

(A42) ATPL飛航管理程序

最近更新日期：無；更新題號：無

原始題號:0013540 題組:0 難易度:易

- (C) 1. 於B類空域主要機場起飛, 距機場3.5哩, 高度1700呎時, 指示空速不可大於多少?
(A)200哩 (B)230哩 (C)250哩

原始題號:0013541 題組:0 難易度:易

- (A) 2. 在C類空域內飛行飛行員及飛機需具備:
(A)對飛行員無要求但須建立雙方通信 (B)私人飛行執照及建立雙方通信 (C)私人飛行執照及建立雙方通信以及TSO-C74b答詢器

原始題號:0013542 題組:0 難易度:中

- (A) 3. 在C類空域內操作之飛機能得到何種服務?
(A)到場航機之排序, 航機間之隔離(目視航機除外)及航情諮詢 (B)到場航機之排序(目視航機除外), 航機間之隔離及航情諮詢 (C)到場航機之排序, 航機間之隔離及航情諮詢

原始題號:0013543 題組:0 難易度:中

- (A) 4. 在C類空域外操作之飛機能得到何種服務?
(A)只要建立雙向通信與雷達識別, 便與C類空域內之航機相同 (B)雷達引導飛向或飛離非C類空域內之次要機場 (C)若建立雙向溝通便能獲得基本雷達服務

原始題號:0013544 題組:0 難易度:中

- (B) 5. 滑行道與跑道交接處之等待線標記為四條線, 兩條實線, 兩條虛線, 橫跨滑行道. 此標記為:
(A)白色, 虛線靠近跑道 (B)黃色, 虛線靠近跑道 (C)黃色, 實線靠近跑道

原始題號:0013545 題組:0 難易度:易

- (B) 6. 當管制員指示 " 在跑道外等待 " (ILS保護區) 飛行員應停在 :
(A)鼻輪停在等待線上 (B)飛機之機身皆在等待線外 (C)駕駛艙與等待線同一位置

原始題號:0013546 題組:0 難易度:中

- (C) 7. 您剛在台北機場降落, 塔台指示您 " 在脫離跑道後, 換地面管制席聯絡 " 所謂的 " 脫離跑道 " 是指 :
(A)機尾與滑行道位置指示標記齊平 (B)駕駛艙與等待線齊平 (C)所有機身通過等待線

原始題號:0013547 題組:0 難易度:易

- (A) 8. 待命位置標記 (holding position signs) 為 :
(A)紅底白字 (B)白底紅字 (C)紅底黃字

原始題號:0013548 題組:0 難易度:易

- (B) 9. 跑道待命位置 (runway hold position) 標記表示
(A)跑道間交叉處 (B)滑行道入跑道處 (C)一保護進場航機之區域

原始題號:0013549 題組:0 難易度:易

- (C) 10. 機場航情標記 (airport information signs) , 用來提供目的地或相關資訊 . 為 :
(A)黑底黃字 (B)黑底白字 (C)黃底黑字

原始題號:0013550 題組:0 難易度:中 (R20190708)

- (B) 11. 由跑道中心線燈辨別剩餘跑道長度:
(A)剩餘 3000呎至 1000呎時為琥珀色 , 後接紅白相間至跑道尾 (B)剩餘 3000 呎至 1000 呎時為紅白相間 , 後為紅色至跑道尾 (C)剩餘 3000 呎時為紅白相間至跑道尾

原始題號:0013551 題組:0 難易度:中

- (A) 12. 跑道剩餘距離標記 :
(A)剩餘跑道每千呎一標記 (B)剩餘三千呎時 , 一橫跨跑道之紅色標記 (C)橫跨跑道之黃線 , 兩端有剩餘長度之數字標示

原始題號:0013552 題組:0 難易度:中

- (A) 13. 著陸區(touch down zone)燈如何辨別 :
(A)與中心線平行之左右兩邊各兩列燈 (B)著陸區之中心線燈為 50 呎間隔閃燈 (C)由距跑道頭 75 呎處開始白綠相間之中心線燈跨著陸區表示之

原始題號:0013553 題組:0 難易度:中

- (A) 14. 跑道頭警示燈之目的為?
(A)跑道之指示為與其他燈光作區別 (B)觸地區之指示避免落地距離過短 (C)當執行目視進場時建立下降指示之訊息

原始題號:0013554 題組:0 難易度:易

- (B) 15. 當在C類空域操作時之飛機最低裝備需求為?
(A)雙方通信 (B)雙方通信及航空器識別器 (C)航空器識別器及測距裝備

原始題號:0013555 題組:1 難易度:易 (R20130125)

- (C) 16. (參考Fig1)這是(如圖A42_Fig1)
(A)一個ILS保護區之保持位置標示牌 (B)一個跑道範圍標示牌 (C)一個ILS保護區之範圍標示牌

題目圖 :



FIGURE 157.—Airport Sign.

原始題號:0013556 題組:1 難易度:中 (R20130125)

- (A) 17. (參考Fig2)白天從9號跑道起飛時"A"點之跑道所剩距離為?(如圖A42_Fig2)
(A)1,000 呎 (B)1,500 呎 (C)2,000 呎

題目圖：

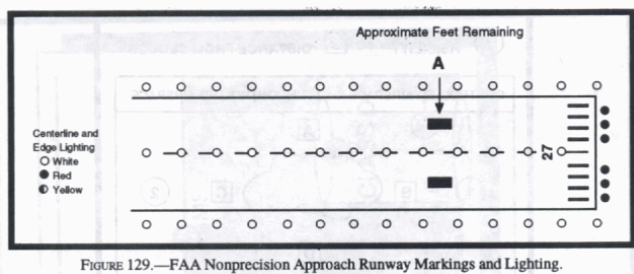


FIGURE 129.—FAA Nonprecision Approach Runway Markings and Lighting.

原始題號:0013557 題組:1 難易度:中 (R20130125)

- (C) 18. (參考Fig3)白天從9號跑道起飛時"B"點之跑道所剩距離為?(如圖A42_Fig3)
(A)2,000 呎 (B)2,500 呎 (C)3,000 呎

題目圖：

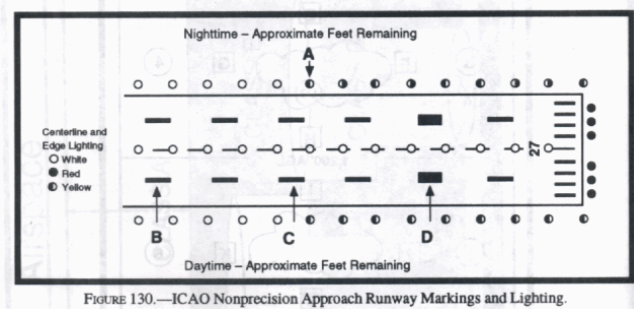


FIGURE 130.—ICAO Nonprecision Approach Runway Markings and Lighting.

原始題號:0013558 題組:2 難易度:中 (R20130125)

- (B) 19. (參考Fig3)白天從9號跑道起飛時"C"點之跑道所剩距離為?(如圖A42_Fig3)
(A)2,500 呎 (B)2,000 呎 (C)1,500 呎

題目圖：

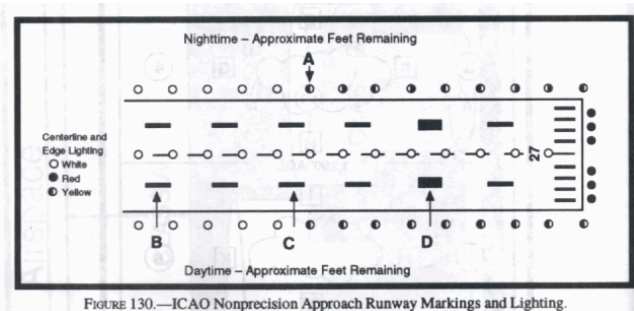


FIGURE 130.—ICAO Nonprecision Approach Runway Markings and Lighting.

原始題號:0013559 題組:3 難易度:中 (R20130125)

- (B) 20. (參考Fig3)白天從9號跑道起飛時"D"點之跑道所剩距離為?(如圖A42_Fig3)
(A)500 呎 (B)1,000 呎 (C)1,500 呎

題目圖：

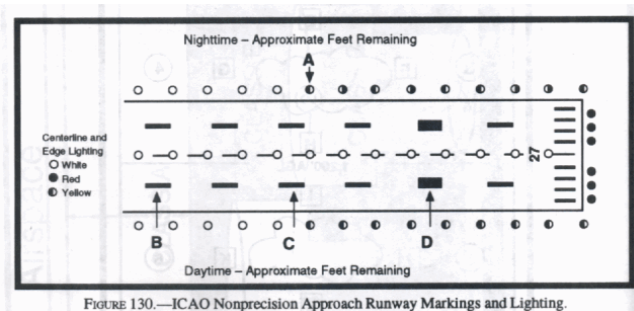


FIGURE 130.—ICAO Nonprecision Approach Runway Markings and Lighting.

