



DEPARTAMENTO SEGURIDAD OPERACIONAL
SUBDEPARTAMENTO LICENCIAS

**Test on Chilean Regulations for Applicants for Validation of an
Commercial Pilot License Helicopter**

(Last Update: June 2014)

Subject : CPL HELICOPTER CHILEAN REGULATIONS
Number of Questions : 181

1.- The provisions of this regulation shall apply:

A.- To all the national civilian aircrafts wherever they will be, as not contrary to the regulations in force in the state having jurisdiction over the territory or airspace in which they operate;

B.- All the national military aircrafts conduct air operations as non-military air operations; to the Police aircrafts conducted air operations are not police air operations; and

C.- All the aircrafts that are within the limits of the flight information Regions where the Chilean air space has been divided.

D.- All the previous answers are correct.

2.- Which one of the following definitions corresponds to a INFORMATION FLIGHT REGION (REGIÓN DE INFORMACIÓN DE VUELO) (FIR)?

A.- Airspace of define dimensions', where the information flight service and alert are provided.

B.- Airspace, where the information flight service and alert are provided.

C.- Airspace of define dimensions, where the information flight service.

D.- Chilean Airspace.

- 3.- The aircrafts operation, in both, flight or maneuvering area in the airfields, it will comply with the general rules, and during the flight :**
- A.- To the visual flight rules, or
 - B.- To the instrument flight rules.
 - C.- To the IMC rules y VMC rules.
 - D.- The answers A and B are correct.
- 4.- Which of the following definitions correspond to a movement area?**
- A.- Part of the airfield who will be use for take off, landings, taxi and parking of aircrafts, integrated for the maneuvering area and platforms.
 - B.- Part of the airfield who will be use for take off, landings, taxi of aircrafts, integrated for the area of maneuvering and platforms.
 - C.- Part of the airfield that has to be use for the take off and landing, integrated by the maneuvering area and platforms.
 - D.- None of the previous answers is correct.
- 5.- Which of the following symbols is used to designate the visual flight rules?**
- A.- RVV.
 - B.- VFR.
 - C.- IFR.
 - D.- VMC.
- 6.- Which of the following symbols is used to designate the instrumental flight rules?**
- A.- RVI.
 - B.- VFR.
 - C.- IFR.
 - D.- IMC.
- 7.- In a visual flight meteorological conditions, the pilot can perform a flight adjusted to the instrumental flight rules.**
- A.- True.
 - B.- False.

- 8.- **The pilot in command of the Aircraft, operate or not the controls, is responsible for the operation of this, and must be carried out in accordance with the DAR - 02, but may fail to follow him in circumstances which make such failure absolutely necessary for security reasons.**
- A.- True.
 - B.- False.
- 9.- **Which of the following definitions corresponds to PILOT IN COMMAND OF THE AIRCRAFT?**
- A.- Pilot responsible for the operation and safety of aircraft during the flight time.
 - B.- Pilot designated the company in each air operation to be in command of the aircraft and get charge on the safe operation during flight or part of this.
 - C.- Pilot responsible for the Aircraft operation during the flight time.
 - D.- Pilot owner of the aircraft Turing the time of flight.
- 10.- **Which of the following definitions corresponding to competent aeronautical authority?**
- A.- The Dirección General de Aeronáutica Civil.
 - B.- The Board of Aeronautic.
 - C.- The Chilean Air Force.
 - D.- The Chilean State.
- 11.- **Measures prior to the flight to be carried out:**
- A.- Prior to initiate a flight, the pilot in command of the aircraft must familiarize with all the information available proper to the projected flight.
 - B.- The prior measures for the flights within the limits of the airfield, and for all the IFR flights, shall include the detailed study of the reports and weather forecasts of currently available.
 - C.- Fuel consumption, flight plan in case of being unable to complete the planned flight.
 - D.- All the previous answers are correct.

- 12.- **Which of the following definitions corresponds to the “Authority of the pilot in command of the aircraft?”**
- A.- The pilot in command of an aircraft will have decisive authority in everything related with it.
 - B.- The pilot in command of an Aircraft will have decisive authority in everything related with it, while at command of the same.
 - C.- The pilot in command of the Aircraft will have decisive authority in some aspects related with it, while at command of the same.
 - D.- The pilot in command of an Aircraft, will have decisive authority over the flight crew in everything related with it, while at command of the same.
- 13.- **No one will drive an Aircraft or acting as a member of the flight crew, while under the influence of:**
- A.- Alcoholic beverages
 - B.- Narcotics,
 - C.- Hallucinogens,
 - D.- All the previous answers are correct.
- 14.- **Any Aircraft can be operated through negligent or recklessly, in such a way that would endanger the life or property outside.**
- A.- True.
 - B.- False.
- 15.- **Which alternative defined correctly an AIRCRAFT?**
- A.- Is every Vehicle suitable to transport people and things, and which is intended to move in to the air space, in which is supported by reactions of the air regardless of the soil.
 - B.- Is any aircraft suitable for the transport of people and things, and intended to travel in airspace, which is supported by reactions of the air regardless of the soil.
 - C.- Is any fix wing or helicopter suitable for the transport of people and things, and intended to travel in the air space, which is supported by reactions of the air regardless of the soil.
 - D.- None of the previous answers is correct.

16.- Except were it is necessary to take off or landing, or when you have permission from the aeronautical authority, the Aircraft did not flight on agglomerations of buildings in cities, towns or inhabited places, or on a meetings of persons in open air.

A.- An less you fly at a height, which will, in the event of an emergency, allow you to perform a Landing without excessive danger to persons or property to be found on the surface.

B.- An less you fly at a height, which will, in the event of an emergency, the pilot in accordance to his expertise and experience will perform a landing without excessive danger to persons or property to be found on the surface.

C.- An less you fly at a height, which will, in the event of an emergency, allow you to perform a Lansing, without excessive danger to persons or property to be found on the surface.

D.- The flying height, chooses the pilot.

17.- The levels of cruise that has to be carried out in a flight or any part, shall be related to:

A.- Flight levels, for flights that are carried out at a level equal to or higher than the level of flight lowest usable or, where appropriate for flights that are carried out above the transition altitude.

B.- Altitudes, for flights that are carried out below the level of flight lowest usable or, where appropriate, for flights that would be performing to the transition altitude or below it.

C.- Flying heights only referred with respect to the field that is flying.

D.- The answers A and B are correct.

18.- Definition of CRUISE LEVEL:

A.- Level maintained during an important and considerable part of the flight.

B.- Level manifested in the flight plan.

C.- Level maintained during a part of the flight.

D.- Level maintained during a minor part of the flight.

