

(A18) PPL陸空通訊

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原始題號:0011345 題組:0 難易度:中

- (B) 1. 飛行員遇到速度或高度輕微變化時應回報遭遇何種亂流？
(A)輕度抖動 (B)輕度亂流 (C)中度亂流

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- (C) 2. 飛行員遇到速度或高度變化，但飛機仍可以維持控制時應回報遭遇何種亂流？
(A)輕度亂流 (B)重度亂流 (C)中度亂流

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- (B) 3. 在高度遭遇亂流並且沒有任何積雲或雷雨雲層，屬於
(A)重度亂流 (B)晴空亂流 (C)對流亂流

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- (B) 4. 低空風切預報系統提供何種情況之資料及偵測？
(A)積雨雲下方之氣流 (B)機場上空短時間內風向及風速快速變化 (C)由地球自轉造成的連續風向變化

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- (C) 5. 計畫在夜間長途飛航時，飛行員應檢查
(A)航路上所有的極高頻萬向導航台(VOR)都可以使用 (B)機場的紅色旋轉燈是否正常工作 (C)目的地機場的燈光照明是否合適

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- (B) 6. 儀器飛航條件下，下列何狀況PIC應盡快向航管回報？
(A)通過FL 180時 (B)通過回報點時，應回報時間及高度 (C)改變航管單位時

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- (B) 7. 當無法建立雙向無線電通話時，你會在發話前加何術語？
(A)RADIO CHECK (B)TRANSIMTTING BLIND (C)PAN PAN PAN (D)DO YOU READ?

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- (B) 8. 對於管制員所給資訊中，必須要覆誦的項目有：
(A)天氣及風向 (B)高度表撥定值和使用跑道名稱 (C)除了有猶豫的聲音外，所有都必須覆誦

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- (B) 9. "CHEROKEE XY-ABC" 此呼號可被簡稱為：
(A)CHEROKEE XY-BC (B)CHEROKEE BC (C)XY-BC (D)ABC

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- (B) 10. 管制員給航空器下達放棄起飛指示會使用何術語？
(A)GIVE-UP TAKE OFF (B)STOP IMMEDIATELY (C)ABORT TAKE OFF

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- (C) 11. 航管單位名稱或呼號何時可以被省略？
(A)不可以 (B)在航空器目視機場及聯絡後才可以 (C)只有在雙方無線電通話建立好滿意之後可省略

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(B) 12. "READABILITY 2" 表示發話品質為:

(A)雙向無線電通話已經建立 (B)偶爾聽的清晰 (C)聽的清晰但有點難度 (D)聽的清晰

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(A) 13. 13,500 英呎的無線電通話用語為何?

(A)ONE THREE THOUSAND FIVE HUNDRED FEET (B)THIRTEEN THOUSAND FIVE HUNDRED FEET
(C)ONE THREE THOUSAND FIVE ZERO ZERO FEET

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(C) 14. "MONITOR" 一詞的定義為何?

(A)你正在被監看 (B)在某一頻率建立無線電通話 (C)在某一頻率守聽 (D)在某一頻率
等待目視燈光訊號

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(C) 15. 當你保持3,500英呎飛正西南航向,你的無線電通話用語會是:

(A)HEADING 045 AT THREE THOUSAND FIVE HUNDRED (B)HEADING 225 AT THRITY FIVE
HUNDRED (C)HEADING 225 AT THREE THOUSAND FIVE HUNDRED (D)SOUTHWEST HEADING AT
THREE FIVE ZERO ZERO

原始題號:0011360 題組:0 難易度:易

(C) 16. "MONITOR" 一詞的定義為何?

