TEMA: 0161 COMMERCIAL PILOT - (CH. 9) NAVIGATION

COD_PREG:	PREGUNTA:	RPTA:
5062	What is the maximum bearing error (+ or -) allowed for an operational VOR equipment check when using an approved ground test signal?	A

OPCION A: 4 degrees
OPCION B: 8 degrees
OPCION C: 12 degrees

51221 When must an operational check on the aircraft VOR equipment be accomplished to operate under IFR? Within the preceding — C

OPCION A: 30 days or 30 hours of flight time.
OPCION B: 10 days or 10 hours of flight time.
OPCION C: 30 days.

51222 Which data must be recorded in the aircraft logbook or other record by a pilot making a VOR operational check for IFR operations? — B

OPCION A: VOR name or identification, place of operational check, amount of bearing error, and date of check.
OPCION B: Date of check, place of operational check, bearing error, and signature.
OPCION C: VOR name or identification, amount of bearing error, date of check, and signature.

5306 GIVEN: — B

Pressure altitude ..... 12,000 ft
True air temperature ..... +50°F

From the conditions given, the approximate density altitude is

OPCION A: 11,900 feet.
OPCION B: 14,130 feet.
OPCION C: 18,150 feet.

5307 GIVEN: — B

Pressure altitude ..... 5,000 ft
True air temperature ..... +30°C

From the conditions given, the approximate density altitude is

OPCION A: 7,200 feet.
OPCION B: 7,800 feet.
OPCION C: 9,000 feet.

5308 GIVEN: — B

Pressure altitude ..... 6,000 ft
True air temperature ..... +30°F

From the conditions given, the approximate density altitude is

OPCION A: 9,000 feet.
OPCION B: 5,500 feet.
OPCION C: 5,000 feet.

5309 GIVEN: — B

Pressure altitude ..... 7,000 ft
True air temperature ..... +15°C

From the conditions given, the approximate density altitude is

OPCION A: 5,000 feet.
OPCION B: 8,500 feet.
OPCION C: 9,500 feet.

5466 An airplane descends to an airport under the following conditions: A

Cruising altitude ..... 6,500 ft
Airport elevation ..... 700 ft
Descends to ..... 800 ft AGL
Rate of descent ..... 500 ft/min
Average true airspeed ..... 110 kts
True course ..... 335°
Average wind velocity ..... 060° at 15 kts
Variation ..... 3°W
Deviation ..... +2°
Average fuel consumption ..... 8.5 gal/hr

Determine the approximate time, compass heading, distance, and fuel consumed during the descent.

OPCION A: 10 minutes, 348°, 18 NM, 1.4 gallons.
OPCION B: 10 minutes, 355°, 17 NM, 2.4 gallons.
OPCION C: 12 minutes, 346°, 18 NM, 1.6 gallons.

5467 An airplane descends to an airport under the following conditions: C

Cruising altitude ..... 7,500 ft
Airport elevation ..... 1,300 ft
Descends to ..... 800 ft AGL
Rate of descent ..... 300 ft/min
Average true airspeed ..... 120 kts
True course ..... 165°
Average wind velocity ..... 240° at 20 kts
Variation ..... 4°E
Deviation ..... -2°
Average fuel consumption ..... 9.6 gal/hr

Determine the approximate time, compass heading, distance, and fuel consumed during the descent.

OPCION A: 16 minutes, 168°, 30 NM, 2.9 gallons.
OPCION B: 18 minutes, 164°, 34 NM, 3.2 gallons.
OPCION C: 18 minutes, 168°, 34 NM, 2.9 gallons.

5468 An airplane descends to an airport under the following conditions: C

Cruising altitude ..... 10,500 ft
Airport elevation ..... 1,700 ft
Descends to ..... 1,000 ft AGL
Rate of descent ..... 600 ft/min
Average true airspeed ..... 135 kts
True course ..... 263°
Average wind velocity ..... 330° at 30 kts
Variation ..... 7°E
Deviation ..... +3°
Average fuel consumption ..... 11.5 gal/hr

Determine the approximate time, compass heading, distance, and fuel consumed during the descent.

OPCION A: 9 minutes, 274°, 26 NM, 2.8 gallons.
OPCION B: 13 minutes, 274°, 26 NM, 2.5 gallons.
OPCION C: 13 minutes, 271°, 26 NM, 2.5 gallons.

5469 If fuel consumption is 80 pounds per hour and groundspeed is 180 knots, how much fuel is required for an airplane to travel 460 NM? A

OPCION A: 205 pounds.