- 19.- **FLIGHT LEVEL is define by the surface of atmospheric constant pressure, related to specific referent pressure, 1013,2 hectopascal, and which is separate from other similar surfaces, by certain intervals of pressure.**
- A.- True.
 - B.- False.
- 20.- **When a baroaltimeter calibrated according to the type atmosphere?**
- A.- Fit the QNH, it shall indicate the altitude;
 - B.- Adjustment to the QFE, will indicate the height of the reference QFE;
 - C.- Adjustment to the pressure of 1 013,2 hPa, may be used to indicate flight levels.
 - D.- All the previous answers are correct.
- 21.- **Only under prescribed by the authorization of the aeronautical authority, the following air operations may be carried out:**
- A.- Launch of objects or sprayed from aircraft;
 - B.- Aircraft tow or objects in the air space;
 - C.- Parachute drops, except in cases of emergency;
 - D.- All the previous answers are correct.
- 22.- **The launch operations of objects, spraying from Aircraft, Aircraft tow units, objects in to the air space, parachute drop, except in case of emergency, must be previously and duly coordinated with:**
- A.- The respective Air Traffic Services offices (ATS).
 - B.- The Aeronautical authority.
 - C.- The Chilean Air Force (Fuerza Aérea de Chile).
 - D.- Does not require special authorization.
- 23.- **No Aircraft will fly in a prohibited, restricted or dangerous area whose retail have been duly published; not to be that conforms to the conditions of the restrictions or with the permission of the Aeronautical Authority.**
- A.- True.
 - B.- False.

24.- A PROHIBITED AREA is a:

A.- Airspace over the territory or jurisdictional waters of a State, within which it is forbidden the Aircrafts flights.

B.- Airspace of define dimensions, over the territory or jurisdictional waters of a State.

C.- Airspace of define dimensions, over the territory or jurisdictional waters of a State, within which it is forbidden the aircrafts flights.

D.- None of the alternatives above is correct.

25.- A RESTRICTED ZONE is an airspace of defined dimensions over the territory or jurisdictional waters of a State, within which is restricted the flight of the aircraft, in accordance with certain specified conditions.

A.- True.

B.- False.

26.- About the rules of proximity between aircraft.

A.- No Aircraft will fly so close to another, so that it can cause danger of collision.

B.- The Aircraft will fly in formation, when the pilots in command have previously agreed.

C.- Fly in formation is forbidden, when transporting passengers with profit.

D.- All the previous answers are correct.

27.- On the right of passage:

A.- The Aircraft having the right of passage will maintain its course and speed, but this right does not exempt the pilot in command of the obligation to proceed in the most effective way to avoid collision,

B.- Any Aircraft will avoid passing above or below it, unless you do it at sufficient distance.

C.- Any Aircraft may cross ahead of other freely.

D.- Only a and b are corrects.

28.- Which of the following definitions corresponds to AIR TRANSIT SERVICE (ATS)?

A.- Expression that applies, according to the case, to the traffic service of flight, alert, advise from air traffic and air traffic control (servicio de control de área, approach control and airfield control).

B.- Generic expression that applies, according to the case, to the flight information services, advise from air traffic control and air traffic control (servicio de control de área, control de aproximación o control de aerodromes).

C.- Generic expression that applies, according to the case, to the flight information services, alert, advice from air traffic control and air traffic control (servicio de control de area, control de aproximación o control de aerodromo).

D.- None of the previous answers is correct.

29.- Any Aircraft bound by the rules to deviate from the path of another;

A.- Avoid passing above or bellow or cross ahead, unless you do it at sufficient distance.

B.- In any case, the effects of the turbulence must not be consider in the aircrafts involve.

C.- You should use common sense.

D.- None of the alternatives above is correct.

30.- When two Aircraft approaching from the front, or almost from the front, and there is a danger of collision?

A.- Both aircrafts will alter its course toward the right.

B.- Both aircrafts will alter its course toward the left.

C.- Both aircrafts will alter its flight altitude.

D.- Both aircrafts will alter its course and height to the left.

31.- When two aircraft converge to a level roughly equal, the one to had the other to his right, will yield with the following exceptions?

A.- The aerodynes mechanically propeller will have to pass to the dirigible, Gliders and hot air balloons;

B.- The dirigibles will have to pass to the Gliders and hot air balloons, and; the gliders will have to pass to the hot air balloons; and

C.- The aircrafts mechanically propeller will have to pass to the ones been towed by another, or an object, as well the ones who will be in a in flight refueling procedure.

D.- All the previous answers are correct.

32.- “Aircraft that reaches” it is called:

A.- To the one who approximated to another behind, following a line forming an angle of less than 70° with the plane of symmetry of the aircraft in front.

B.- To the one who approximated to another behind, following a line forming an angle of less than 140° with the plane of symmetry of the aircraft in front.

C.- To the one who approximated to another behind, following a line forming an angle of less than 35° with the plane of symmetry of the aircraft in front.

D.- To the one who approximated to another behind, following a line forming an angle of less than 90° with the plane of symmetry of the aircraft in front

33.- The aircrafts in flight, and also the ones operating on ground or water, will have to pass;

A.- To the aircrafts that are taking off or in the final stages of an approach.

B.- To the aircrafts approaching or in the final stages of an approach to land.

C.- To the aircrafts that are landing or in the traffic patterns of an air field.

D.- Only to the aircrafts taking off.

- 34.- The radiotelephone distress signal which means that an aircraft has to transmit a message most pressing on the safety of persons, and aircrafts, ships or other vehicles is:**
- A.- PAN, PAN.
 - B.- MAYDAY
 - C.- SOS.
- 35.- Lights that must hold the Aircraft in flight;**
- A.- collision lights.
 - B.- Navigation lights.
 - C.- Landing lights.
 - D.- Only answers a) and b) are correct.
- 36.- No Aircraft will fly in simulated instrument flight conditions, unless :**
- A.- The aircraft is fitted with double control in full operation;
 - B.- The Safety Pilot should have sufficient visibility forward as well as toward the sides of the aircrafts; otherwise, a competent observer that must be in communication with him shall have a seat on the aircraft from which his visual supplemented appropriately the Safety Pilot.
 - C.- A qualified pilot with a command post, to act as a Safety pilot regard to the person who flies IFR in a simulated conditions.
 - D.- All are corrects.
- 37.- The aircraft operating from an airfield or in their vicinity, whether they were or not in an area of airfield traffic:**
- A.- Will observe the traffic of airfield to avoid collisions.
 - B.- Shall conform the traffic pattern formed by other aircrafts holding over 2.000 agl
 - C.- At the controlled airfields, the authorization to roll in to a runway, will allow you to use the taxiways designated and crossing intersections between runways, but will not allow you crossing intersections of runways, or enter the runway designated to take off, except by the specifically authorized the Control Service of Airfield.
 - D.- The answers a) and c) are corrects.

- 38.- AIRFIELD is any area delimited, terrestrial or aquatic, enabled by the aeronautical authority an intended for the arrival, departure and maneuver of aircraft on the surface.**
- A.- True.
 - B.- False.
- 39.- AIRFIELD TRAFFIC AREA is a:**
- A.- Air space of variable dimensions, established around an airfield for the protection of the traffic in the airfield.
 - B.- Air space of defined dimensions, established around the Control Tower (CTR) for the protection of the traffic in the airfield.
 - C.- Air space of defined dimensions, established around the airfield for the protection of the traffic of the airfield.
 - D.- Air space established around the airfield, for the protection of the traffic of the airfield.
- 40.- The specific information that is submitted to the Air Traffic Services, with respect to a projected flight or part of the same, will be:**
- A.- In the form of a Flight Plan.
 - B.- In radial form.
 - C.- In written form before a Commissioner.
 - D.- None of the previous answers is correct.
- 41.- The expression "Flight Plan" applies according to the case:**
- A.- To the complete information about all the concepts contained in the description of the flight plan, which includes the whole of the route of a flight, or
 - B.- To the unlimited information that is required when it comes to obtain permission for a minor part of a flight.
 - C.- To the limited information that is required when it comes to obtain permission for a minor part of a flight.
 - D.- The answers a) and c) are corrects.