(A)你正在被監看 (B)在某一頻率建立無線電通話 (C)在某一頻率守聽 (D)在某一頻率
等待目視燈光訊號

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(C) 17. 當你保持3,500英呎飛正西南航向,你的無線電通話用語會是:

(A)HEADING 045 AT THREE THOUSAND FIVE HUNDRED (B)HEADING 225 AT THRITY FIVE
HUNDRED (C)HEADING 225 AT THREE THOUSAND FIVE HUNDRED (D)SOUTHWEST HEADING AT
THREE FIVE ZERO ZERO

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(B) 18. 當要做一緊急迫切情況呼叫時,首先所使用的頻率為何?

(A)最鄰近的雷達服務頻率 (B)正在使用的頻率 (C)國際緊急危難頻率

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(C) 19. 用何術語來修正在航空通話中發話時的口誤?

(A)Sorry (B)I say again (C)Correction (D)Correct

原始題號:0011364 題組:0 難易度:中

(C) 20. 當管制員要你"Pass me the following information"時,會用何術語來表示?

(A)READBACK (B)REQUEST (C)REPORT (D)SAY AGAIN

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(B) 21. "WILCO" 的定義是:

(A)你所發的最後訊息,我已經全部接收到 (B)我了解你所發訊息的意思而且我會依照
著此意思做 (C)對所提議假定的行動得到允許

原始題號:0011366 題組:0 難易度:易

- (A) 22. 當詢答器電碼設定為7700時, 意思為:
(A)DISTRESS (B)AIRCRAFT IS LOST (C)RADIO FAILURE (D)HI-JACKING

原始題號:0011367 題組:0 難易度:易

- (A) 23. 緊急迫切情況(Urgency)的條件定義為何?
(A)對於航空器本身或機上人員有生命安全上的考量, 但是還不需要立即的救助 (B)航空器或人員遭受到嚴重或即將發生的危險所威脅, 而且需要立即的救助 (C)在地面上所發生的緊急事件

原始題號:0011368 題組:0 難易度:中

- (A) 24. 當有緊急狀況發生, 管制員會用何術語來強制此頻率無線電靜默?
(A)STOP TRANSMITTING MAYDAY OUT (B)MAYDAY MAYDAY MAYDAY OUT (C)DISTRESS TRAFFIC IN PROGRESS

原始題號:0011369 題組:0 難易度:易

- (D) 25. 當電碼設定為7500時, 意思為:
(A)有緊急狀況發生 (B)無線電失效 (C)沒有雷達服務 (D)遭受劫持

原始題號:0011370 題組:0 難易度:易

- (C) 26. 你可在何種頻率收聽到ATIS?
(A)專用VHF頻率 (B)VOR頻率 (C)專用VHF 或 VOR 頻率 (D)任何飛航管制頻率

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- (A) 27. 如果你沒辦法聯絡上所指定頻率的航管單位, 你應該:
(A)嘗試換到另一適當頻率聯絡看看 (B)發話時每個字發兩次 (C)開始盲目發話

原始題號:0011372 題組:0 難易度:易

- (A) 28. 當你的航空器沒有詢答器時, 你如何回應航管要你"SQUAWK IDENT"的指示:
(A)NEGATIVE TRANSPONDER (B)NO SQUAWK (C)SQUAWK NOT POSSIBLE (D)NO SQUAWK

原始題號:0011373 題組:0 難易度:易

- (C) 29. 何時會用到 "CORRECTION" 這個術語?
(A)要刪除訊息時 (B)訊息的覆頌為正確之時 (C)當在發話時有口誤發生時使用, 然後後面再補上正確的訊息

原始題號:0011374 題組:0 難易度:易

- (A) 30. "STANDBY" 此術語的定義為:
(A)等待然後我會叫你 (B)停止在你現在的位置 (C)當此次發話沒有發生過

原始題號:0011375 題組:0 難易度:易

- (A) 31. 傳達 "URGENCY" 的通話術語為何:
(A)PanPan PanPan PanPan (B)Urgency Urgency Urgency (C)Mayday Mayday Mayday