OPCION B: 212 pounds.
OPCION C: 460 pounds.

5470 If an airplane is consuming 95 pounds of fuel per hour at a cruising altitude of 6,500 feet and the groundspeed is 173 knots, how much fuel is required to travel 450 NM? A

OPCION A: 248 pounds.
OPCION B: 265 pounds.
OPCION C: 284 pounds.

5471 If an airplane is consuming 12.5 gallons of fuel per hour at a cruising altitude of 8,500 feet and the groundspeed is 145 knots, how much fuel is required to travel 435 NM? C

OPCION A: 27 gallons.
OPCION B: 34 gallons.
OPCION C: 38 gallons.

5472 If an airplane is consuming 9.5 gallons of fuel per hour at a cruising altitude of 6,000 feet and the groundspeed is 135 knots, how much fuel is required to travel 490 NM? C

OPCION A: 27 gallons.
OPCION B: 30 gallons.
OPCION C: 35 gallons.

5473 If an airplane is consuming 14.8 pounds of fuel per hour at a cruising altitude of 7,500 feet and the groundspeed is 167 knots, how much fuel is required to travel 560 NM? A

OPCION A: 50 gallons.
OPCION B: 53 gallons.
OPCION C: 57 gallons.

5474 If fuel consumption is 14.7 gallons per hour and groundspeed is 157 knots, how much fuel is required for an airplane to travel 612 NM? A

OPCION A: 58 gallons.
OPCION B: 60 gallons.
OPCION C: 64 gallons.

5475 GIVEN: A

True course ..... 105°
True heading ..... 085°
True airspeed ..... 95 kts
Groundspeed ..... 87 kts

Determine the wind direction and speed.

OPCION A: 020° and 32 knots.
OPCION B: 030° and 38 knots.
OPCION C: 200° and 32 knots.

5476 GIVEN: B

True course ..... 345°
True heading ..... 355°
True airspeed ..... 85 kts
Groundspeed ..... 95 kts

Determine the wind direction and speed.

OPCION A: 095° and 19 knots.
OPCION B: 113° and 19 knots.
OPCION C: 238° and 18 knots.

5477 You have flown 52 miles, are 6 miles off course, and have 118 miles yet to fly. To converge on your destination, the total correction angle would be C

OPCION A: 3°.

OPCION B: 6°.
OPCION C: 10°.

5478 GIVEN: C

Distance off course ..... 9 mi
Distance flown ..... 95 mi
Distance to fly ..... 125 mi

To converge at the destination, the total correction angle would be
OPCION A: 4°.
OPCION B: 6°.
OPCION C: 10°.

5479 True course measurements on a Sectional Aeronautical Chart should be made at a meridian near the midpoint of the course because the C
OPCION A: values of isogonic lines change from point to point.
OPCION B: angles formed by isogonic lines and lines of latitude vary from point to point.
OPCION C: angles formed by lines of longitude and the course line vary from point to point.

5481 GIVEN: C

Wind ..... 175° at 20 kts
Distance ..... 135 NM
True course ..... 075°
True airspeed ..... 80 kts
Fuel consumption ..... 105 lb/hr

Determine the time en route and fuel consumption.
OPCION A: 1 hour 28 minutes and 73.2 pounds.
OPCION B: 1 hour 38 minutes and 158 pounds.
OPCION C: 1 hour 40 minutes and 175 pounds.

5488 An airplane departs an airport under the following conditions: B

Airport elevation ..... 1,000 ft
Cruise altitude ..... 9,500 ft
Rate of climb ..... 500 ft/min
Average true airspeed ..... 135 kts
True course ..... 215°
Average wind velocity ..... 290° at 20 kts
Variation ..... 3°W
Deviation ..... -2°
Average fuel consumption ..... 13 gal/hr

Determine the approximate time, compass heading, distance, and fuel consumed during the climb.
OPCION A: 14 minutes, 234°, 26 NM, 3.9 gallons.
OPCION B: 17 minutes, 224°, 36 NM, 3.7 gallons.
OPCION C: 17 minutes, 242°, 31 NM, 3.5 gallons.

5489 An airplane departs an airport under the following conditions: B

Airport elevation ..... 1,500 ft
Cruising altitude ..... 9,500 ft
Rate of climb ..... 500 ft/min
Average true airspeed ..... 160 kts
True course ..... 145°
Average wind velocity ..... 080° at 15 kts
Variation ..... 5°E
Deviation ..... -3°
Average fuel consumption ..... 14 gal/hr

Determine the approximate time, compass heading, distance, and fuel consumed during the climb.