- 42.- There must be a flight plan, before you make:**
- A.- Any flight or part of the same in which you need the Air Transit Control Service or Airfield Flight Information Service,
 - B.- Any flight that start from airfields were exist permanent Operational facilities of the General Direction Civil Aeronautic, or due to the closeness or in its immediate vicinity can obtain telephonic contact, as soon as possible ,after takeoff;
 - C.- Any flight within designated areas or along routes assigned when so required by the competent ATS authority to facilitate the provision of Flight Information Service and Alert; and all flight across international borders.
 - D.- All the previous answers are correct.
- 43.- The presentation of the Flight Plan, in any of its forms, ensure;**
- A.- The provision of the ALERT Service.
 - B.- The Air Traffic Service.
 - C.- The Radar coverage.
 - D.- The opening of the airfield until the arrival of the aircraft.
- 44.- ALERT Service is a:**
- A.- Service provided to notify the relevant agencies, with regard to aircraft that need help for Search and Rescue.
 - B.- Service provided to notify the relevant agencies, with regard to aircrafts that need of Search and Rescue, and auxiliary to such agencies, as appropriate.
 - C.- Service provided to notify the relevant agencies, with regard to aircrafts that need help for Search and Rescue, and auxiliary to such agencies, as appropriate.
 - D.- All the alternatives above are incorrect.
- 45.- UPDATED FLIGHT PLAN is the flight plan that includes the modifications, if any, that result from incorporating subsequent authorizations.**
- A.- True.
 - B.- False.

- 46.- Unless the competent ATS authority prescribe another thing, a Flight Plan must be presented for an IFR flight, in which service of Air Traffic Control must be provide,**
- A.- At least 30 minutes before departure, and this will have a validity of 1 hour.
 - B.- At least 10 minutes before departure, and this will have a validity of 1 hour.
 - C.- At least 30 minutes before departure, and this will have a validity of 2 hours.
 - D.- At least 1 hour before departure, and this will have a validity of 2 hours.
- 47.- The Service provided in order to prevent collisions between aircraft, and aircrafts and obstacles, in the maneuvers area, is called:**
- A.- Air traffic control Service.
 - B.- Control Tower.
 - C.- Radar Control.
 - D.- Flight information Service.
- 48.- Unless the competent ATS authority prescribe another thing, a Flight Plan must be presented during the flight for an IFR flight in which Service of Air Traffic Control will be provided, the flight plan will be received at least ____ minutes before the time, at which it is calculated that the aircraft will reach the point of entry, into a Control Area; or to the junction point of an airway.**
- A.- 5 minutes.
 - B.- 10 minutes.
 - C.- 20 minutes.
 - D.- 30 minutes.
- 49.- Unless the competent ATS authority prescribe another thing, notice have be given of arrival, personally or by radio, by data link, as soon as possible after landing, to the corresponding ATS office of the airfield of arrival; after every flight in which a flight plan is presented considers the entire flight or the remaining part to the destination airfield.**
- A.- True.
 - B.- False.

- 50.- When there is no Air Traffic Services facility in the airfield of arrival, the notice of arrival will be given to the nearest facility of the Air Traffic Control Services:**
- A.- As soon as possible after landing, and by the most expeditious means available.
 - B.- As soon as possible before landing, and by the most expeditious means available.
 - C.- As soon as possible (within the 24 hours) after landing, and by the most expeditious means available.
 - D.- None of the previous answers is correct.
- 51.- When you know that in the airfield of arrival, the Communications are inadequate and that is not available other comm. system to send the message of arrival, the aircraft shall be transmitted by radio, before landing, a message containing its identification, aerodrome of departure, the airfield and time of arrival. Normally this transmission will be made to the Aeronautics Station that would serve the dependence of Air Traffic Service.**
- A.- True.
 - B.- False.
- 52.- Before you perform a controlled flight or a part of the flight as controlled flight, you shall get the authorization of the Air Traffic Control.**
- A.- This authorization shall be requested by submitting the flight plan to the radar control of the Area.
 - B.- Such an authorization shall be requested by submitting the flight plan to the dependence of Air Traffic Control,
 - C.- Such an authorization shall be requested in a verbal form to a dependence of Air Traffic Control.
 - D.- Such an authorization shall be requested by submitting the flight plan to a dependence of the Chilean Air Force (Fuerza Aérea de Chile).

53.- Which of the following statements is correct?

A.- If an authorization issued by the air traffic control is not satisfactory for a pilot in command of an aircraft, this may not apply for its amendment.

B.- If an authorization issued by the air traffic control is not satisfactory for a pilot in command of an aircraft, this can request an amendment, if feasible, shall be issued an amendment permit.

C.- If an authorization issued by the air traffic control is not satisfactory for a pilot in command of an aircraft, this must request a new flight plan.

D.- None of the previous affirmations are correct.

54.- Except for the occurrence of changes go unnoticed, and or the deterioration of weather conditions to remain below the VMC, any aircraft shall conform to the updated flight plan submitted for a controlled flight, unless it has been asked for a change and we have achieved the authorization of the appropriate Air Traffic Control unit, or to present an emergency situation that requires immediate action on the part of the Aircraft, in which case, as soon as circumstances permit, after applied such measures, it shall inform the appropriate unit in the air traffic services of the measures taken and of the fact that such measures were due to an emergency situation.

A.- True.

B.- False.

55.- Which of the following statements is correct?

A.- If the average aerodynamic true air speed at cruise level between points of notification varies, or is expected to vary, in a 5% plus or minus respect the written in the flight plan, it shall notify to the appropriate Air Traffic Service Office.

B.- If the average aerodynamic true air speed at cruise level between points of notification varies, or is expected to vary, in a 10% plus or minus respect the written in the flight plan, it shall notify to the appropriate Air Traffic Service Office.

C.- If the average aerodynamic true air speed at cruise level between points of notification varies, or is expected to vary, in a 15% plus or minus respect the written in the flight plan, it shall notify to the appropriate Air Traffic Service Office.

D.- If the average aerodynamic true air speed at cruise level between points of notification varies, or is expected to vary, in a 20% plus or minus respect the written in the flight plan, it shall notify to the appropriate Air Traffic Service Office.

- 56.- **If the schedule time of arrival at the next point of notification, corresponding to the limit of Flight Information Region or to the destination airfield, the one before, it is wrong in more than _____ minutes with regard to the notified to the air traffic service, or in relation to another period of time prescribed by the aeronautical authority or that is based on regional air navigation, the new estimated time, revised, shall be notified as soon as possible to the appropriate office of Air Traffic Service.**
- A.- 1 minute.
 - B.- 3 minutes.
 - C.- 5 minutes.
 - D.- 10 minutes.
- 57.- **If a pilot wants to change the cruise level flight during a controlled flight , shall deliver the following information:**
- A.- Aircraft identification;
 - B.- New cruise level and cruise speed requested at this level;
 - C.- Predicted revised hours (when appropriate), over the subsequent Information Regions limits.
 - D.- All the previous answers are correct.
- 58.- **Where it is evident that it will not be feasible by conditions the VMC flight, in accordance with its updated flight plan, the VFR flight that is taking place as controlled shall?**
- A.- Apply for a permit amended to allow him to continue in VMC to the point of destination or until an alternative airfield, or get out of airspace within which an authorization is required for Air Traffic Control (ATC); or
 - B.- If you can not obtain a permit in accordance with A), continue to operate in VMC and notify to the respective Air Traffic Control, the measures taken, either get out of airspace concerned or landing at the closest airfield; or
 - C.- If you fly within a Control Area, ask for permission to operate as flight VFR special; or request permission to fly in accordance with the Instrument Flight Rules.
 - D.- All the previous answers are correct.