原始題號:0013560 題組:4 難易度:中 (R20130125)

- (B) 21. (參考Fig3)夜間從9號跑道起飛時"A"點之跑道所剩距離為?(如圖A42_Fig3)
(A)1,000 呎 (B)2,000 呎 (C)2,500 呎

題目圖：

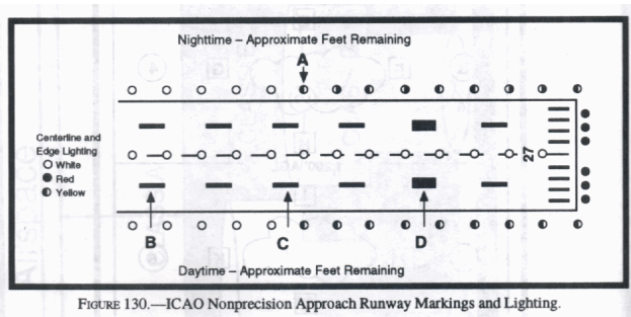


FIGURE 130.—ICAO Nonprecision Approach Runway Markings and Lighting.

原始題號:0013561 題組:1 難易度:中 (R20130125)

- (A) 22. (參考Fig4)白天從9號跑道起飛時"D"點之跑道所剩距離為?(如圖A42_Fig4)
(A)3,000 呎 (B)2,000 呎 (C)1,500 呎

題目圖：

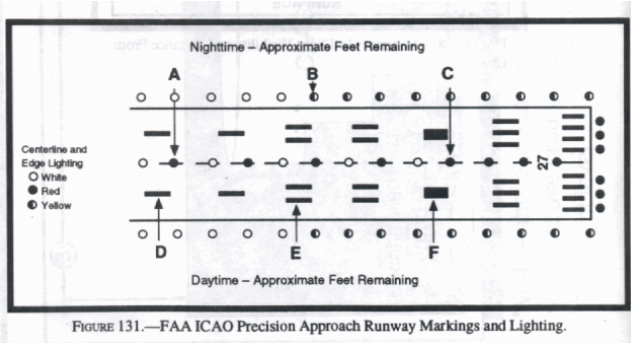


FIGURE 131.—FAA ICAO Precision Approach Runway Markings and Lighting.

原始題號:0013562 題組:2 難易度:中 (R20130125)

- (B) 23. (參考Fig4)白天從9號跑道起飛時"E"點之跑道所剩距離為?(如圖A42_Fig4)
(A)1,500 呎 (B)2,000 呎 (C)2,500 呎

題目圖：

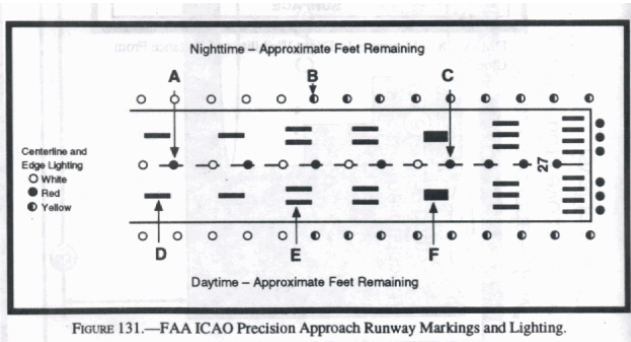


FIGURE 131.—FAA ICAO Precision Approach Runway Markings and Lighting.

原始題號:0013563 題組:3 難易度:中 (R20130125)

- (C) 24. (參考Fig4)白天從9號跑道起飛時"F"點之跑道所剩距離為?(如圖A42_Fig4)
(A)2,000 呎 (B)1,500 呎 (C)1,000 呎

題目圖：

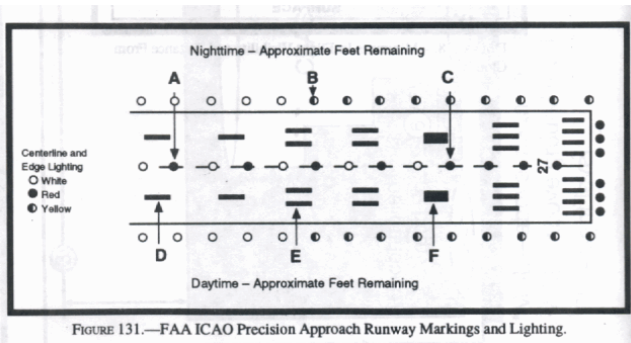
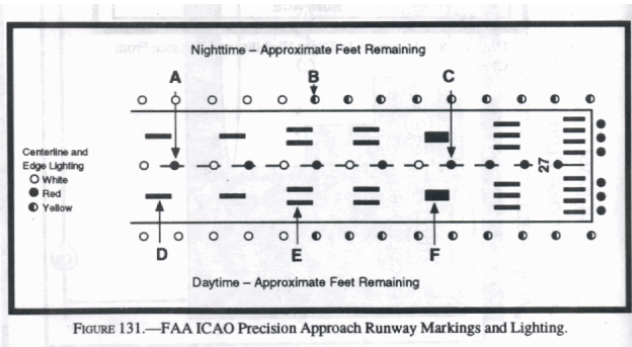


FIGURE 131.—FAA ICAO Precision Approach Runway Markings and Lighting.

原始題號:0013564 題組:4 難易度:中 (R20130125)

- (B) 25. (參考Fig4)夜間從9號跑道起飛時"A"點之跑道所剩距離為?(如圖A42_Fig4)
(A)2,000 呎 (B)3,000 呎 (C)3,500 呎

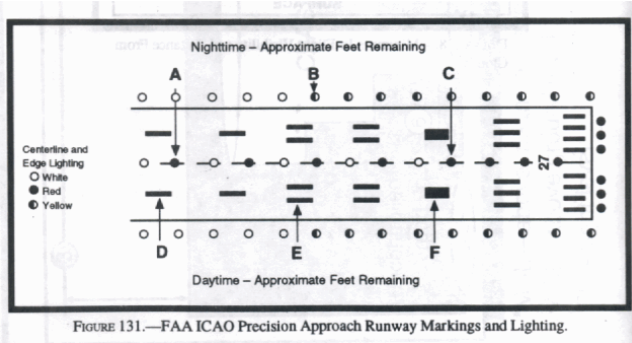
題目圖：



原始題號:0013565 題組:5 難易度:中 (R20130125)

- (A) 26. (參考Fig4)夜間從9號跑道起飛時"C"點之跑道所剩距離為?(如圖A42_Fig4)
(A)1,000 呎 (B)1,500 呎 (C)1,800 呎

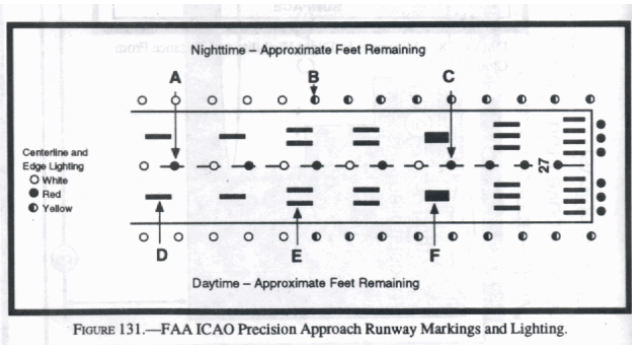
題目圖：



原始題號:0013566 題組:6 難易度:中 (R20130125)

- (B) 27. (參考Fig4)夜間從9號跑道起飛時"B"點之跑道所剩距離為?(如圖A42_Fig4)
(A)1,000 呎 (B)2,000 呎 (C)2,500 呎