OPCION A: 14 minutes, 128°, 35 NM, 3.2 gallons.
OPCION B: 16 minutes, 132°, 41 NM, 3.7 gallons.
OPCION C: 16 minutes, 128°, 32 NM, 3.8 gallons.

5490 For night flying operations, the best night vision is achieved when the: B

OPCION A: pupils of the eyes have become dilated in approximately 10 minutes
OPCION B: rods in the eyes have become adjusted to the darkness in approximately 30 minutes
OPCION C: cones in the eyes have become adjusted to the darkness in aproximately 5 minutes

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5492 When operating VFR at night, what is the first indication of flying into restricted visibility conditions A

OPCION A: A gradual disappearence of lights on the ground
OPCION B: Ground lights begin to take on an appearance of being surrounded by a halo or glow
OPCION C: Cockpit lights begin to take on an appearance of a halo or glow around them

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5493 After experiencing a powerplant failure at night, one of the primary consdiderations should include: C

OPCION A: turning off all electrical switches to save battery power for landing
OPCION B: Maneuvering to and landing on a lighted highway or road
OPCION C: planning the emergency approach and landing to an unlighted portion of an area

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5494 When planning for an emergency landing at night on of the primary considerations should include C

OPCION A: landing without flaps to ensure a nose - high landing attitude at touchdown
OPCION B: turning off all the electrical switches to save battery power for the landing
OPCION C: selecting a landing area close to public access, if possible

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5495 The ADF is tuned to a radiobeacon. If the magnetic heading is 040° and the relative bearing is 290°, the magnetic bearing TO that radiobeacon would be C

OPCION A: 150°.
OPCION B: 285°.
OPCION C: 330°.

5496 If the relative bearing to a nondirectional radiobeacon is 045° and the magnetic heading is 355°, the magnetic bearing TO that radiobeacon would be A

OPCION A: 040°.
OPCION B: 065°.
OPCION C: 220°.

5497 Ref. Fig. 16 C
If the aircraft continues its present heading as shown in instrument group 3, what will be the relative bearing when the aircraft reaches the magnetic bearing of 030° FROM the NDB?

OPCION A: 030°.
OPCION B: 060°.
OPCION C: 240°.

(Ver figura referencial 16 en el Manual de Figuras)

5498 Ref. Fig. 16 C
At the position indicated by instrument group 1, what would be the relative bearing if the aircraft were turned to a magnetic heading of 090°?
OPCION A: 150°.
OPCION B: 190°.
OPCION C: 250°.
(Ver figura referencial 16 en el Manual de Figuras)

5499 Ref. Fig. 16 C
At the position indicated by instrument group 1, to intercept the 330° magnetic bearing to the NDB at a 30° angle, the aircraft should be turned
OPCION A: left to a heading of 270°.
OPCION B: right to a heading of 330°.
OPCION C: right to a heading of 360°.
(Ver figura referencial 16 en el Manual de Figuras)

5500 Which situation would result in reverse sensing of a VOR receiver? A
OPCION A: Flying a heading that is reciprocal to the bearing selected on the OBS.
OPCION B: Setting the OBS to a bearing that is 90° from the bearing on which the aircraft is located.
OPCION C: Failing to change the OBS from the selected inbound course to the outbound course after passing the station.

5501 To track outbound on the 180 radial of a VOR station, the recommended procedure is to set the OBS to C
OPCION A: 360° and make heading corrections toward the CDI needle.
OPCION B: 180° and make heading corrections away from the CDI needle.
OPCION C: 180° and make heading corrections toward the CDI needle.

5502 To track inbound on the 215 radial of a VOR station, the recommended procedure is to set the OBS to C
OPCION A: 215° and make heading corrections toward the CDI needle.
OPCION B: 215° and make heading corrections away from the CDI needle.
OPCION C: 035° and make heading corrections toward the CDI needle.