原始題號:0011376 題組:0 難易度:易

- (A) 32. 為了獲得最佳的VHF通話品質, 航空器最好是位於:
(A)在機場附近上空的高高度 (B)在遠距離的高高度位置 (C)在近距離的低高度位置

原始題號:0011377 題組:0 難易度:易

- (C) 33. 當你想要訊息被再重覆一次, 你應用何術語:
(A)WORDS TWICE (B)REPEAT MESSAGE (C)SAY AGAIN (D)SPEAK SLOWER

原始題號:0011378 題組:0 難易度:易

(C) 34. "CANCEL" 此術語的定義為:

- (A)當此次發話沒有傳送過 (B)你的航班已被公司取消 (C)讓先前所給的許可失效

原始題號:0011379 題組:0 難易度:易

(C) 35. 下列哪一名詞被定義為一航空器處於有立即危險發生的情況:

- (A)遇難 (MAYDAY) (B)緊急迫切情況(URGENCY) (C)緊急危難情況 (DISTRESS) (D)緊急 (PAN PAN)

原始題號:0011380 題組:0 難易度:易

(C) 36. "READABILITY 3" 此用語的意思為:

- (A)偶爾聽的清晰 (B)聽的清晰 (C)聽的清晰但有點難度 (D)難以解讀

原始題號:0011381 題組:0 難易度:易

(B) 37. 在發生無線電失效後你何時會尋找目視燈光訊號:

- (A)落地之後 (B)加入一有管制塔台的機場航線時 (C)機場上空

原始題號:0011382 題組:0 難易度:易

(A) 38. 假設你被指示 "SQUAWK 1250", 你應該:

- (A)在詢答器上設定電碼1250 (B)換至125.0MHz的頻率 (C)回答"TEST 1250"

原始題號:0011383 題組:0 難易度:中

(C) 39. "READABILITY 5" 表示發話品質為:

- (A)偶爾聽的清晰 (B)聽的清晰 (C)聽的非常清晰 (D)難以解讀

原始題號:0011384 題組:0 難易度:易

(C) 40. 當要做一緊急迫切情況呼叫時, 首先所使用的頻率為何?

- (A)121.5 MHz (B)最鄰近的雷達服務頻率 (C)正在使用的頻率 (D)最鄰近的飛航情報業務頻率

原始題號:0011385 題組:0 難易度:易

(B) 41. 緊急迫切情況(Urgency)的優先順序為何?

- (A)低於緊急醫療求助 (B)高於一切一般情況但低於緊急危難情況 (C)視情況多寡後排序而定

原始題號:0011386 題組:0 難易度:易

(B) 42. 無線電失效後電碼要設:

- (A)7700 (B)7600 (C)7500

原始題號:0011387 題組:0 難易度:易

(B) 43. 3500英呎的無線電通話用語應為:

- (A)THREE FIVE ZERO FEET (B)THREE THOUSND FIVE HUNDRED FEET (C)THIRTY FIVE HUNDRED FEET

原始題號:0011388 題組:0 難易度:易

(B) 44. 當一航空器處於有立即危險情況時, 應用何種術語?

- (A)OH NO! (B)MAYDAY MAYDAY MAYDAY (C)PANPAN PANPAN PANPAN (D)PAN PAN MEDICAL

原始題號:0011389 題組:0 難易度:易

(B) 45. " DISREGARD" 一詞的定義為:

(A)不用理會我說甚麼 (B)當前一次的發話沒有傳送過 (C)取消最後的許可

原始題號:0011390 題組:0 難易度:易

(C) 46. 空無線電通話中, 時間如何表示:

(A)只有分鐘 (B)當地平均時間 (C) UTC (D)日光節約時間

原始題號:0011391 題組:0 難易度:易

(C) 47. 在詢答器上選擇電碼7600, 意指為:

(A)緊急危難情況 (B)航空器被劫持 (C)無線電失效 (D)緊急迫迫情況

原始題號:0011392 題組:0 難易度:易

(B) 48. 擁有頻率118.0 to 136.975 MHz的無線電波段是:

(A)UHF 波段 (B)VHF 波段 (C)SHF 波段 (D)HF 波段

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(C) 49. 航管單位名稱或呼號何時可以被省略?