題目圖：



原始題號:0013567 題組:0 難易度:中

- (C) 28. 辨識跑道頭警示燈
(A)跑道前2,000呎為琥珀色燈光 (B)進口處有綠燈以及在遠處跑道末端有紅燈 (C)跑道進口處兩邊各有同步閃燈

原始題號:0013568 題組:0 難易度:易

- (C) 29. 駕駛員如何在夜間辨識軍用機場?
(A)綠色,黃色以及白色的旋轉燈 (B)白色及紅色旋轉燈伴隨雙白閃燈 (C)綠色及白色旋轉燈伴隨雙白閃燈

原始題號:0013569 題組:0 難易度:易

- (A) 30. 駕駛員如何在夜間辨識直昇機機場?
(A)綠色,黃色以及白色的旋轉燈 (B)白色及紅色旋轉燈伴隨雙白閃燈 (C)綠色及白色旋轉燈伴隨雙白閃燈

原始題號:0013570 題組:0 難易度:易

(B) 31. 三排目視進場指示器之優點為何？

(A)駕駛員有下滑角度之選擇 (B)正常下滑角包含了高駕艙及低駕艙之飛機 (C)目視進場指示器在較高之高度更易於目視

原始題號:0013571 題組:0 難易度:易

(C) 32. 三排目視進場指示器之高下滑角一般是為何種飛機使用

(A)高性能飛機 (B)直昇機 (C)高駕艙飛機

原始題號:0013572 題組:0 難易度:易

(B) 33. 高性能飛機之駕駛員應注意大於平常下滑角度的操作因為會導致

(A)重落地 (B)增加落地滾行距離 (C)跑道入口點之短落地

原始題號:0013573 題組:0 難易度:易

(B) 34. 三色目視進場指示器之組成為何？

(A)三排燈;紅, 綠以及琥珀色 (B)一個燈光投射器有三種顏色;紅, 綠以及琥珀色 (C)三種下滑道, 每一種顏色均不同, 紅, 綠以及琥珀色

原始題號:0013574 題組:0 難易度:易

(B) 35. 三色目視進場指示器"高"之指示顏色為何？

(A)紅色 (B)琥珀色 (C)綠色

原始題號:0013575 題組:0 難易度:易

(C) 36. 三色目視進場指示器"於下滑道上"之指示顏色為何？

(A)紅色 (B)琥珀色 (C)綠色

原始題號:0013576 題組:0 難易度:易

(A) 37. 三色目視進場指示器"低"之指示顏色為何？

(A)紅色 (B)琥珀色 (C)綠色

原始題號:0013577 題組:0 難易度:易

(A) 38. 三色目視進場指示器晚間之正常距離為何？

(A)5哩. (B)10哩. (C)15哩.

原始題號:0013578 題組:0 難易度:易

(A) 39. 精確性進場滑降指示器之指示為何？

(A)高-白色, 於下滑道上-紅色及白色, 低-紅色 (B)高-白色, 於下滑道上-綠色及白色, 低-紅色 (C)高-白色及綠色, 於下滑道上-綠色, 低-紅色

原始題號:0013579 題組:0 難易度:中

(B) 40. 落地後暫停等待程序包括落地及暫時等待：

(A)只有在交叉跑道 (B)跑道上的某些指定點 (C)只有在交叉跑道或滑行道

原始題號:0013580 題組:0 難易度:中

(B) 41. 落地後暫停等待程序之許可, 駕駛員接受

(A)且必須堅守 (B)並且不排除拒絕落地 (C)並排除拒絕落地

原始題號:0013581 題組:0 難易度:中

(B) 42. 何者為儀器飛行計畫中申請隨機RNAV路線之限制？

(A)航點間必須距離200哩 (B)所有路線應是雷達環境 (C)航點, 只能由適當助航裝備之角度-距離所定義者

原始題號:0013582 題組:0 難易度:中 (R20180823)

- (B) 43. 當需要調整速度以保持隔離時，航管可要求到場渦輪噴射飛機低於 FL150 飛行時，最低速度為何？

(A)200 哩/時 (B)220 哩/時 (C)250 哩/時

原始題號:0013583 題組:0 難易度:中 (R20180823)

- (C) 44. 當需要調整速度以保持隔離時，航管可要求渦輪噴射飛機在離場時之最低速度為何？

(A)188 哩/時 (B)210 哩/時 (C)230 哩/時

原始題號:0013584 題組:0 難易度:易

- (A) 45. 儀器飛行何時需要配備測距儀？

(A)如果需要配備極高頻多向導航台時平均海平面高度24,000呎或以上 (B)在終端雷達服務區 (C)平均海平面高度12,500呎以上

原始題號:0013585 題組:0 難易度:易 (R20160719)

- (B) 46. 特定儀器進場之能見度規範跑道視程標準為4,000呎，何種最低之地面能見度可替代跑道視程？

(A)5/8 法定英里 (B)3/4 法定英里 (C)7/8 法定英里

原始題號:0013586 題組:0 難易度:易 (R20180823)

- (B) 47. 如果預計操作跑道之能見度規範為跑道視程 3000 ft 且並未發佈時，何種最低地面能見度可代替跑道視程？

(A)3/8 SM (B)5/8 SM (C)3/4 SM

原始題號:0013587 題組:0 難易度:易 (R20180823)

- (A) 48. 當該跑道視程沒有發佈時最低可用之地面能見度以替代跑道視程 1600 ft 之規定為何？

(A)1/4 SM (B)3/4 SM (C)3/8 SM

原始題號:0013588 題組:0 難易度:易

- (A) 49. 假設所有 ILS 裝備正常所需之目視參考點無法取得時，迷失進場需於何時執行？

(A)於下滑道上到達決定高度時 (B)到達目視下降點 (C)超過在進場圖中所列迷失進場時間

原始題號:0013589 題組:0 難易度:易

- (B) 50. 當駕駛員被雷達引導於非公布路線時收到"許可進場"許可時應？

(A)下降至最低引導高度 (B)保持最後指示高度直到建立公布之路線階段 (C)下降至最初進場點高度

原始題號:0013590 題組:0 難易度:易

- (B) 51. 如果被雷達引導致公布儀器進場之最後進場航道但有"NO PT"字眼時駕駛員應

(A)告知航管將不執行程序轉彎 (B)不執行程序轉彎除非航管特別要求 (C)執行一個待命航線式之程序轉彎

原始題號:0013591 題組:0 難易度:中

- (B) 52. 當駕駛員被許可執行 ILS 進場時何種高度被許可飛行？駕駛員

(A)可下降至程序轉彎高度 (B)必須保持最後指示高度直到建立公布路線或進場公布高度之階段 (C)只有攔上最後進場航道後可從指定高度下降

原始題號:0013592 題組:0 難易度:中

- (C) 53. 當執行ILS進場時駕駛員何時可實施迷失進場？
(A)於決定高度跑道並未清楚可見時 (B)於通過決定高度後時間超過以及跑道環境無法清楚目視時 (C)在決定高度，落地跑道之目視參考點無法清楚可見或任何時候喪失目視參考點

原始題號:0013593 題組:0 難易度:易

- (A) 54. 緊急情況發生但未違反任何規定之情況何時航管單位可要求一份詳細之報告
(A)當被給予優先權時 (B)任何時間當有緊急情況發生時 (C)當在管制空域有緊急情況發生時

原始題號:0013594 題組:0 難易度:易 (R20180823)

- (C) 55. 各類航空器在B類空域中，高度在 10,000 呎以下操作之最大指示空速為？
(A)180 浬/時 (B)230 浬/時 (C)250 浬/時

原始題號:0013596 題組:0 難易度:易

- (B) 56. 渦輪式飛機在平均海平面高度10,000呎以下操作之最大指示空速為？
(A)288 浬 (B)250 浬 (C)230 浬

原始題號:0013597 題組:0 難易度:中

- (A) 57. 當進行環繞進場，若飛行員失去目視參考時，應作何處置？
(A)爬高並轉向落地跑道方向直到能建立迷失進場航向 (B)保持MDA並轉向落地跑道方向，如不能重新保持目視再執行迷失進場 (C)爬高並轉向VOR/NDB方向，請求航管進一步指示

原始題號:0013598 題組:0 難易度:易

- (A) 58. 當到達clearance limit時，飛行員應報告哪些事項？
(A)到達時間，與當時高度/空層 (B)到達時間，與當時高度/空層，及預期的待命速度 (C)到達時間，與當時高度/空層，預期的待命速度，及 inbound leg length

原始題號:0013599 題組:0 難易度:中

- (A) 59. 當使用flight director system, 在待命航線內轉彎時，飛行員應達到多少坡度或轉彎率？
(A)每秒3度，或坡度25度，取較小者 (B)每秒3度，或坡度30度，取較小者 (C)每秒1.5度，或坡度25度，取較小者

原始題號:0013600 題組:0 難易度:中

- (C) 60. 在NDB待命時，second leg outbound之計時起算點為何？
(A)Abeam待命點，或建立outbound航向，取較早者 (B)通過待命點後以標準轉彎計時一分鐘後 (C)Abeam待命點

原始題號:0013601 題組:0 難易度:中 (R20141224)

- (B) 61. 航機在Class C空域操作之最低裝備需求為何？
(A)雙向通訊裝備(Two-way communications) (B)雙向通訊裝備(Two-way communications)及 詢答器(transponder) (C) 詢答器(transponder)及測距儀(DME)

原始題號:0013602 題組:0 難易度:易

(A) 62. Class C airspace提供航機何種服務?

(A)到場航機的順序, 隔離(不含 VFR航機), 及traffic advisories (B)到場航機的順序(不含 VFR航機), 所有航機的隔離, 及traffic advisories (C)到場航機的順序, 所有航機的隔離, 及traffic advisories

原始題號:0013603 題組:0 難易度:中

(B) 63. 設計軍機操作空域(MOA)的目的在於?