5506 Ref Fig. 17 A
Which illustration indicates that the airplane will intercept the 060 radial at a 60° angle inbound, if the present heading is maintained?
OPCION A: 6.
OPCION B: 4.
OPCION C: 5.
(Ver figura referencial 17 en el Manual de Figuras)

5507 Ref. Fig. 17 A
Which statement is true regarding illustration 2, if the present heading is maintained? The airplane will
OPCION A: cross the 180 radial at a 45° angle outbound.
OPCION B: intercept the 225 radial at a 45° angle.
OPCION C: intercept the 360 radial at a 45° angle inbound.
(Ver figura referencial 17 en el Manual de Figuras)

5508 Ref. Fig. 17 B
Which illustration indicates that the airplane will intercept the 060 radial at a 75° angle inbound, if the present heading is maintained?
OPCION A: 4.
OPCION B: 5.
OPCION C: 6.
(Ver figura referencial 17 en el Manual de Figuras)

5509 Ref Fig. 17 A
Which illustration indicates that the airplane should be turned 150° left to intercept the 360 radial at a 60° angle inbound?
OPCION A: 1.
OPCION B: 2.

OPCION C: 3.
(Ver figura referencial 17 en el Manual de Figuras)

5510 Ref. Fig. 17 — C
Which is true regarding illustration 4, if the present heading is maintained? The airplane will
OPCION A: cross the 060 radial at a 15° angle.
OPCION B: intercept the 240 radial at a 30° angle.
OPCION C: cross the 180 radial at a 75° angle.
(Ver figura referencial 17 en el Manual de Figuras)

5511 Ref. Fig. 18 — B
To intercept a magnetic bearing of 240° FROM at a 30° angle (while outbound), the airplane should be turned
OPCION A: left 065°.
OPCION B: left 125°.
OPCION C: right 270°.
(Ver figura referencial 18 en el Manual de Figuras)

5512 Ref. Fig. 18 — B
If the airplane continues to fly on the heading as shown, what magnetic bearing FROM the station would be intercepted at a 35° angle outbound?
OPCION A: 035°.
OPCION B: 070°.
OPCION C: 215°.
(Ver figura referencial 18 en el Manual de Figuras)

5513 Ref. Fig. 19 — C
If the airplane continues to fly on the magnetic heading as illustrated, what magnetic bearing FROM the station would be intercepted at a 35° angle?
OPCION A: 090°.
OPCION B: 270°.
OPCION C: 305°.
(Ver figura referencial 19 en el Manual de Figuras)

5514 Ref. Fig. 19 — C
If the airplane continues to fly on the magnetic heading as illustrated, what magnetic bearing FROM the station would be intercepted at a 30° angle?
OPCION A: 090°.
OPCION B: 270°.
OPCION C: 310°.
(Ver figura referencial 19 en el Manual de Figuras)

5515 The relative bearing on an ADF changes from 265° to 260° in two (2) minutes of elapsed time. If the groundspeed is 145 knots, the distance to that station would be: — C
OPCION A: 26 NM.
OPCION B: 37 NM.
OPCION C: 58 NM.

5516 The ADF indicates a wingtip bearing change of 10° in 2 minutes of elapsed time, and the TAS is 160 knots. What is the distance to the station? — B
OPCION A: 15 NM.
OPCION B: 32 NM.
OPCION C: 36 NM.

5517 With a TAS of 115 knots, the relative bearing on an ADF changes from 090° to 095° in 1.5 minutes of elapsed time. The distance to the station would be — C
OPCION A: 12.5 NM.
OPCION B: 24.5 NM.
OPCION C: 34.5 NM.

5518 GIVEN: C

Wingtip bearing change ..... 5°
Time elapsed between bearing change ..... 5 min
True airspeed ..... 115 kts

The distance to the station is

OPCION A: 36 NM.
OPCION B: 57.5 NM.
OPCION C: 115 NM.

5519 The ADF is tuned to a nondirectional radiobeacon and the relative bearing changes from 095° to 100° in 1.5 minutes of elapsed time. The time en route to that station would be A

OPCION A: 18 minutes.
OPCION B: 24 minutes.
OPCION C: 30 minutes.

5520 The ADF is tuned to a nondirectional radiobeacon and the relative bearing changes from 270° to 265° in 2.5 minutes of elapsed time. The time en route to that beacon would be C

OPCION A: 9 minutes.
OPCION B: 18 minutes.
OPCION C: 30 minutes.

5521 The ADF is tuned to a nondirectional radiobeacon and the relative bearing changes from 085° to 090° in 2 minutes of elapsed time. The time en route to that station would be C

OPCION A: 15 minutes.
OPCION B: 18 minutes.
OPCION C: 24 minutes.

5522 If the relative bearing changes from 090° to 100° in 2.5 minutes of elapsed time, the time en route to that station would be B

OPCION A: 12 minutes.
OPCION B: 15 minutes.
OPCION C: 18 minutes.