(A)不可以 (B)在航空器目視機場及聯絡後才可以 (C)只有在雙方無線電通話建立好滿意之後可省略

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(B) 50. "READABILITY 2" 表示發話品質為:

(A)雙向無線電通話已經建立 (B)偶爾聽的清晰 (C)聽的清晰但有點難度 (D)聽的清晰

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(B) 51. A pilot reporting turbulence that momentarily causes slight, erratic changes in altitude and/or attitude should report it as

(A)light chop (B)light turbulence (C)moderate turbulence

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(C) 52. When turbulence causes changes in altitude and/or attitude, but aircraft control remains positive, that should be reported as

(A)light (B)severe (C)moderate

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(B) 53. Turbulence that is encountered above 15000 feet AGL not associated with cumulonimbus clouds, should be reported as

(A)severe turbulence (B)clear air turbulence (C)convective turbulence

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(B) 54. The Low Level Wind Shear Alert System (LLWAS) provides wind data and software process to detect the presence of a

(A)rotating column of air extending from a cumulonimbus cloud (B)change in wind direction and/or speed within a very short distance above the airport (C)downward motion of the air associated with continuous winds blowing with an easterly component due to the rotation of the earth

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- (C) 55. When planning for a night cross-country flight, a pilot should check for the availability and status of
(A)all VORs to be used en route (B)airport rotating light beacons (C)destination airport lighting systems

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- (B) 56. The pilot in command of an aircraft operated under IFR, in controlled airspace, shall report as soon as practical to ATC when
(A)passing FL 180 (B)passing each designated reporting point, to include time and altitude (C)changing control facilities

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- (B) 57. When unable to establish 2-way communications, you should prefix your message with:
(A)RADIO CHECK (B)TRANSIMTTING BLIND (C)PAN PAN PAN (D)DO YOU READ?

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- (B) 58. The information in a message from ATC that has to be readback includes:
(A)weather, wind (B)QNH, runway in use (C)everything except hesitation sounds

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- (B) 59. The abbreviation for the callsign "CHEROKEE XY-ABC" would be:
(A)CHEROKEE XY-BC (B)CHEROKEE BC (C)XY-BC (D)ABC

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- (B) 60. The instruction from ATC to an aircraft to abandon its take off includes the phrase:
(A)GIVE-UP TAKE OFF (B)STOP IMMEDIATELY (C)ABORT TAKE OFF

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- (C) 61. The name or suffix on the callsign of an aeronautical station may be omitted:
(A)Never (B)provided that the aircraft is in visual contact with the aerodrome
(C)only after satisfactory communications have been established and providing there will be no confusion

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- (B) 62. "Readability 2" means that your transmission is :
(A)two way communications have been established (B)readable now and then
(C)readable but with difficulty (D)readable

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- (A) 63. An altitude of 13,500 feet would be spoken as:
(A)ONE THREE THOUSAND FIVE HUNDRED FEET (B)THIRTEEN THOUSAND FIVE HUNDRED FEET
(C)ONE THREE THOUSAND FIVE ZERO ZERO FEET

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(C) 64. The definition of the instruction "MONITOR" is:

- (A)you are being watched (B)establish communications on frequency... (C)listen out on frequency... (D)watch out for visual signals on frequency

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(C) 65. When flying on a SW headind at 3500 feet, you would report your heading and level as:

- (A)HEADING 045 AT THREE THOUSAND FIVE HUNDRED (B)HEADING 225 AT THRITY FIVE HUNDRED (C)HEADING 225 AT THREE THOUSAND FIVE HUNDRED (D)SOUTHWEST HEADING AT THREE FIVE ZERO ZERO