- 59.- **Every aircraft that operate as controlled flight, has no obligation to maintain ongoing listening with respect to the air-ground Communications vocal in both ways, in the appropriate channel with the corresponding Air traffic Control Office, with the exception of what could prescribe the competent ATS authority as regards the aircraft that are part of the airfield Air Traffic of a controlled aerodrome.**
- A.- True.
B.- False.
- 60.- **If a failure of Communications prevent to comply with the DAR-02, the aircraft shall observe the procedures of the failure of the radio Communications and those following procedures that are appropriate:**
- A.- Will seek to establish contact to another frequency appropriate to the path , or;
B.- Try to establish communication with other aircraft or other aeronautical station at the appropriate frequencies for the route, or;
C.- Transmit your message twice in the frequency or frequencies designated, preceded by the phrase "TRANSMITTING BLIND" and, if necessary, will include the recipient or recipients of the message.
D.- All the previous answers are correct.
- 61.- **If you have a communication failure, and can not come into contact with the Air Traffic office and other aircrafts in flight and operating VFR o IFR weather visual flight, the aircraft:**
- A.- Will continue its flight in visual flight meteorological conditions ;
B.- Will land in the closer and adequate airfield;
C.- Shall notify its arrival, by the most rapid means, to the appropriate Air Traffic Control Office.
D.- All the previous answers are correct.
- 62.- **The TIME that has to be use on all air operations of an aircraft shall be:**
- A.- The Zulu time (Z).
B.- The Local time.
C.- The sidereal time.
D.- The Universal Time Coordinated (UTC).

- 63.- **Any aircraft that is being subjected to acts of unlawful interference will make every effort to notify the ATS office this fact, all significant circumstances related to the same and any deviation from the updated flight plan that circumstances make it necessary in order to enable the ATS office give priority to the aircraft and minimize conflicts of transit that may arise with other aircraft.**
- A.- True.
B.- False.
- 64.- **When an aircraft object of unlawful act of interference , must depart from the route and or flight level assigned, without being able to notify these actions to the Offices of the Air traffic Service, the aircraft if possible:**
- A.- Will attempt to disseminate Warnings of urgency on the VHF frequency, and in other appropriate frequencies, and if appropriate used other equipment, such as transponder on board or data links, and;
B.- Continue its flight at a level that differs from 300 m (1.000 ft) of the flight levels normally used by the IFR flights in the region, if the aircraft is above flight level 290, or 150 m (500 ft), if you are below the level of flight 290.
C.- Will not change it´s flight level.
D.- The answer a) and b) are corrects.
- 65.- **If you perform an interception of aircrafts , the intercepting aircraft may;**
- A.- Determine the identity of the aircraft, unless it is necessary to make this return to their planned track, directed beyond the limits of the National Air Space,
B.- Guiding it out of an area prohibited, restricted or dangerous, or
C.- To give instructions for landing at a designated airfield.
D.- All the previous answers are correct.

- 66.- An aircraft that is intercepted by another aircraft:**
- A.- Will follow immediately the instructions given by the intercepting aircraft, interpreting and responding to visual signals and shall immediately notify, if possible to the appropriate ATS office;
 - B.- immediately seek to communicate by radio with the intercepting aircraft or with the control Office, as appropriate interception, carrying out a general call on the frequency of emergency of 121,5 MHz, indicating the identity of the intercepted aircraft, and the nature of the flight, if no contact has been established and it is possible by repeating this call in the frequency of emergency 243 MHz;
 - C.- If it's equipped with SSR transponder, you will select immediately the mode A, Code 7700,
 - D.- All the previous answers are correct.
- 67.- If an intercepted aircraft receives the radial instruction of "DESCEND", this means that you must;**
- A.- Descend.
 - B.- Descend to land.
 - C.- Descend to abandon Area.
 - D.- Descend until reaching 1.000' over the ground.
- 68.- Except where authorized by the corresponding Air Traffic Control Office, in VFR flights wont take off or land in any airfield within the Control Zone (CTR), nor shall enter in the traffic Zone of Airfields (ATZ) or in the traffic pattern (circuit) of the airfield if:**
- A.- The base of clouds is less than 450 meters (1 500 ft); or visibility on the ground is less than 5 kilometers.
 - B.- The base of clouds is less than 500 meters (1 600 ft); or visibility on the ground is less than 1.6 kilometers.
 - C.- The base of clouds is less than 450 meters (1 500 ft); or visibility on ground is less than 8 kilometers.
 - D.- The base of clouds is less than 300 meters (1 500 ft); or visibility on ground is less than 3,2 kilometers.

- 69.- **The civil morning twilight begins, and the civil evening twilight ends, when the center of the solar disk is:**
- A.- 3 degrees below the true horizon.
 - B.- 6 degrees below the true horizon.
 - C.- 12 degrees below the true horizon.
- 70.- **Except where necessary for take off or landing, or when you have permission from the Aeronautical authority, VFR flights are not be carried out under the following minimum altitudes of security:**
- A.- On agglomerations of buildings in cities, towns or inhabited places, or on a meeting of people outdoors to a lower altitude of 300 meters (1 000 ft) over the highest obstacle located within a radius of 600 m (2 000 ft) from the aircraft.
 - B.- In any other part other than that specified in A), at an altitude of 150 meters (500 ft) over land or water.
 - C.- In any other part, other than that specified in A) to a height of 100 meters (300 ft) over land or water.
 - D.- The answers a) and b) are corrects.
- 71.- **Unless otherwise indicated in the authorizations of Air traffic Control, or by provisión of the competent ATS authority, VFR flights in horizontal flight cruise, when operating above 900 meters (3 000 ft) with regard on the field or water, shall be made to a flight level appropriate to the magnetic course as specified in the scale of cruising levels contained on the DAR 02.**
- A.- True.
 - B.- False.

72.- A VFR flight to be carried out within areas, toward areas or along routes assigned by the competent ATS authority,

A.- It will keep listening on the appropriate radio frequency of the Air Traffic Service that provide the Flight Information Service, and will inform it's position in the same Office when necessary.

B.- Will maintain by request of listening on the appropriate radio frequency of the dependence of Air Traffic Service and will inform its position in the same Office when necessary.

C.- Will keep listening on the appropriate radio frequency from dependence of the Air Traffic Service, and inform position in the same Office when necessary.

D.- Shall be kept constantly listening to the appropriate radio frequency for the Office of Air Traffic Services which provide the Flight Information Service.

73.- The requirements for VFR special are :

A.- That the visibility in the airfield within the control area in which it will be a take-off and/or enter, is not less than 2.000 meters for fix wing and 500 meters for helicopters and that there is a base of clouds not less than 350 meters (1.150) feet to the aircraft.

