Weight & Balance	hat is the maximum allowable weight that may be carried on a pallet which has the dimensions of 42.6 X 48.7 inches? OJITO Floor load limit - 117 lb/sq ft OJITO Pallet weight - 43 lb OJITO Tiedown devices - 31 lb	1,611.6 pounds.	1,654.6 pounds.	1,601.6 pounds.	A
576	Weight & Balance	hat is the maximum allowable weight that may be carried on a pallet which has the dimensions of 42.6 X 48.7 inches? OJITO Floor load limit - 121 lb/sq ft OJITO Pallet weight - 47 lb OJITO Tiedown devices - 33 lb	1,710.2 pounds.	1,663.2 pounds.	1,696.2 pounds.	B
577	Weight & Balance	hat is the maximum allowable weight that may be carried on a pallet which has the dimensions of 76 X 74 inches? OJITO Floor load limit 176 lbs/sq ft OJITO Pallet weight	6,767.8 pounds.	6,873.7 pounds.	6,796.8 pounds.	A
578	Weight & Balance	hat is the maximum allowable weight that may be carried on a pallet which has the dimensions of 81 X 83 inches? OJITO Floor load limit 180 lbs/sq ft OJITO Pallet weight	8,403.7 pounds.	8,321.8 pounds.	8,290.8 pounds.	C
579	Weight & Balance	hat is the maximum allowable weight that may be carried on a pallet which has the dimensions of 87.7 X 116.8 inches? OJITO Floor load limit - 175 lb/sq ft OJITO Pallet weight - 137 lb OJITO Tiedown devices - 49 lb	12,262.4 pounds.	12,448.4 pounds.	12,311.4 pounds.	A
580	Weight & Balance	hat is the maximum allowable weight that may be carried on a pallet which has the dimensions of 96.1 X 133.3 inches? OJITO Floor load limit - 249 lb/sq ft OJITO Pallet weight - 347 lb OJITO Tiedown devices - 134 lb	21,669.8 pounds.	21,803.8 pounds.	22,120.8 pounds.	B
581	Weight & Balance	hat is the maximum allowable weight that may be carried on a pallet which has the dimensions of 98.7 X 78.9 inches? OJITO Floor load limit - 183 lb/sq ft OJITO Pallet weight - 161 lb OJITO Tiedown devices - 54 lb	9,896.5 pounds.	9,735.5 pounds.	9,681.5 pounds.	B
582	Weight & Balance	hat is the minimum floor load limit that an aircraft must have to carry the following pallet of cargo? OJITO Pallet dimensions are 116.8 X 87.7 inches OJITO Pallet weight - 137 lbs. OJITO Tiedown devices - 49 lbs. OJITO Cargo weight - 12,262.4 lbs.	172 lbs/sq ft.	176 lbs/sq ft.	179 lbs/sq ft.	B
583	Weight & Balance	hat is the minimum floor load limit that an aircraft must have to carry the following pallet of cargo? OJITO Pallet dimensions are 37.5 X 35 inches OJITO Pallet weight - 34 lbs. OJITO Tiedown devices - 23 lbs. OJITO Cargo weight - 1,255.4 lbs.	152 lbs/sq ft.	148 lbs/sq ft.	144 lbs/sq ft.	C
584	Weight & Balance	hat is the minimum floor load limit that an aircraft must have to carry the following pallet of cargo? OJITO Pallet dimensions are 39 X 37 inches OJITO Pallet weight - 37 lbs. OJITO Tiedown devices - 21 lbs OJITO Cargo weight - 1,094.3 lbs.	115 lbs/sq ft.	112 lbs/sq ft.	109 lbs/sq ft.	A
585	Weight & Balance	hat is the minimum floor load limit that an aircraft must have to carry the following pallet of cargo? OJITO Pallet dimensions are 48.5 X 33.5 inches OJITO Pallet weight - 44 lbs. OJITO Tiedown devices - 27 lbs. OJITO Cargo weight - 786.5 lbs.	79 lbs/sq ft.	76 lbs/sq ft.	73 lbs/sq ft.	B
586	Weight & Balance	hat is the minimum floor load limit that an aircraft must have to carry the following pallet of cargo? OJITO Pallet dimensions are 78.9 X 98.7 inches OJITO Pallet weight - 161 lbs. OJITO Tiedown devices - 54 lbs. Cargo weight - 9,681.5 lbs.	180 lbs/sq ft.	186 lbs/sq ft.	183 lbs/sq ft.	C

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<i>Código de pregunta</i>	<i>Area de conocimiento</i>	<i>Pregunta</i>	<i>Opción A</i>	<i>Opción B</i>	<i>Opción C</i>	<i>Respuesta correcta</i>
587	Weight & Balance	What minimum floor load limit must an aircraft have to carry the following pallet of cargo? OJITO Pallet size is 78.9 wide and 98.7 long OJITO Pallet weight - 161 lb OJITO Tiedown devices - 54 lb OJITO Cargo weight - 9,681.5 lb	185 lbs/sq ft.	179 lbs/sq ft.	183 lbs/sq ft.	C
588	Weight & Balance	The weight and CG of an aircraft used in air taxi service must have been calculated from those values established by actual weighing of the aircraft within what period of time?	Multiengine aircraft, preceding 36 calendar months.	Multiengine and single-engine aircraft, preceding 36 calendar months.	Multiengine aircraft, last 36 calendar months; single-engine, last 24 calendar months.	A