5523 The ADF is tuned to a nondirectional radiobeacon and the relative bearing changes from 090° to 100° in 2.5 minutes of elapsed time. If the true airspeed is 90 knots, th distance and time en route to that radiobeacon would be B

OPCION A: 15 miles and 22.5 minutes.
OPCION B: 22.5 miles and 15 minutes.
OPCION C: 32 miles and 18 minutes.

5524 GIVEN: A

Wingtip bearing change ..... 10°
Elapsed time between bearing change ..... 4 min
Rate of fuel consumption ..... 11 gal/hr

Calculate the fuel required to fly to the station.

OPCION A: 4.4 gallons.
OPCION B: 8.4 gallons.
OPCION C: 12 gallons.

5525 GIVEN: B

Wingtip bearing change ..... 5°
Elapsed time between bearing change ..... 6 min
Rate of fuel consumption ..... 12 gal/hr

The fuel required to fly to the station is

OPCION A: 8.2 gallons.
OPCION B: 14.4 gallons.
OPCION C: 18.7 gallons.

5526 GIVEN: A

Wingtip bearing change ..... 15°
Elapsed time between bearing change ..... 6 min
Rate of fuel consumption ..... 8.6 gal/hr

Calculate the approximate fuel required to fly to the station.
OPCION A: 3.44 gallons.
OPCION B: 6.88 gallons.
OPCION C: 17.84 gallons.

5527 GIVEN: A

Wingtip bearing change ..... 15°
Elapsed time between bearing change ..... 7.5 min
True airspeed ..... 85 kts
Rate of fuel consumption ..... 9.6 gal/hr

The time, distance, and fuel required to fly to the station is
OPCION A: 30 minutes; 42.5 miles; 4.80 gallons.
OPCION B: 32 minutes; 48 miles; 5.58 gallons.
OPCION C: 48 minutes; 48 miles; 4.58 gallons.

5528 While maintaining a constant heading, a relative bearing of 15° doubles in 6 minutes. The time to the station being used is B
OPCION A: 3 minutes.
OPCION B: 6 minutes.
OPCION C: 12 minutes.

5529 While maintaining a constant heading, the ADF needle increases from a relative bearing of 45° to 090° in 5 minutes. The time to the station being used is A
OPCION A: 5 minutes.
OPCION B: 10 minutes.
OPCION C: 15 minutes.

5530 While cruising at 135 knots and on a constant heading, the ADF needle decreases from a relative bearing of 315° to 270° in 7 minutes. The approximate time and distance to the station being used is A
OPCION A: 7 minutes and 16 miles.
OPCION B: 14 minutes. and 28 miles.
OPCION C: 19 minutes and 38 miles.

5531 While maintaining a constant heading, a relative bearing of 10° doubles in 5 minutes. If the true airspeed is 105 knots, the time and distance to the station being used is approximately A
OPCION A: 5 minutes and 8.7 miles.
OPCION B: 10 minutes and 17 miles.
OPCION C: 15 minutes and 31.2 miles.

5532 When checking the course sensitivity of a VOR receiver, how many degrees should the OBS be rotated to move the CDI from the center to the last dot on either side? B
OPCION A: 5° to 10°.
OPCION B: 10° to 12°.
OPCION C: 18° to 20°.

5533 An aircraft 60 miles from a VOR station has a CDI indication of one-fifth deflection, this represents a course centerline deviation of approximately B
OPCION A: 6 miles.

OPCION B: 2 miles.
OPCION C: 1 mile.

5534 Ref. Fig. 20 — A
Using instrument group 3, if the aircraft makes a 180° turn to the left and continues straight ahead, it will intercept which radial?
OPCION A: 135 radial.
OPCION B: 270 radial.
OPCION C: 360 radial.
(Ver figura referencial 20 en el Manual de Figuras)

5535 Ref. Fig. 20 — C
Which instrument shows the aircraft in a position where a 180° turn would result in the aircraft intercepting the 150 radial at a 30° angle?
OPCION A: 2.
OPCION B: 3.
OPCION C: 4.
(Ver figura referencial 20 en el Manual de Figuras)

5536 Ref. Fig. 20 — B
Which instrument shows the aircraft in a position where a straight course after a 90° left turn would result in the aircraft intercepting the 180 radial?
OPCION A: 2.
OPCION B: 3.
OPCION C: 4.
(Ver figura referencial 20 en el Manual de Figuras)