原始題號:0011360 題組:0 難易度:易

(C) 66. The definition of the instruction "MONITOR" is:

- (A)you are being watched (B)establish communications on frequency... (C)listen out on frequency... (D)watch out for visual signals on frequency

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(C) 67. When flying on a SW headind at 3500 feet, you would report your heading and level as:

- (A)HEADING 045 AT THREE THOUSAND FIVE HUNDRED (B)HEADING 225 AT THRITY FIVE HUNDRED (C)HEADING 225 AT THREE THOUSAND FIVE HUNDRED (D)SOUTHWEST HEADING AT THREE FIVE ZERO ZERO

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(B) 68. The frequency to transmit on first for an urgency call is the:

- (A)frequency of the nearest radar station (B)frequency in use now (C)international distress frequency

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(C) 69. If you make a miastake in transmission, you should use the phrase:

- (A)Sorry (B)I say again (C)Correction (D)Correct

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(C) 70. If a controller would like to say to you "Pass me the following information", he would use the expression:

- (A)READBACK (B)REQUEST (C)REPORT (D)SAY AGAIN

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(B) 71. "WILCO" means:

- (A)I have received all your last transmission (B)I understand your message and I will comply with it (C)Permission for proposed action granted

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(A) 72. A setting of 7700 on the transpoder indicates:

- (A)DISTRESS (B)AIRCRAFT IS LOST (C)RADIO FAILURE (D)HI-JACKING

原始題號:0011367 題組:0 難易度:易

- (A) 73. The condition that defines the state of Urgency is that:
(A)there is concern about the safety of the aircraft or a person on board but it does not require immediate assistance (B)the aircraft is threatened by serious or imminent danger and requires immediate assistance (C)there is an emergency on the ground

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- (A) 74. The phrase used by ATC to impose radio silence during an emergency situation is:
(A)STOP TRANSMITTING MAYDAY OUT (B)MAYDAY MAYDAY MAYDAY OUT (C)DISTRESS TRAFFIC IN PROGRESS

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- (D) 75. Setting a Squawk of 7500 indicates that you:
(A)have an emergency (B)have a radio failure (C)are not receiving a radar service (D)are being Hi-jacked

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- (C) 76. The frequency on which ATIS can be found is
(A)Discrete VHF only (B)VOR frequency only (C)Discrete VHF or VOR frequency (D)any ATC frequency

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- (A) 77. If you are unable to contact a station on a designated frequency, you should:
(A)try another appropriate frequency (B)transmit the words twice (C)start transmitting blind

原始題號:0011372 題組:0 難易度:易

- (A) 78. If you are flying an aircraft without a transponder then reply to an instruction to "SQUAWK IDENT" should be:
(A)NEGATIVE TRANSPONDER (B)NO SQUAWK (C)SQUAWK NOT POSSIBLE (D)NO SQUAWK

原始題號:0011373 題組:0 難易度:易

- (C) 79. The term "CORRECTION" is used when:
(A)the message to be deleted (B)the readback of a message is correct (C)an error has been made in the transmission and correct version is.

原始題號:0011374 題組:0 難易度:易

- (A) 80. The definition of the phrase "STANDBY" is:
(A)wait and I will call you (B)hold your present position (C)consider the transmission is not sent

原始題號:0011375 題組:0 難易度:易

- (A) 81. The phrases proceeding an URGENCY message should be:
(A)PanPan PanPan PanPan (B)Urgency Urgency Urgency (C)Mayday Mayday Mayday (D)Pan Pan Pan

原始題號:0011376 題組:0 難易度:易

- (A) 82. The best signals for VHF communications are obtained when the position of the aircraft is at:
(A)high altitude and in the vicinity of the aerodrome (B)high altitude at long range (C)low altitude and short range