(A)保護軍機避免與民航機空中接近 (B)隔離軍機訓練活動與 IFR民航機 (C)隔離軍機訓練活動與 IFR及 VFR民航機

原始題號:0013604 題組:0 難易度:中

(C) 64. 在軍機操作空域內(MOA), 誰應負責空中避撞?

(A)戰管 (B)航管 (C)飛行員

原始題號:0013605 題組:0 難易度:中

(A) 65. 當執行 simultaneous approaches時, 飛行員會在那個波道得到 radar advisories?

(A)塔台波道 (B)approach control波道 (C)一架在塔台波道, 另一架在 approach control波道

原始題號:0013606 題組:0 難易度:易

(C) 66. 當航管許可side-step maneuver進場時, 飛行員應何時開始做 side-step?

(A)下降至DH時 (B)MDA或環繞進場 (C)目視跑道環境後儘快執行

原始題號:0013607 題組:0 難易度:中

(A) 67. 當執行 simultaneous ILS approaches, 何種情況下飛行員必須立即告知 approach control?

(A)航機導航儀接收器失效及故障時 (B)欲執行 simultaneous ILS approach時 (C)欲請雷達監控航機隔離時

原始題號:0013608 題組:0 難易度:中

(C) 68. 何種情況下飛行員可以在飛行結束前取消 IFR flight plan?

(A)任何時間, 當航管許可將可能違反法規時 (B)任何時間, 在管制空域內與航管聯絡時 (C)VFR conditions, 且不在 Class A airspace.

原始題號:0013609 題組:0 難易度:易

(C) 69. 簡化的航路許可"Cleared as filed", 至少要包括那些資訊?

(A)Clearance limit及航路高度 (B)Clearance limit, 航路高度及 SID (C)目的地機場, 航路高度及 SID

原始題號:0013610 題組:0 難易度:易

(A) 70. 何種情況下飛行員會收到包含"某時間後失效"的許可?

(A)在無管制的機場 (B)當執行"Gate hold"程序時 (C)當開車前收到許可時

原始題號:0013611 題組:0 難易度:易

(C) 71. 當航管通知"VERIFY 9,000", 而航機卻正保持8000呎, 飛行員應做何處置?

(A)立即爬高到9000呎 (B)報告航管將爬高到9000呎 (C)報告航管目前保持8000呎

原始題號:0013612 題組:0 難易度:易

(A) 72. IFR的航路上何時需做位置報告?

(A)通過所有的強制報告點時 (B)ARTCC航管有特別要求報告航點 (C)須轉換高度或報告天氣的航點

原始題號:0013613 題組:0 難易度:易

(C) 73. IFR 有 radar contact, 何者為強制報告項目?

(A)位置報告, 離開高度, 無法保持爬升率500ft/min, 到達待命點, 或許可點的時間及高度 (B)位置報告, 離開高度, 無法保持爬升率500ft/min, 到達待命點或許可點的時間及高度, 及平均真空速改變超過5%或10哩 (C)離開高度, 無法保持爬升率500ft/min, 到達待命點或許可點的時間及高度, 及離開該待命點或許可點, 及平均真空速改變超過5%或10哩

原始題號:0013614 題組:0 難易度:易

(A) 74. IFR 進場時若無 radar contact, 何者為強制報告項目?

(A)離開 FAF inbound 或 OM inbound 及迷失進場 (missed approach). (B)離開 FAF inbound, OM inbound或 outbound, 及迷失進場 (missed approach). (C)離開 FAF inbound, OM inbound或 outbound, 程序轉彎 inbound及 outbound及目視跑道

原始題號:0013615 題組:0 難易度:易

(C) 75. 飛行員在與航管初次通話中應如何表示已收到 ATIS?

(A)報告已收到數字 (B)報告已收到天氣 (C)報告 ATIS Code

原始題號:0013616 題組:0 難易度:易

(A) 76. 申請及請求 IFR flight plan應間隔多少時間?

(A)不晚於ETD前30分鐘申請 IFR flight plan, 不早於滑行前10分鐘請求航路許可 (B)不晚於ETD前30分鐘申請 IFR flight plan, 不晚於滑行前10分鐘請求航路許可 (C)不晚於ETD前60分鐘申請 IFR flight plan, 不晚於滑行前10分鐘請求航路許可

原始題號:0013617 題組:0 難易度:中

(A) 77. 如何在 IFR flight plan表示飛航路線?

(A)簡化的航路路線或包括 transitions的jet routes (B)航路路線或包括VORs and fixes的jet routes (C)航路路線或只包括強制報告點的 jet routes

原始題號:0013618 題組:0 難易度:易

(B) 78. 非標準航路的直飛路線在 IFR flight plan應如何表示?

(A)起始點, 真航向, 及最終點 (B)所有航機將飛越的 radio fixes (C)起始點, 所有飛行員欲視為強制報告點的 radio fixes, 及最終點

原始題號:0013619 題組:0 難易度:中

(B) 79. 設計 STAR最主要的目的為何?

(A)隔離 VFR 及 IFR的航機 (B)簡化航管許可頒布的程序 (C)減少特定機場塞機情況

原始題號:0013620 題組:0 難易度:易

(A) 80. 航管何時會發給航機 STAR?

(A)僅當航管認為適合時 (B)僅發給優先進場之航機 (C)僅當飛行員主動請求時

原始題號:0013621 題組:0 難易度:中

- (B) 81. 當航管雷達引導航機穿過IFR進場五邊時, 飛行員應做何處置?
(A)保持雷達引導的航向, 直到航管進一步指示 (B)告知航管航機正穿過五邊 (C)轉向五邊繼續進場, 並在波道上廣播航機已繼續進場

原始題號:0013622 題組:0 難易度:易

- (C) 82. 當航管雷達引導至IFR五邊進場時, 飛行員應於何時下降至 published altitudes?
(A)當航機建立在進場圖之指定航段後 (B)當航機近於進場邊10哩以內 (C)僅於得到航管進場許可後

原始題號:0013623 題組:0 難易度:易

- (A) 83. 當雷達引導IFR進場至無管制機場, 何時為雷達引導結束?
(A)直到落地, 或告知切換至 advisory frequency (B)當對正 final approach course (C)當許可進場時

原始題號:0013624 題組:0 難易度:中

- (B) 84. 當收到IFR進場許可至無管制機場且無FSS時, 在被告知切換後, 飛行員應做何預警?
(A)守聽航管的 traffic advisories 及 UNICOM (B)守聽 traffic advisories 並報告航機的位置及意向 (C)直到目視跑道後, 再於UNICOM 波道上報告航機的位置及意向

原始題號:0013625 題組:0 難易度:易

- (B) 85. 在有管制的機場落地後, 航機應?
(A)繼續在落地方向上滑行, 直到塔台通知切換至地面管制 (B)在就近的滑行道上脫離跑道, 並保持塔台波道, 直到進一步指示 (C)在就近的滑行道上脫離跑道, 並在進入滑行道後, 切換至地面管制波道

原始題號:0013626 題組:0 難易度:易

- (A) 86. 飛行員應如何覆誦航管許可或指示?
(A)除了SIDs外, 覆誦所有的指定高度, 高度限制, 及雷達引導的指示 (B)若已瞭解航管許可或指示, 回答收到即可 (C)覆誦完整的航管許可或指示以確認完全瞭解

原始題號:0013627 題組:0 難易度:易

- (C) 87. 為確保能得到航管優先, 執行空中救護的航機應將"LIFEGUARD" 注明於飛航計劃之何處?
(A)機型及特殊裝備 (B)駕駛員名字 (C)駕駛員名字和地址

原始題號:0013628 題組:0 難易度:易

- (C) 88. 飛行員應如何描述 braking action?
(A)0, 50%, 75%, 100% (B)Zero-zero, fifty-fifty, or normal. (C)Nil, poor, fair, or good.