5537 Ref. Fig. 20 — B
Which instrument shows the aircraft to be northwest of the VORTAC?
OPCION A: 1.
OPCION B: 2.
OPCION C: 3.
(Ver figura referencial 20 en el Manual de Figuras)

5538 Ref, Fig. 20 — A
Which instrument(s) show(s) that the aircraft is getting further from the selected VORTAC?
OPCION A: 4.
OPCION B: 1 and 4.
OPCION C: 2 and 3.
(Ver figura referencial 20 en el Manual de Figuras)

5539 While maintaining a magnetic heading of 270° and a true airspeed of 120 knots, the 360 radial of a VOR is crossed at 1237 and the 350 radial is crossed at 1244. The approximate time and distance to this station are — A
OPCION A: 42 minutes and 84 NM.
OPCION B: 42 minutes and 91 NM.
OPCION C: 44 minutes and 96 NM.

5540 Ref. Fig. 21 — A
If the time flown between aircraft positions 2 and 3 is 13 minutes, what is the estimated time to the station?
OPCION A: 13 minutes.
OPCION B: 17 minutes.
OPCION C: 26 minutes.
(Ver figura referencial 21 en el Manual de Figuras)

5541 Ref. Fig. 22 — A
If the time flown between aircraft positions 2 and 3 is 8 minutes, what is the estimated time to the station?
OPCION A: 8 minutes.
OPCION B: 16 minutes.
OPCION C: 48 minutes.
(Ver figura referencial 22 en el Manual de Figuras)

5542 Ref. Fig. 23 — B

If the time flown between aircraft positions 2 and 3 is 13 minutes, what is the estimated time to the station?

OPCION A: 7.8 minutes.
OPCION B: 13 minutes.
OPCION C: 26 minutes.

(Ver figura referencial 23 en el Manual de Figuras)

5543 Ref. Fig. 24 — A

If the time flown between aircraft positions 2 and 3 is 15 minutes, what is the estimated time to the station?

OPCION A: 15 minutes.
OPCION B: 30 minutes.
OPCION C: 60 minutes.

(Ver figura referencial 24 en el Manual de Figuras)

5544 Inbound on the 040 radial, a pilot selects the 055 radial, turns 15° to the left, and notes the time. While maintaining a constant heading, the pilot notes the time for the CDI to center is 15 minutes. Based on this information, the ETE to the station is — B

OPCION A: 8 minutes.
OPCION B: 15 minutes.
OPCION C: 30 minutes.

5545 Inbound on the 090 radial, a pilot rotates the OBS 010° to the left, turns 010° to the right, and notes the time. While maintaining a constant heading, the pilot determines that the elapsed time for the CDI to center is 8 minutes. Based on this information, the ETE to the station is — A

OPCION A: 8 minutes.
OPCION B: 16 minutes.
OPCION C: 24 minutes.

5546 Inbound on the 315 radial, a pilot selects the 320 radial, turns 5° to the left, and notes the time. While maintaining a constant heading, the pilot notes the time for the CDI to center is 12 minutes. Based on this information, the ETE to the station is — B

OPCION A: 10 minutes.
OPCION B: 12 minutes.
OPCION C: 24 minutes.

5547 Inbound on the 190 radial, a pilot selects the 195 radial, turns 5° to the left, and notes the time. While maintaining a constant heading, the pilot notes the time for the CDI to center is 10 minutes. Based on this information, the ETE to the station is — A

OPCION A: 10 minutes.
OPCION B: 15 minutes.
OPCION C: 20 minutes.

5551 How should the pilot make a VOR receiver check when the aircraft is located on the designated checkpoint on the airport surface? — B

OPCION A: Set the OBS on 180° plus or minus 4°; the CDI should center with a FROM indication.
OPCION B: Set the OBS on the designated radial. The CDI must center within plus or minus 4° of that radial with a FROM indication.
OPCION C: With the aircraft headed directly toward the VOR and the OBS set to 000°, the CDI should center within plus or minus 4° of that radial with a TO indication.

5552 When using VOT to make a VOR receiver check, the CDI should be centered and the OBS should indicate that the aircraft is on the — C

OPCION A: 090 radial.
OPCION B: 180 radial.
OPCION C: 360 radial.

5553 When the CDI needle is centered during an airborne VOR check, the omnibearing selector and the TO/FROM indicator should read — B

OPCION A: within 4° of the selected radial.
OPCION B: within 6° of the selected radial.

OPCION C: 0° TO, only if you are due south of the VOR.