原始題號:0011377 題組:0 難易度:易

- (C) 83. When asking for a repeat of a message, you should say:
(A)WORDS TWICE (B)REPEAT MESSAGE (C)SAY AGAIN (D)SPEAK SLOWER

原始題號:0011378 題組:0 難易度:易

- (C) 84. The term "CANCEL" means:
(A)consider the message is not sent (B)your flight has been cancelled by your operator (C)annul the previously transmitted clearance

原始題號:0011379 題組:0 難易度:易

- (C) 85. The condition that defines the state of an aircraft in imminent danger is:
(A)MAYDAY (B)URGENCY (C)DISTRESS (D)PAN PAN

原始題號:0011380 題組:0 難易度:易

- (C) 86. The message "READABILITY3" means:
(A)Readable now and then (B)Readble (C)Readable but with difficulty (D)Unreadable

原始題號:0011381 題組:0 難易度:易

- (B) 87. When do you look for visual signals after a communications failure?
(A)After landing (B)Joining the circuit at a controlled airfield (C)Overhead an aerodrome

原始題號:0011382 題組:0 難易度:易

- (A) 88. If you are told to "SQUAWK 1250", you should
(A)set code 1250 on SSR transponder (mode A) (B)change to frequency 125.0 MHz (C)say "TESTING 1250"

原始題號:0011383 題組:0 難易度:中

- (C) 89. Readability 5 means that your transmission is :
(A)Readable now and then (B)Readable (C)Perfectly readable (D)Unreadable

原始題號:0011384 題組:0 難易度:易

- (C) 90. On what frequency do you transmit your first MAYDAY call?
(A)121.5 MHz (B)The frequency of the nearest radar station (C)The frequency in use (D)The frequency of the nearest FIS

原始題號:0011385 題組:0 難易度:易

- (B) 91. The priority for an urgency call is:
(A)lower than for a Pan Pan medical (B)higher than for everything else but less than for distress (C)dependant upon the length of the queue

原始題號:0011386 題組:0 難易度:易

(B) 92. The Squawk code for radio failure is :
(A)7700 (B)7600 (C)7500

原始題號:0011387 題組:0 難易度:易

(B) 93. How do you report a level of 3500feet?
(A)THREE FIVE ZERO FEET (B)THREE THOUSND FIVE HUNDRED FEET (C)THIRTY FIVE HUNDRED FEET (D)THREE THOUSAND FIVE ZERO ZERO FEET

原始題號:0011388 題組:0 難易度:易

(B) 94. The call from an aircraft in imminent danger is:
(A)OH NO! (B)MAYDAY MAYDAY MAYDAY (C)PANPAN PANPAN PANPAN (D)PAN PAN MEDICAL

原始題號:0011389 題組:0 難易度:易

(B) 95. The term" DISREGARD" means:
(A)Pay no attention to what I say (B)Consider the last message as not sent
(C)Cancel the last clearance

原始題號:0011390 題組:0 難易度:易

(C) 96. The time given in aeronautical communications is:
(A)in minutes only (B)Local mean time (C)UTC (D)daylight saving time

原始題號:0011391 題組:0 難易度:易

(C) 97. The selection of the code 7600 on a transponder indicates:
(A)distress (B)hi-jacking (C)loss of comms (D)urgency

原始題號:0011392 題組:0 難易度:易

(B) 98. The band for frequencies between 118.0 to 136.975 MHz is known as the:
(A)UHF band (B)VHF band (C)SHF band (D)HF band

原始題號:0011393 題組:0 難易度:易

(C) 99. The name or suffix on the callsign of an aeronautical station may be omitted:
(A)Never (B)provided that the aircraft is in visual contact with the aerodrome
(C)only after satisfactory communications have been established and providing there will be no confusion

原始題號:0011394 題組:0 難易度:易

(B) 100. "Readability 2" means that your transmission is :
(A)two way communications have been established (B)readable now and then
(C)readable but with difficulty (D)readable