B.- That the aircraft remains cloud free and with the sight of land or water.

C.- Establish and keep radio communication in both directions, between the aircraft and the dependence of Air Traffic.

D.- All the previous answers are correct.

74.- VFR Night Flights.

A.- VFR flights may be made between the end of Evening Civil Twilight and the beginning of the Morning Civil Twilight in areas designated by the Aeronautical authority under conditions that is determined in the DAR-06.

B.- VFR flights may not be performed between the end of the Evening Civil Twilight and the beginning of the Morning Civil Twilight..

C.- VFR flights may be made between the end of the evening Civil Twilight and the beginning of the Morning Civil Twilight in areas designated by the aeronautical authority only if the aircraft is equipped with the appropriate lights for the flight.

D.- VFR flights may be made between the end of the Evening Civil Twilight and the beginning of the Morning Civil Twilight in areas designated by the aeronautical authority under conditions that is determined by the corresponding procedures (DAP).

- 75.- **LOCAL FLIGHT** is the one that begins and ends at the airfield of origin and is performed within a radius of 50 kilometers (27 Nautical Miles), measured from the point of reference of the departure airfield or in areas that were previously designated by the competent ATS authority.
- A.- True.
B.- False.
- 76.- **The CIVIL TWILIGHT definition is:**
- A.- It is the twilight period that precedes the output of the sun (Civil Twilight Morning) and that which follows from that it becomes until it is night (Civil Twilight evening).
B.- The morning Civil Twilight begins and evening Civil Twilight ends, when the center of the solar disc is (6) six degrees below the true horizon.
C.- The morning Civil Twilight begins and evening civil twilight ends, when the center of the solar disk is below the true horizon.
D.- Alternatives a) and b) are correct.
- 77.- **The route to the South and East (030° a 209°) corresponds to :**
- A.- Pairs and pairs + 500'.
B.- Odd and odd + 500'.
C.- Only Pairs.
D.- Only odd.
- 78.- **The route to the North and West (210° a 029°) corresponds to:**
- A.- Pairs y Pairs + 500'.
B.- Odd and odd + 500'.
C.- Only Pairs.
D.- Only odds.
- 79.- **Indicate what level of cruise must maintain if you fly VFR at 205° magnetic Heading:**
- A.- Pairs + 500'.
B.- Odd + 500'.
C.- Only Pairs.
D.- Only odds.

- 80.- **Indicate what level of cruise must maintain if you fly VFR at 025° Magnetic Heading:**
- A.- Pairs + 500'.
 - B.- Odds + 500'.
 - C.- Only Pairs.
 - D.- Only odds.
- 81.- **The definition of ALTERATION is:**
- A.- Is any appreciable change in the design of the structure of an aircraft, Engine aircraft, propeller, component or accessory.
 - B.- Is any change in the design of the structure of an aircraft, engine aircraft, propeller, component or accessory.
 - C.- Is any change to the manufacturer's discretion in the design of the structure of an aircraft, engine aircraft, propeller, component or accessory.
 - D.- Is any change in the design of the structure of an aircraft, engine aircraft, propeller.
- 82.- **The definition of PSYCHOACTIVE SUBSTANCES is:**
- A.- The alcohol, the opiates, the cannabinoids, the sedatives and hypnotics, the cocaine, other psycho stimulants, hallucinogens and volatile solvents, with exclusion of tobacco and caffeine.
 - B.- The alcohol, cocaine, and other psycho stimulants, volatile solvents, with exclusion of tobacco and caffeine.
 - C.- The Opiates, the cannabinoids, sedatives and hypnotics, hallucinogens and volatile solvents.
 - D.- None of the previous answers are correct.
- 83.- **The pilot in command will have an obligation to notify to the nearest authority, by the most rapid means available to it, any accident in relation to the aircraft, in which a person is dead, or with serious injuries or damage of importance to the aircraft or to the property.**
- A.- True.
 - B.- False.

- 84.- The Air Companies shall ensure that passengers know well the location and use of :**
- A.- The safety belts; the emergency exits;
 - B.- The life jackets; the oxygen equipment, and
 - C.- Another emergency equipment scheduled for individual use, including instruction emergency cards for passengers.
 - D.- All the previous answers are correct.
- 85.- Check lists provided by the Air Companies will be used by the flight crew before during and after each of the phases of the flight and in case of emergency, in order to ensure compliance with the operational procedures contained in the Operations Manual of the Company and the airplane flight Manual or in other documents related to the certificate of airworthiness.**
- A.- True.
 - B.- False.
- 86.- Airfield of alternative of destination. For a flight which has to be carried out in accordance with the Instrument Flight Rules, will be selected, and shall specify at least one airfield of alternative of destination in the flight plan unless:**
- A.- The duration of the flight and the prevailing weather conditions, are such that there is reasonable certainty that at the scheduled time of arrival and for reasonable period before and after that time, the approach and landing can be made in visual meteorological conditions; or
 - B.- The airfield choose for landing is isolated and there is no appropriate destination alternative airfield.
 - C.- It must specify more than one airfield of alternative.
 - D.- The answers a) and b) are corrects.
- 87.- The Operations Manual is the one that contains procedures, instructions and guidelines that allow operations personnel to carry out their operations.**
- A.- True.
 - B.- False.

- 88.- **The aircraft can be refueled with passengers on board, when you have a pressure system for the loading of fuel.**
A.- True.
B.- False.
- 89.- **All aircraft have to fly in circumstances for which there has been notified of icing conditions, not necessarily must be equipped with means and devices De-icing, Anti-icing.**
A.- True.
B.- False.
- 90.- **The aircrafts that will perform VFR flights, shall carry the following equipment:**
A.- A magnetic compass; a watch;
B.- A precision baro altimeter; a speed indicator; and
C.- Other instruments or equipment established by the DGAC, according to the type of flight.
D.- All the previous answers are correct.
- 91.- **The ground aircraft and amphibians used as land single-engines aircrafts when they flight in a path on the water at a distances from the coast superior of a possible planned, must bear _____, located in an easily accessible place from the seat of the person to use it.**
A.- A life jacket or equivalent individual floating device for each person to go on board .
B.- A life jacket for each person to go on board.
C.- A equivalent individual floating device for each person to go on board.
D.- None of the above is correct.

- 92.- The pilot in command will verify that the aeronautical licenses for each one of the members of _____ they have been granted or validated by the DGAC; that they are valid and that they possess the respective allotments. Also, it will verify to their satisfaction that the members of the flight crew, maintain there competence.**
- A.- The pilots.
 - B.- The flight crew.
 - C.- The people on board.
 - D.- All the previous answers are correct.
- 93.- During the realization of a Flight Check, designed to asses knowledge and skill of an applicant to a license or authorization , administered by an Inspector of the DGAC, the postulant to the license or authorization will serve at any time as pilot in command thereby assuming the responsibilities that you will find and respect in the existing legislation.**
- A.- True.
 - B.- False.
- 94.- The aerial works are classified by the type of activity who is performed. Indicate which of the following are not aerial work:**
- A.- Construction.
 - B.- Reforestation of fish, birds and animals.
 - C.- Cargo Transport.
 - D.- All the above alternatives.
- 95.- Are Commercial air work those made for profit, in commercial aircrafts certified for that purpose, and non commercial aircraft work, those that run non-profit private aircraft.**
- A.- True.
 - B.- False.