原始題號:0013629 題組:0 難易度:易

- (B) 89. 何謂PRM(Precision Runway Monitoring)?
(A)航機機上雷達裝備, 用於監控兩條跑道的進場 (B)雷達系統, 用於監控兩條平行而相近跑道的進場 (C)高擷取率雷達系統, 用於監控多架飛機於單跑道的進場

原始題號:0013630 題組:0 難易度:易

- (C) 90. 除緊急情況外, 飛行員何時可預期得到優先落地許可
(A)當收到IFR的進場許可 (B)當航機為大重量操作時 (C)先到先服務為原則

原始題號:0013631 題組:0 難易度:易

- (C) 91. 若航管要求航機調整空速且會超出航機的操作範圍, 飛行員應做何處置?
(A)盡量配合調整到航管要求的空速, 但不超限 (B)盡量長時間保持在預劃的空速後, 再向航管請求合理的空速 (C)告知航管航機能保持的空速

原始題號:0013632 題組:0 難易度:易

- (C) 92. 在執行ILS進場時, 何種情況下一定要執行迷失進場?
(A)在DH時無法清楚目視跑道 (B)到達DH且已過進場圖所標示的迷失進場時間, 無法清楚目視跑道環境 (C)在DH時無法清楚目視任何目視參考 (visual references), 或之後的任何時間無法保持目視

原始題號:0013633 題組:0 難易度:易

- (B) 93. 當航管在雷達引導至 "NO PT" 的儀器進場時, 飛行員應?
(A)提醒航管, 航機將不會執程序轉彎 (procedure turn) (B)不執程序轉彎 (procedure turn), 除飛航管特別指示 (C)執行待命航線式的程序轉彎 (procedure turn)

原始題號:0013634 題組:0 難易度:易

- (A) 94. ILS功能正常下, 無法目視跑道, 應於何時執行迷失進場?
(A)在下滑道上到達DH時 (B)到達目視下降點時(visual descent point) (C)到達進場圖所標示的迷失進場時間

原始題號:0013635 題組:0 難易度:易

- (B) 95. 當航管在雷達引導至 unpublished route並發給"cleared for approach", 航機應?
(A)下降至MVA(minimum vector altitude) (B)保持最後指定高度, 直到建立進場邊上 (C)下降到 IAF(initial approach fix)的高度

原始題號:0013636 題組:0 難易度:易

- (C) 96. 當使用ALSF-1 approach light system為主要目視參考時, 何時才能下降至DH 或MDA以下?
(A)DH 或MDA以, 下不可參考approach light system到落地 (B)可以繼續參考approach light system到落地 (C)可以繼續參考approach light system, 但不得低於100呎 (above touchdown zone)

原始題號:0013637 題組:0 難易度:易

- (B) 97. 當航管許可ILS進場後, 應飛何種高度?
(A)下降至 procedure turn的高度 (B)保持最後指定高度, 直到攔截到各進場邊的指定高度 (C)建立在五邊後即可下降

原始題號:0013638 題組:0 難易度:易

- (C) 98. 當決定轉降至備降場時, 最低的天氣標準為何?
(A)IFR備降場天氣標準 (B)ETA加減1小時內, 雲幕2000呎, 能見度3哩 (C)實際儀器進場圖的落地天氣標準

原始題號:0013639 題組:0 難易度:易

- (B) 99. 當航管頒布的許可與法規抵觸時, 飛行員應做何處置?
(A)完全 Read back (B)請求航管釐清 (C)不接受此許可

原始題號:0013640 題組:0 難易度:易

- (B) 100. 當航管許可side-step maneuver進場時, 飛行員應何時開始做 side-step?
(A)下降至環繞進場高度(circling approach)時 (B)目視跑道或機場後儘快執行 (C)
到達MDA且目視跑道後

原始題號:0013641 題組:0 難易度:易

- (B) 101. 何謂航管指示(ATC instruction)?
(A)同航管許可(ATC clearance) (B)航管延伸的指示, 需要航機作出特定的處置 (C)必須完整"read back"而確認生效

原始題號:0013642 題組:0 難易度:易

- (A) 102. 航機以GPS為導航裝備, 其導航能力應視為?
(A)RNAV equipped. (B)Astrotracker equipped. (C)FMS/EFIS equipped.

原始題號:0013643 題組:0 難易度:易

- (B) 103. 如果你在大型航機落地後進行起飛, 應計劃於何處離地?
(A)該機落地點之前 (B)該機落地點之後 (C)恰好在該機落地點, 並保持在跑道的上風邊緣

原始題號:0013644 題組:0 難易度:易

- (C) 104. IFR飛行員應何時告知航管"Minimum fuel"?
(A)油量低於IFR所需油量 (B)需要優先落地許可 (C)剩餘油量無法接受進一步的延誤

原始題號:0013645 題組:0 難易度:易

- (C) 105. "Minimum fuel"對航管的意義是?
(A)航機需要航管優先 (B)航機需要緊急就近落地 (C)進一步的延遲將可能造成航機的緊急情況

原始題號:0013646 題組:0 難易度:易

- (B) 106. 何種情況下航管會發佈安全警告(safety alerts)?
(A)有立即撞機的危險 (B)當航機接近地面或地障時 (C)極端的天氣, 風切或大冰雹

原始題號:0013647 題組:0 難易度:易

- (B) 107. 劫機的 transponder codes為何?
(A)7200 (B)7500 (C)7777

原始題號:0013648 題組:0 難易度:易

- (C) 108. 飛行員操作詢答器(transponder)撥定值時, 應避開哪個範圍?
(A) 0000 到 1000. (B) 7200 及 7500 系列. (C) 7500, 7600, 及 7700 系列.

原始題號:0013649 題組:0 難易度:易

- (B) 109. 當機場不同的位置出現不同的風向時, 塔台會如何報?
(A)Light and variable起風及風向不定. (B)Wind shear風切. (C)Frontal passage 鋒面過境.

原始題號:0013650 題組:0 難易度:易

- (A) 110. 何種情況為最早可宣告為緊急情況的時機?
(A)任何時間飛行員懷疑該情況已嚴重影響飛安 (B)油量或天氣的因素需要航管優先
(C)航機已發生火警, 機械故障或結構受損

原始題號:0013651 題組:0 難易度:易

(C) 111. 何種的目視Traffic最可能有碰撞的疑慮?

(A)正面, 高速由左至右 (B)正面, 慢速由右至左 (C)正面, 靜止不動, 逐漸變大

原始題號:0013652 題組:0 難易度:易

(A) 112. 在何種情況下大型航機產生的翼尖渦流強度最大?

(A)大重量, 慢速, 收輪及收外型 (B)大重量, 慢速, 放輪及放外型 (C)大重量, 高速, 放輪及放外型

原始題號:0013653 題組:0 難易度:易

(A) 113. 在大型航機後方產生的亂流僅在何時產生?

(A)產生昇力時 (B)高速飛行時 (C)使用大推力時

原始題號:0013654 題組:0 難易度:易

(A) 114. 大型航機所產生的翼尖渦流的特性為何?

(A)下沉並產生亂流 (B)從地面爬升至 traffic pattern altitude (C)在開始起飛滾行點累積, 並持續一段時間

原始題號:0013655 題組:0 難易度:易

(B) 115. 為避免前架次起飛航機的翼尖渦流, 飛行員應注意?

(A)在通過前架次起飛航機的軌跡後再離地 (B)爬高並保持在起飛航機的軌跡的上風邊 (C)保持在起飛航機的軌跡的下方

原始題號:0013656 題組:0 難易度:中

(A) 116. 在巡航中與航管通話失效, 飛行員應如何選擇下降進場的時機?

(A)到達儀器進場的 IAF(initial approach fix)時, 但不早於航管許可之飛行計劃的 ETA. (B)到達儀器進場的待命點(Holding fix), 且時間為ETA加減3分鐘以內. (C)在飛行計劃的ETA到達儀器進場的主要 IAF(Primary initial approach fix)時, 或航管指示之EFC時間, 取其晚者.

原始題號:0013657 題組:0 難易度:中

(C) 117. 飛行員在IMC情況並正處於雷達引導中, 若與航管通話失效, 應做何處置?

(A)直飛IFR flight plan下一個航點, 並繼續照計劃飛行 (B)Squawk 7700並爬高至VFR飛行狀況 (C)直飛雷達引導所指示的航點或航路

原始題號:0013658 題組:0 難易度:中

(A) 118. 飛行員在IMC情況中與航管通話失效, 飛航高度應如何選擇?

(A)最後許可高度, 航管指示可預期的高度, 或MEA, 取最高者. (B)不低於為該航路上之最高地障加1000呎 (C)高於該航路MEA的VFR高度

原始題號:0013659 題組:0 難易度:中

(C) 119. 飛行員對TCAS advisory 做出反應動作, 而偏離航管許可, 應通知航管並

(A)保持改變後的航向及高度, 因航管仍有radar contact (B)請求新的航管許可 (C)在TCAS traffic無影響後, 立即回復保持原先的航管許可

原始題號:0013660 題組:0 難易度:易

(C) 120. 座艙通話記錄(CVR)及飛航資料記錄(FDR)的內容僅能用於何者用途?

(A)誰應為事故或意外負責. (B)民事賠償或認證的證據 (C)造成事故或意外的可能原因

原始題號:0013661 題組:0 難易度:易

(B) 121. Precision Approach Path Indicator (PAPI)的組成為何?

(A)平行跑道, 1排4個燈, 有紅, 白及綠燈. (B)垂直跑道, 1排4個燈, 有紅燈及白燈. (C)單一的燈箱, 投射紅白兩色

原始題號:0013662 題組:0 難易度:易

(B) 122. 雙引擎飛機單發失效時性能損失為何?

(A)巡航空速減少50% (B)爬升性能至少減少50% (C)所有性能減少50%

原始題號:0013663 題組:0 難易度:易

(A) 123. 高海拔機場落地時航機的地速有何特性?

(A)較平地為高 (B)較平地為低 (C)與平地相同

原始題號:0013664 題組:0 難易度:易

(C) 124. 遭遇尾風時為保持"最佳巡航", 航機應?

(A)增加空速 (B)保持相同空速 (C)減少空速

原始題號:0013665 題組:0 難易度:中

(B) 125. 何為viscous hydroplaning?

(A) the airplane rides on standing water. (B) a film of moisture covers the painted or rubber-coated portion of the runway. (C) the tires of the airplane are actually riding on a mixture of steam and melted rubber.

原始題號:0013666 題組:0 難易度:中

(A) 126. 下列現象屬何種 hydroplaning ? occurs when an airplane's tire is effectively held off a smooth runway surface by steam generated by

(A) Reverted rubber hydroplaning. (B) Dynamic hydroplaning. (C) Viscous hydroplaning.

原始題號:0013667 題組:0 難易度:中

(C) 127. " transient compressor stall" 有何特性?

(A) Loud, steady roar accompanied by heavy shuddering. (B) Sudden loss of thrust accompanied by a loud whine. (C) Intermittent 'bang,' as backfires and flow reversals take place.

原始題號:0013668 題組:0 難易度:中

(A) 128. 反推力應如何應用以利減少落地距離?

(A)落地後立即使用 (B)著地前使用 (C)使用最大煞車後

原始題號:0013669 題組:0 難易度:易

(C) 129. 如何減少起飛距離?

(A)晚帶桿 (B)稀薄的空氣 (C)頂風增加

原始題號:0013670 題組:0 難易度:易

(A) 130. 何時需要有起飛備降站?

(A)起飛站的天氣低於落地標準 (B)起飛站之ETD天氣等於落地標準 (C)目的地機場天氣低於VFR標準

原始題號:0013671 題組:0 難易度:易

(B) 131. 雙引擎飛機所需之起飛備降站最遠距離為何?

- (A) 1 hour at normal cruise speed in still air with both engines operating. (B) 1 hour at normal cruise speed in still air with one engine operating. (C) 2 hours at normal cruise speed in still air with one engine operating.

原始題號:0013672 題組:0 難易度:易

(B) 132. 四引擎飛機所需之起飛備降站最遠距離為何?

- (A) Not more than 2 hours at cruise speed with one engine inoperative. (B) Not more than 2 hours at normal cruise speed in still air with one engine inoperative. (C) Not more than 1 hour at normal cruise speed in still air with one engine inoperative.

原始題號:0013673 題組:0 難易度:易

(C) 133. 當收到機場天氣報告低於進場標準時, 在何種情況下飛行員得繼續前進下降至DH?

- (A) 此儀器進場為雷達引導 (B) 通過FAF時收到此天氣報告 (C) 進入 final approach segment才收到此天氣報告

原始題號:0013674 題組:0 難易度:易

(A) 134. 在何種高度以下(巡航除外), 非與安全相關之活動在駕駛艙內應被禁止?

- (A) 10,000 feet. (B) 14,500 feet. (C) FL 180.

原始題號:0013675 題組:0 難易度:易

(C) 135. 哪些情況對飛航組員應視為 critical phase of flight ?

- (A) Taxi, takeoff, landing, and all other operations conducted below 10,000 feet MSL, including cruise flight. (B) Descent, approach, landing, and taxi operations, irrespective of altitudes MSL. (C) Taxi, takeoff, landing, and all other operations conducted below 10,000 feet, excluding cruise flight.

原始題號:0013676 題組:0 難易度:中

(C) 136. 距離clearance limit三分鐘以內且未獲得航管further clearance, 飛行員應做何處置?

- (A) 假設通話失效並繼續進場 (B) 保持巡航速度計畫待命等待航管指示 (C) 減速至袋命速度準備待命

原始題號:0013677 題組:0 難易度:中

(B) 137. 當PIC預期巡航中結冰情形將嚴重影響飛安, 下列處置何者為妥?

- (A) 爬升至較高的高度繼續前往目的地 (B) PIC不可繼續飛在結冰區內 (C) 若所有的 anti-icing 及 deicing equipment正常運作則可繼續前往目的地

原始題號:0013678 題組:0 難易度:易

(B) 138. 起飛前發現機翼上積雪, 飛行員應做何處置?

- (A) 儘量掃除, 若有殘餘應刨平 (B) 確認積雪清除再起飛 (C) Vr增加15 kt以吹落積雪

原始題號:0013679 題組:0 難易度:易

(C) 139. Microburst約持續多久?

- (A) 5分鐘 (B) 可持續1個小時 (C) 很少超過15分鐘

原始題號:0013680 題組:0 難易度:易

(C) 140. Microburst的Maximum downdrafts最大可至多少?

(A)1,500 ft/min. (B) 4,500 ft/min. (C)6,000 ft/min.

原始題號:0013681 題組:0 難易度:中

(B) 141. 航機正遭遇40kt頂風,若再遇上Microburst,最大風切可達幾哩?

(A)40 knots. (B) 80 knots. (C) 90 knots.

原始題號:0013682 題組:0 難易度:中

(C) 142. 頂風轉為靜風,儀表會如何顯示?

(A) Indicated airspeed decreases, aircraft pitches up, and altitude decreases.

(B) Indicated airspeed increases, aircraft pitches down, and altitude increases

(C) Indicated airspeed decreases, aircraft pitches down, and altitude decreases.

原始題號:0013683 題組:0 難易度:易

(C) 143. 何種情況會造成空速及仰角增加,及下沉率減少?

(A)頂風突然減少 (B)尾風突然增加 (C)頂風突然增加

原始題號:0013684 題組:0 難易度:易

(C) 144. 尾風轉為靜風,儀表會如何顯示?

(A)高度增加,姿態及空速減少 (B)高度,姿態及空速都減少 (C)高度,姿態及空速都增加

原始題號:0013685 題組:0 難易度:中

(C) 145. 遭遇風切空速及昇力減少時飛行員應做何處置?

(A)減低仰角重新獲得空速 (B)避免overstressing航機,使用最大馬力,以姿態控制空速 (C)保持或增加仰角,允許比正常較低的空速指示

原始題號:0013686 題組:0 難易度:易

(B) 146. 何種風切會造成空速減少?

(A)頂風或尾風減少 (B)頂風減少及尾風增加 (C)頂風增加及尾風減少

原始題號:0013687 題組:0 難易度:易

(C) 147. 何種風切會造成空速增加?

(A)頂風減少及尾風增加 (B)頂風及尾風增加 (C)頂風增加及尾風減少

原始題號:0013688 題組:0 難易度:易

(B) 148. Severe wind shear之定義為何?

(A)Any rapid change of horizontal wind shear in excess of 25 knots; vertical shear excepted. (B)Any rapid change in wind direction or velocity which causes airspeed changes greater than 15 knots or vertical speed changes greater than 500 ft/min. (C)Any change of airspeed greater than 20 knots which is sustained for more than 20 seconds or vertical speed changes in excess of 100 ft/min.

原始題號:0013689 題組:0 難易度:易

(C) 149. 通過 microburst航機空速之變化最高可達?

(A) 15 knots. (B) 25 knots. (C)45 knots.

原始題號:0013690 題組:0 難易度:易

- (A) 150. 起飛時尾風增加之風切, 會如何影響航機性能?
(A)空速減少 (B)減少起飛距離 (C)增加爬昇性能

原始題號:0013691 題組:0 難易度:易

- (B) 151. 航機在下滑道上下降, 油門正保持空速, 何種儀表顯示可代表遭遇頂風轉尾風之風切?
(A)姿態: 增加 下降率: 增加 空速:減少後增加 (B)姿態: 增加 下降率: 減少 空速:增加後減少 (C)姿態: 減少 下降率: 減少 空速:減少後增加

原始題號:0013692 題組:0 難易度:易

- (C) 152. Microburst中的下沉率可最大高達?
(A) 8,000 ft/min. (B) 7,000 ft/min. (C)6,000 ft/min.

原始題號:0013693 題組:0 難易度:中

- (C) 153. 航機正遭遇45kt頂風, 若再遇上Microburst, 最大風切可達幾哩?
(A) 40 knots. (B)80 knots. (C)90 knots.