- 96.- **Unless otherwise determined by special meteorological for some air works, the aircrafts who perform this activity, although they operate from locations not defined as airfields,**
- A.- They must comply with the provisions of the Air Regulation, DAR-02, as to the minimum meteorological to perform the flight.
 - B.- They must comply with the provisions of your company, as to the minimum meteorological for the flight to perform.
 - C.- They must comply with the provisions of ATC, as to the minimum meteorological for the flight to perform.
 - D.- None of the above is correct.
- 97.- **The flights of aerial work, depending on their nature, may be made at altitudes lower than the minimum set by the Air Regulation (Reglamento del Aire, DAR-02), should consider the following aspects:**
- A.- The planning of the Operation should be evaluated appropriately for the job to run, conditions leading to an investigation of obstacles and other problems that may adversely affect the flight;
 - B.- The operation close to congested areas should consider a study to be conducted in such a way that constitutes no danger to persons or property; and
 - C.- The potential emergencies that could occur by the nature of certain hazardous jobs, should be provided to minimize their consequences, should this occur.
 - D.- All the previous answers are correct.
- 98.- **The crew of every aircraft who realize air works will be the one that contained in its Flight Manual, or as needed to incorporate some additional crew for the performed work, shall be as specified in the Operations Manual of the Company.**
- A.- True.
 - B.- False.
- 99.- **The Airlines engaged in aerial work shall respect the service time and crew rest period and must adopt measures to facilitate accommodation and rest of the staff, especially when operating from locations not defined as airfields.**
- A.- True.
 - B.- False.

- 100.- Given the diversity of flight activities may be considered in the field of aerial work those whose special provisions are not stated in this rules ,**
- A.- Are governed by specific rules about the DGAC, based on the background presented by the concerned Comercial air companies.
 - B.- Are governed by special rules which have the respective Company.
 - C.- Are governed by specific legislation, which respectively provide for the Civil Aviation Board.
 - D.- No regulations about.
- 101.- ACCIDENT is any occurrence associated with the use of an aircraft, which occurs in the period between the time a person boards the aircraft, with the intention of perform a flight and until such persons have disembarked.**
- A.- True.
 - B.- False.
- 102.- The best definition of AREA CONTROL CENTER (ACC) is:**
- A.- Office established to provide air traffic control to controlled flights in control areas under its jurisdictions.
 - B.- Office established to provide air traffic control service to the non controlled flights in control areas under its jurisdictions.
 - C.- Office established to provide air traffic control service to controlled the air traffic only to the flights under VFR rules.
- 103.- ALERT PHASE is the situation in which harbors fears for the safety of an Aircraft and its occupants.**
- A.- True.
 - B.- False.
- 104.- INCIDENT is any event related to the use of an aircraft, that it does not become an accident, which affects or could affect the safety of the Operations.**
- A.- True.
 - B.- False.

- 105.- The Air Traffic Services include three services that are identified as follows:**
- A.- Air Traffic Control Service;
 - B.- Flight Information Service; and
 - C.- Alert Service.
 - D.- All the previous are correct.
- 106.- Designation of flight Information Regions :**
- A.- Designated as Flight Information Regions, those portions of air space, which is decided to provide flight information service and Alert service.
 - B.- Designated as Flight Information Regions, all airspace, who requires approach control.
 - C.- Designated as Flight Information Regions those portions of airspace, which is decided to provide Air Traffic Control.
- 107.- Designated as Control Areas or Control Zones those parts of the airspace in which will be provide Air Traffic Control Service to all IFR flights.**
- A.- True.
 - B.- False.
- 108.- The flight Information Regions (FIR) in which the national Air space it is divided are:**
- A.- 2
 - B.- 3
 - C.- 4
 - D.- 5
- 109.- In the Air Space Class A there are only IFR flights allowed ;**
- A.- True.
 - B.- False.
- 110.- The Air Space Class B allow for flights IFR and VFR; service provides air traffic control.**
- A.- True.
 - B.- False.

- 111.- **In the Air Space Class C allow for flights IFR and VFR; service provides air traffic control, does not provide separation between aircraft.**
A.- True.
B.- False.
- 112.- **In the Air Space Class D it is allowed IFR and VFR flights, air traffic control service is available, provides separation between aircrafts only for IFR flights.**
A.- True.
B.- False.
- 113.- **In the Air Space Class E it is allowed IFR and VFR flights; is supplied to the IFR Air traffic control service and separated from other IFR flights. All flights receive only traffic information as far as possible.**
A.- True.
B.- False.
- 114.- **Which alternative describes more fully the characteristics of the air space Class G?**
A.- IFR and VFR flights are allow, and receive flight information service, if requested.
B.- VFR flights are allow, and receive flight information service, if requested.
C.- IFR flights are allow and receive flight information service, if requested.
D.- None of the above.
- 115.- **The lateral limits of the control zones, will be extended at least,**
A.- To 9,3 Km. (5 NM), from the center of the air field or air fields in question, in the directions where the approach can be performed.
B.- To 5 Km. From the center of the airfield or air fields in question, in the directions where the approach can be performed.
C.- To 18,5 Km. (10 NM), from the center of the air field or air fields in question, in the directions where the approach can be performed.
D.- The control Zones has no lateral limits.

- 116.- The planning and conduct of any potentially dangerous activities for civil Aircraft, either the Chilean territory or offshore, coordinate with:**
- A.- The competent ATS authority.
 - B.- Armada de Chile (Chilean Navy).
 - C.- Carabineros de Chile (Chilean police force).
 - D.- The Subdepartment of Airworthiness.
- 117.- To indicate that an Aircraft is in a state of emergency and is equipped with an appropriate data link capacity or a SSR transponder, you can operate the equipment in the following manner:**
- A.- In the A Mode 7700 code; or in A Mode 7500 code, to indicate in a specific way, that is been subject of unlawful interference; or
 - B.- To activate the emergency capacity and or urgency appropriate for ADS; or
 - C.- To transmit the appropriate emergency message through CPDLC.
 - D.- All the previous answers are correct.
- 118.- It will provide service for air traffic control:**
- A.- To all IFR flights in the Class A, B, C, D and E air space.
 - B.- To all VFR flights in the Class B, C y D air space.
 - C.- To all VFR specials flights and every traffic of an air field or controlled air field.
 - D.- All the previous answers are correct.
- 119.- The movement of people or vehicles, including towed aircraft, within the maneuvering area of an airfield, shall be controlled by the airfield control tower, where necessary to avoid danger or to prevent the aircraft landing, taxiing or taking off.**
- A.- True.
 - B.- False.
- 120.- The flight information service, does not exempt the pilot in command of an aircraft from any of its responsibilities, and who has to take the final decision with regard to any alterations that are suggesting of the flight plan.**
- A.- True.
 - B.- False.