原始題號:0013694 題組:0 難易度:易

- (C) 154. Microburst大約約持續多久?
(A)2分鐘, 最強風約1分鐘 (B)可持續2至4個小時 (C)很少超過15分鐘

原始題號:0013695 題組:0 難易度:中

- (B) 155. Troposphere之特性為何?
(A) It contains all the moisture of the atmosphere. (B)There is an overall decrease of temperature with an increase of altitude. (C) The average altitude of the top of the troposphere is about 6 miles.

原始題號:0013696 題組:0 難易度:易

- (A) 156. 造成地球天氣變化的主因為何?
(A)日照 (B)地表氣壓變化 (C)乾地與濕地之氣團移動

原始題號:0013697 題組:0 難易度:易

- (C) 157. Ground-based inversion之特性為何?
(A)地表發生幅合現象 (B)低溫 (C)能見度差

原始題號:0013698 題組:0 難易度:中

- (A) 158. 伴隨逆溫之天氣現象為何?
(A)穩定的氣團 (B)不穩定的氣團 (C)氣團型雷雨胞

原始題號:0013699 題組:0 難易度:易

- (A) 159. 一天中的最低溫通常發生在何時?
(A)日出後 (B)日出前一小時 (C)午夜

原始題號:0013700 題組:0 難易度:中

- (B) 160. 北半球的哪些區域通常會發生由東到西的天氣系統移動?
(A)極圈 (B)極圈與副熱帶 (C)副熱帶

原始題號:0013701 題組:0 難易度:中

(B) 161. 爬升過程中遭遇Freezing rain代表？

(A)繼續爬升最多只會有輕度結冰現象 (B)上方將有偏暖氣團 (C)高空冰珠因偏暖氣團轉為降雨

原始題號:0013702 題組:0 難易度:易

(C) 162. 風切之重要特性為何？

(A)主要伴隨雷雨產生 (B)主要伴隨雷雨產生,亦發生於逆溫之天氣 (C)可能發生於任何空層

原始題號:0013703 題組:0 難易度:易

(C) 163. 下列塔台報告代表何義: SOUTH BOUNDARY WIND ONE SIX ZERO AT TWO FIVE, WEST BOUNDARY WIND TWO FOUR ZERO AT THREE FIVE

(A)機場中央有下沉氣流 (B)跑道西方有機尾擾流 (C)機場附近有風切現象 (D)There is a possibility of wind shear over or near the airport.

原始題號:0013704 題組:0 難易度:中

(C) 164. 積雲穿越層雲會對儀器飛航產生何種威脅？

(A)Freezing rain. (B) Clear air turbulence. (C)Embedded thunderstorms.

原始題號:0013705 題組:0 難易度:易

(B) 165. 何種雲系會產生強烈亂流？

(A) Nimbostratus. (B) Standing lenticular. (C)Cirrocumulus.

原始題號:0013706 題組:0 難易度:易

(B) 166. 雷雨在成熟階段有何天氣現象？

(A)開始出現鉗狀雲 (B)地表開始降雨 (C)雲之生成率最大

原始題號:0013707 題組:0 難易度:易

(C) 167. 雷雨在初始階段有何天氣現象？

(A)地表開始降雨 (B)經常閃電 (C)持續的抬升現象

原始題號:0013708 題組:0 難易度:易

(C) 168. "Embedded thunderstorms"可能表示哪些天氣現象？

(A) Severe thunderstorms are embedded in a squall line. (B)Thunderstorms are predicted to develop in a stable air mass. (C)Thunderstorms are obscured by other types of clouds.

原始題號:0013709 題組:0 難易度:中

(B) 169. 哪裡最常發生 Squall lines?

(A)四錮鋒 (B)冷鋒之前 (C)滯留鋒之後

原始題號:0013710 題組:0 難易度:易

(C) 170. 雷雨所造成之風切在哪個位置危害最大？

(A) In front of the thunderstorm cell (anvil side) and on the southwest side of the cell. (B)Ahead of the roll cloud or gust front and directly under the anvil cloud. (C)On all sides and directly under the thunderstorm cell.

原始題號:0013711 題組:0 難易度:易

- (A) 171. 遭遇 " sharp pressure trough" 所產生之風切時, 飛行員應做何考量?
(A) Establish a course across the trough. (B) Climb or descend to a smoother level.
(C) Increase speed to get out of the trough as soon as possible.

原始題號:0013712 題組:0 難易度:易

- (B) 172. 航機在下滑道上下降, 何種儀表顯示可代表遭遇頂風減少之風切?
(A) Less power is required. (B) Higher pitch attitude is required. (C) Lower descent rate is required.

原始題號:0013713 題組:0 難易度:易

- (B) 173. 何種降水代表有"過冷水"之存在?
(A) Wet snow. (B) Freezing rain. (C) Ice pellets.

原始題號:0013714 題組:0 難易度:易

- (C) 174. 遭遇噴射氣流所產生的亂流, 且風向為頂風或尾風時, 飛行員應做何考量?
(A) Increase airspeed to get out of the area quickly. (B) Change course to fly on the polar side of the jetstream. (C) Change altitude or course to avoid a possible elongated turbulent area.

原始題號:0013715 題組:0 難易度:易

- (A) 175. 遭遇噴射氣流所產生的亂流, 考慮變換高度時, 飛行員應做何考量?
(A) Descend if ambient temperature is falling. (B) Descend if ambient temperature is rising. (C) Maintain altitude if ambient temperature is not changing.

原始題號:0013716 題組:0 難易度:易

- (C) 176. 15000呎AGL以上, 且與雲之形成無關之亂流稱為?
(A) convective turbulence. (B) convective turbulence. (C) high altitude turbulence. (D) clear air turbulence.

原始題號:0013717 題組:0 難易度:易

- (A) 177. 晴空亂流會出現的位置大概為何?
(A) In an upper trough on the polar side of a jetstream. (B) Near a ridge aloft on the equatorial side of a high pressure flow. (C) Downstream of the equatorial side of a jetstream.

原始題號:0013718 題組:0 難易度:易

- (C) 178. 下列何者為目的地機場ETA天氣預報的主要來源?
(A) Low-Level Prog Chart. (B) Radar Summary and Weather Depiction Charts. (C) Terminal Aerodrome Forecast.

原始題號:0013719 題組:0 難易度:易

- (B) 179. TAF中只會顯示何種類型的雲?
(A) Altocumulus (B) Cumulonimbus (C) Stratocumulus

原始題號:0013720 題組:0 難易度:中

- (A) 180. 如何定義下述亂流 : causes slight, rapid, and somewhat rhythmic bumpiness without appreciable changes in attitude or altitude, less than one-third of the time
(A)Occasional light chop. (B) Moderate turbulence. (C) Moderate chop.

原始題號:0013721 題組:0 難易度:中

- (B) 181. 如何定義下述亂流 : causes changes in altitude and/or attitude more than two-thirds of the time, with the aircraft remaining in positive control at all times
(A)Continuous severe chop. (B)Continuous moderate turbulence. (C)Intermittent moderate turbulence.

原始題號:0013722 題組:0 難易度:中

- (C) 182. 如何定義下述亂流 : momentarily causes slight, erratic changes in altitude and/or attitude, one-third to two-thirds of the time
(A)Occasional light chop. (B) Moderate chop. (C) Intermittent light turbulence.

原始題號:0013723 題組:0 難易度:中

- (C) 183. 積冰, 積雪及積霜會造成航機性能如何?
(A)失速速度降低 (B)仰角有降低傾向 (C)失速攻角減少

原始題號:0013724 題組:0 難易度:中

- (A) 184. 積冰, 積雪及積霜會造成航機性能如何?
(A)失速速度提高 (B)仰角有降低傾向 (C)失速攻角增加

原始題號:0013725 題組:0 難易度:中

- (B) 185. 積冰, 積雪及積霜會造成航機升力減少及?
(A)推力增加 (B)失速速度提高 (C)失速速度降低

原始題號:0013726 題組:0 難易度:易

- (B) 186. 在TAF中, 預報靜風如何表示?
(A)VRB00KT. (B)00000KT. (C)00003KT.

原始題號:0013540 題組:0 難易度:易

- (C) 187. The maximum indicated airspeed that an aircraft may be flown in Class B airspace, after departing the primary airport, while at 1,700 feet AGL and 3.5 nautical miles from the airport is
(A)200 knots. (B)230 knots. (C)250 knots.

原始題號:0013541 題組:0 難易度:易

- (A) 188. What pilot certification and aircraft equipment are required for operating in Class C airspace?
(A)No specific certification but a two-way radio. (B)At least a Private pilot certificate and two-way radio. (C)At least a Private pilot certificate, two-way radio, and a TS0-C74b transponder.

原始題號:0013542 題組:0 難易度:中

- (A) 189. What service are provided for aircraft operating within Class C airspace?
(A)Sequencing of arriving aircraft, separation of aircraft(except between VFR aircraft), and traffic advisories. (B)Sequencing of arriving aircraft, separation of aircraft(except VFR aircraft), separation between all aircraft, and traffic advisories. (C)Sequencing of arriving aircraft, separation between all aircraft, and traffic advisories.