- 121.- It has been called Flight Information Service of airfield (AFIS) to:**
- A.- Flight Information Service and Alert that is provided to all aircraft that are proposed to land or take-off in those airfields not controlled of the country, which provides this Service.
 - B.- Flight Information Service and alert who provides separation between aircrafts.
 - C.- Flight Information Service and alert provides to all aircrafts that are being proposed land or take-off, in those airfields controlled of the country, which provides this service.
 - D.- None of the alternatives above is correct.
- 122.- It will provide alert service:**
- A.- All aircraft which is supplied air traffic control service;
 - B.- As far as possible to all the other aircraft that have submitted a flight plan or by other means, the air traffic services, and
 - C.- All the aircraft that are known or suspected of being the subject of unlawful interference.
 - D.- All the previous answers are corrects.
- 123.- When it has not received any communication from the aircraft within thirty minutes after the hour when it should have received a communication, or after the time for the first time tried unsuccessfully to establish communication with the aircraft whichever is sooner; or when the aircraft fails to arrive within thirty minutes after ETA announced it lately, or calculated by ATS, which of the two is later.**
- A.- uncertainty phase (INCERFA)
 - B.- Alert phase (ALERFA).
 - C.- Danger phase (DETRESFA)
 - D.- None of the previous answers is correct.

124.- It is called ALERT phase (ALERFA):

A.- When, after the phase of uncertainty, in the subsequent attempts to establish communication with the Aircraft or in the findings from other relevant sources are not achieved news of the aircrafts; or

B.- When an aircraft has been authorized for landing and do not do this within the next five (5) minutes at the scheduled time of landing, and has not been able to establish communication with the aircraft; or

C.- When receiving reports that indicate that the conditions of operations of the aircraft are not normal, but not until the end of it is likely a forced landing; when you know or suspect that an aircraft is being unlawful interference.

D.- All the previous answers are correct.

125.- Is Called phase of _____, which complies with the following conditions: when after the warning phase, any new attempt to establish Communications to the Aircraft, either directly or through the inquiry that on it are made by other means has proved unsuccessful and this suppose that is in jeopardy; or when they are deemed to have exhausted the fuel that the aircraft carried on board, or that it is insufficient to enable it to reach a safe place; or when receive reports that indicate that the conditions for the operation of the aircraft are abnormal, until the end of that, creates likely a forced landing; or when the receipt of reports, or logical to think that the aircraft is about to make a forced landing or have already made one.

A.- Uncertainty (INCERFA).

B.- Alert (ALERFA).

C.- Danger (DETRESFA).

D.- None of the alternatives above is correct.

126.- Indicate the name of the Flight Information Regions in Chile.

A.- Arica, Antofagasta, Santiago, Punta Arenas.

B.- Antofagasta, Santiago, Puerto Montt, Punta Arenas.

C.- Antofagasta, Santiago, Isla de Pascua (Eastern Island), Puerto Montt, Punta Arenas.

D.- Iquique, Santiago, Isla de Pascua (Eastern Island), Puerto Montt, Punta Arenas.

- 127.- The implementation of the Regulation DAR 51 “Punishments for violation of the legislation and aeronautical provisions” shall correspond to the D.G.A.C., shall inform the sanction or declare the non existence of the infringement through resolution from the Director General, once completed the investigation of the facts.**
- A.- True.
B.- False.
- 128.- An investigation of infringement will start :**
- A.- To refer the record to DGAC.
B.- By complaint or document to the DGAC.
C.- To the receive via the telephone, a possible infringement to the DGAC.
D.- To receive a notification of an Aeronautic license holder.
- 129.- The infringer could not pay a fine, shall be ipso facto suspended his license or permit.**
- A.- True.
B.- False.
- 130.- A person affected by a resolution that apply a reprimand may request to the Director General, for the reconsideration of his decision, and shall have a term of working days to appeal.**
- A.- 10 days
B.- 1 month
C.- 2 month
D.- Has no time frame.
- 131.- The pilot in command of an Aircraft, shall be punished with suspension of the Aeronautic license, up to a period of one year , if not cancel the flight plan when Landed in a not controlled airfield.**
- A.- True.
B.- False.

- 132.- The pilot in command of an Aircraft shall be punished with reprimand or a fine of 5 to 10 IMM (minimum monthly income), by allowing a member of the flight crew or passenger aboard Aircraft in notorious state of intemperance or affected by drugs.**
- A.- True
 - B.- False.
- 133.- The penalties shall be imposed after an exhaustive investigation of the facts, establishing infringement.**
- A.- True.
 - B.- False.
- 134.- The only goal of an investigation of an accident or incident of aviation is to determine the responsibility infraction that exist.**
- A.- True
 - B.- False
- 135.- The pilot in command or Operator of an Aircraft is obliged to notify as soon as possible, by the most rapid means the occurrence of an accident in National territory to :**
- A.- The DGAC.
 - B.- To Carabineros de Chile police force.
 - C.- To the OACI
 - D.- Answers A) and C)
- 136.- The DGAC is the agency responsible for instructing and conduct an investigation of an accident or incident of aviation, without prejudice to the faculties that correspond to the competent courts.**
- A.- True
 - B.- False
- 137.- The airfields, according the Aeronautical Code are divided in:**
- A.- Military and civilian.
 - B.- The civil in public and private.
 - C.- Answer a and b
 - D.- Only answer b

- 138.- The aircrafts, according the Aeronautical Code are divided in :**
- A.- State and civilian.
 - B.- Private and Companies.
 - C.- Police and civilian.
 - D.- Of commercial, private and military use.
- 139.- No Aircraft shall be authorized for the flight, without the prior issuance of a certificate of airworthiness by the aeronautical authority.**
- A.- True
 - B.- False
- 140.- A pilot, holder of commercial pilot's license of helicopter, is aviation personnel that plays on board the Aircraft technical functions of leadership, direction and operation of the aircraft.**
- A.- True
 - B.- False
- 141.- Each aircraft, must have a commander who will be the pilot in command, and shall be appointed by:**
- A.- The D.G.A.C.
 - B.- The Operator for each operation.
 - C.- The owner of an aircraft.
 - D.- The License Department.
- 142.- The aircraft commander may throw any object on-board when it is necessary for the safety of flight, always an when authorized by the D.G.A.C.**
- A.- True
 - B.- False
- 143.- The takeoff and landings will be from airfields and for International flights the aircraft will be used only the Airports.**
- A.- True
 - B.- False

- 144.- Commercial Aeronautic, it is that which aims to provide air transport services and aerial work, for the purpose of profits.**
- A.- True
 - B.- False
- 145.- The Commander of an aircraft must attend another aircraft who is in danger.**
- A.- Except that it constitutes a serious danger to the security of their own.
 - B.- When you are prompted expressly.
 - C.- When ordered by the D.G.A.C. through air traffic services.
 - D.- It has no obligation to attend an Aircraft which is in danger.
- 146.- The rescue of persons does not give the right to any remuneration.**
- A.- True
 - B.- False
 - C.- Unless this agreed.
 - D.- Answer a) and c)
- 147.- “OPERATOR” is the person :**
- A.- Using the aircraft for its own account.
 - B.- That preserves the technical direction of the aircraft.
 - C.- Answer a) and b) are corrects.
 - D.- None of the above.
- 148.- The documents that should carry the aircraft that fly over national territory are :**
- A.- Registration and airworthiness certificates.
 - B.- Licencias y habilitaciones de la tripulación, bitácora y documentos relativos a la aeronave, a los pasajeros, a la carga y a la correspondencia que requieran los reglamentos
 - C.- Logbook on board in commercial aircrafts.
 - D.- All the previous are correct.

- 149.- Only the D.G.A.C. authorize to fly below the minimum altitudes.**
A.- True
B.- False
- 150.- The D.G.A.C .has the attribution of :**
A.- Monitor or inspect aircrafts.
B.- Monitor or inspect the crew of an aircraft.
C.- Monitor or inspect the people and things carried in an aircraft.
D.- Answer a and b
E.- Answer a, b and c
- 151.- Only the D.G.A.C. will prevent the flight of an aircraft that does not meet the requirements by law or regulations?**
A.- True
B.- False, there are other authorities.
C.- False, the D.G.A.C., the OACI y and the state of Aircraft registration.
D.- False, the DGAC. And the Chilean Air Force
- 152.- The staff of flight is divided into flight crew and auxiliary crew.**
A.- True
B.- False
- 153.- The license holder must inform to the DGAC when change address or mailing address.**
A.- True
B.- False
- 154.- The attribution that contain licenses and qualification may be canceled, suspended or conditioned by the DGAC.**
A.- If it is found, that the holder, does not posses the requirements for the exercise of such powers.
B.- As penalty for violation of regulations.
C.- Where determined by the judging from the aviation.
D.- Answer a and b.
E.- Any answer is correct.

- 155.- The holder of a license must possess an updated personal flight logbook to prove to the DGAC.**
- A.- Which remains active.
 - B.- Meeting the requirements, of DAR 01 recent experience.
 - C.- That leads to meticulous control of aerial activity, in the case of an investigation.
 - D.- Answer a and b
 - E.- Answer a, b and c
- 156.- The holder of a license and the DGAC are the only ones responsible for the veracity of the personal log book information.**
- A.- True
 - B.- False
- 157.- The requirements for the granting of a commercial license are: 1.- Age 2.- Educational level 3.- Knowledge 4.- Experience 5.- Recent experience 6.- Flight instruction 7.- Expertise 8.- Medical Certification Class 2 9.- Medical Certification Class 1**
- A.- N^os. 1, 2, 3, 4, 6, 7 y 8
 - B.- N^os. 1, 2, 3, 4, 5, 7 y 9
 - C.- N^os. 1, 2, 3, 4, 6, 7 y 9
 - D.- N^os. 1, 2, 3, 5, 6, 7 y 8
- 158.- With the exception of the transport in aircrafts of passengers or things, the services of aerial consist in the exploitation of any other commercial activity carried out by the use of aircraft.**
- A.- True
 - B.- False
- 159.- In the experience requirement for obtaining commercial helicopter pilots license it shall be required to prove a flight of voyage of:**
- A.- 10 hours
 - B.- 20 hours
 - C.- 8 hours
 - D.- 15 hours

- 160.- To validate their commercial pilot's license, it must be demonstrated to the DGAC that has the following recent experience:**
- A.- 20 Pilot hours or 40 of copilot the last 12 month.
 - B.- 30 Pilot hours or 40 of copilot the last 6 month.
 - C.- 12 Pilot hours the last 12 month.
 - D.- Only must demonstrated that it has at least 1 hour the last 6 month.
- 161.- When not be credited flying activity to revalidate the Comercial Pilots License must be retrain with an instructor, who will accredited to the DGAC which complies with the level of efficiency require to be the holder of a license.**
- A.- True
 - B.- False
- 162.- The document that regulates the time limitations of flight for, Comercial flight crews under the 5700 Kg. is:**
- A.- Regulation of General Aviation.
 - B.- Resolution N° 01193
 - C.- Regulation of Aviation T.P.
- 163.- The weekly rest for a flight crew member of an aircraft lower than 5700 Kg. Must not be less to :**
- A.- 48 consecutive hours within each period of one week.
 - B.- 36 consecutive hours within each period of one week.
 - C.- 24 consecutive hours within each period of one week.
- 164.- The weekly rest, it is independent of the rest period that corresponds to a crew member, after this has been made a period of flight service.**
- A.- True
 - B.- False
- 165.- The maximum flight time for a pilot in a period of flight service of twelve hours, must not exceed:**
- A.- 6 hours
 - B.- 7 hours
 - C.- 8 hours

- 166.- The minimum rest period for a period of flight service shall not be less than :**
- A.- 10 hours
 - B.- 8 hours
 - C.- 12 hours
- 167.- For the purpose of allocation of rest period, it is considered to be a period of flight service, instruction provided on ground.**
- A.- True
 - B.- False
- 168.- The period of flight service of 12 hours for a maximum of pilot operation of commercial aircraft under 5700 Kg. is similar if is dedicated to Aerial works.**
- A.- True
 - B.- False
- 169.- Indicate which Chilean regulation, regulates the transport without risk of dangerous goods:**
- A.- DAR 07
 - B.- DAR 11
 - C.- DAR 18
- 170.- The Air transport of dangerous goods and associated with it, that causes fatal or serious injury to any person or serious damage to property is attributable:**
- A.- Accident attributable to dangerous goods.
 - B.- Chargeable Incident to dangerous goods.
 - C.- Explosive Item.
- 171.- Any article or substance which when transported by air, can constitute a significant risk to health, safety or property. Refers to:**
- A.- Pyrotechnic substance.
 - B.- Explosive substance.
 - C.- Dangerous goods.

- 172.- Articles and substances whose transport figure as forbidden in the “ Technical Instructions”, in normal circumstances and infected live animals, are:**
- A.- Prohibited in aircrafts.
 - B.- Prohibited in aircrafts, Unless waived by the D.G.A.C. according to the provisions of regulations (DAR-18)
 - C.- No prohibition, because they come well packed.
- 173.- Any substance that is present for the transport, and is capable of producing an emanation, dangerous heat or gas, in the normal conditions specific to air transport, is prohibited.**
- A.- True
 - B.- False
- 174.- The document O.A.C.I., “Technical instructions for the safe transport of dangerous goods by air” (Instrucciones Técnicas para el transporte sin riesgos de mercancías peligrosas por vía aérea), is applied in Chile to all commercial Operators.**
- A.- True
 - B.- False
- 175.- The carriage of dangerous goods is allowed, provided that it is conducted in accordance with the procedures, detailed in the Technical’s instructions.**
- A.- True
 - B.- False
- 176.- The packaging with the Basic function of retaining a fluid, they will be capable of withstanding without leakage the pressures stipulated in the:**
- A.- Company’s Operating specifications.
 - B.- Technical Instructions.
 - C.- Manufacturer’s Instructions.

- 177.- Dangerous goods must not be stowed in the cabin of any Aircraft, occupied by passengers nor in the cockpit, except in the cases allowed by Operations.**
A.- True
B.- False
- 178.- Do not be stowed on board of any aircraft any dangerous load, unless previously inspected and checked that there is no trace of loss or damage that may affect the dangerous goods contained in it.**
A.- True
B.- False
- 179.- The operator of any Aircraft in which it has to carry dangerous goods, it will provide to the pilot in command, as soon as possible before departure of the aircraft, in oral form, the information on the goods.**
A.- True
B.- False
- 180.- Everything on the transport of dangerous goods and instructions about the measures to be taken in the event of emergency situations arise, must be included in:**
A.- Flight Manual.
B.- Manufacturer's Manual.
C.- Operations Manual.
- 181.- Submitted in flight any emergency situation in relation to dangerous goods, the pilot in command must inform:**
A.- Maintenance.
B.- The appropriate Unit of the Air traffic Services.
C.- Is not necessary to inform.