原始題號:0013543 題組:0 難易度:中

- (A) 190. What service are provided for aircraft operating within the outer area of Class C airspace?
(A)The same as within Class C airspace when communications and radar contact is established. (B)Radar vectors to and from secondary airports within the outer area. (C)Basic radar service only when communications and radar contact is established.

原始題號:0013544 題組:0 難易度:中

- (B) 191. Hold line markings at the intersection of taxiways and runways consist of four lines(two solid and two dashed) that extend across the width of the taxiway. These lines are
(A)white in color and the dashed lines are nearest the runway. (B)yellow in color and the dashed lines are nearest the runway. (C)yellow in color and the solid lines are nearest the runway.

原始題號:0013545 題組:0 難易度:易

- (B) 192. When instructed by ATC to "Hold short of a runway(ILS critical area, etc.)" the pilot should stop
(A)with the nose gear on the hold line. (B)so that no part of the aircraft extends beyond with the hold line. (C)so the deck area of the aircraft is even with the hold line.

原始題號:0013546 題組:0 難易度:中

- (C) 193. You have just landed at JFK and the tower tells you to call ground control when clear of the runway. You are considered clear of runway when
(A)the aft end of the aircraft is even with the taxiway location sign. (B)the flight deck area of the aircraft is even with the hold line. (C)all parts of the aircraft have crossed the hold line.

原始題號:0013547 題組:0 難易度:易

- (A) 194. Holding position signs have
(A)white inscriptions on a red background. (B)red inscriptions on a white background. (C)yellow inscriptions on a red background.

原始題號:0013548 題組:0 難易度:易

- (B) 195. The "runway hold position" sign denotes
(A)intersecting runways. (B)an entrance to runway from a taxiway. (C)an area protected for an aircraft approaching a runway.

原始題號:0013549 題組:0 難易度:易

- (C) 196. airport information signs, used to provide destination or information, have
(A)yellow inscriptions on a black background. (B)white inscriptions on a black background. (C)black inscriptions on a yellow background.

原始題號:0013550 題組:0 難易度:中 (R20190708)

- (B) 197. Identity runway remaining lighting on centerline lighting systems.
(A)Amber lights from 3,000 feet to 1,000 feet, then alternate red and white lights to the end. (B)Alternate red and white lights from 3,000 feet to 1,000 feet, then red lights to the end. (C)Alternate red and white lights from 3,000 feet to the end of the runway.

原始題號:0013551 題組:0 難易度:中

- (A) 198. Identify the runway distance remaining markers.
(A)Signs with increment of 1,000 feet distance remaining. (B)Red markers lately placed across the runway at 3,000 feet from the end. (C)Yellow marker laterally placed across the runway with signs on the side denoting distance to end.

原始題號:0013552 題組:0 難易度:中

- (A) 199. Identify touchdown zone lighting (TDZL)
(A)Two rows of transverse light bars disposed symmetrically about the runway centerline. (B)Flush centerline lights spaced at 50-foot intervals extending through the touchdown zone. (C)Alternate white and green centerline lights extending from 75 feet from the threshold through the touchdown zone.

原始題號:0013553 題組:0 難易度:中

- (A) 200. What is the purpose of REIL?
(A)Identification of a runway surrounded by a preponderance of other lighting. (B)Identification of a touchdown zone to prevent landing short. (C)Establish visual descent guidance information during an approach.

原始題號:0013554 題組:0 難易度:易

- (B) 201. What minimum aircraft equipment is required for operation within Class C airspace?
(A)Two-way communications. (B)Two-way communications and transponder. (C)Transponder and DME.

原始題號:0013555 題組:1 難易度:易 (R20130125)

- (C) 202. (refer to figure 1)this is an example of(如圖A42_Fig1)
(A)an ILS Critical area holding Position Sign. (B)a runway Boundary Sign. (C)an ILS Critical Area Boundary Sign.

題目圖：

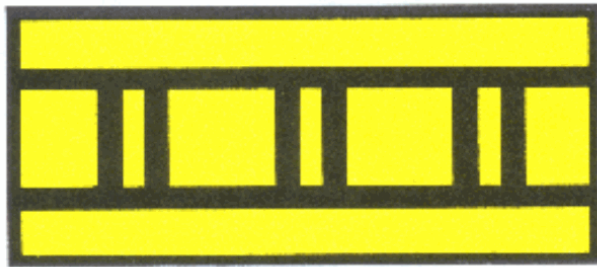


FIGURE 157.—Airport Sign.

原始題號:0013556 題組:1 難易度:中 (R20130125)

- (A) 203. (refer to figure 2)What is the runway distance remaining at "A" for a daytime takeoff on runway 9?(如圖A42_Fig2)
(A)1,000 feet. (B)1,500 feet. (C)2,000 feet.

題目圖：

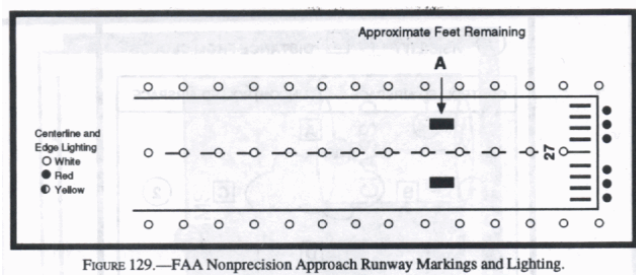


FIGURE 129.—FAA Nonprecision Approach Runway Markings and Lighting.

原始題號:0013557 題組:1 難易度:中 (R20130125)

- (C) 204. (refer to figure 3)What is the runway distance remaining at "B" for a daytime takeoff on runway 9?(如圖A42_Fig3)
(A)2,000 feet. (B)2,500 feet. (C)3,000 feet.

題目圖：

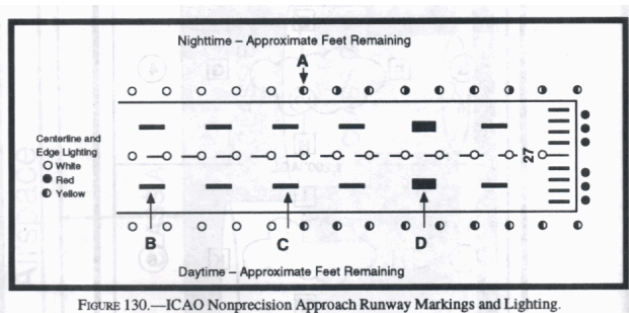


FIGURE 130.—ICAO Nonprecision Approach Runway Markings and Lighting.

原始題號:0013558 題組:2 難易度:中 (R20130125)

- (B) 205. (refer to figure 3)What is the runway distance remaining at "C" for a daytime takeoff on runway 9?(如圖A42_Fig3)
(A)2,500 feet. (B)2,000 feet. (C)1,500 feet.

題目圖：

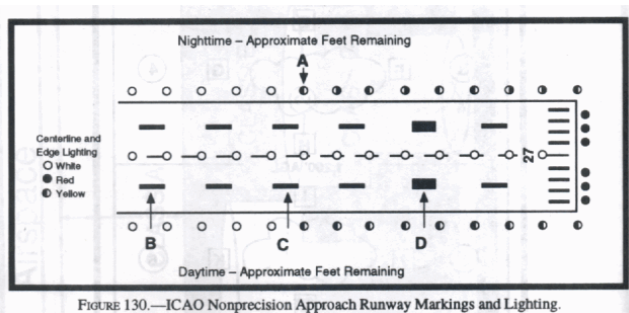


FIGURE 130.—ICAO Nonprecision Approach Runway Markings and Lighting.

原始題號:0013559 題組:3 難易度:中 (R20130125)

- (B) 206. (refer to figure 3)What is the runway distance remaining at "D" for a daytime takeoff on runway 9?(如圖A42_Fig3)
(A)500 feet. (B)1,000 feet. (C)1,500 feet.

題目圖：

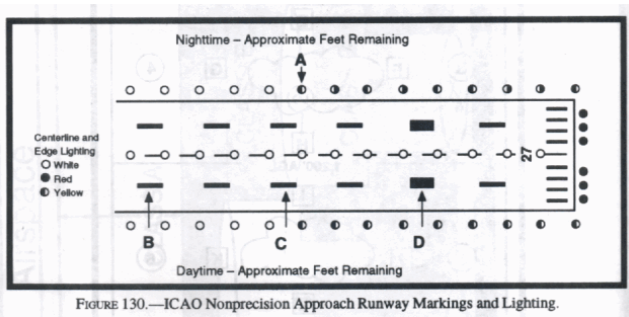


FIGURE 130.—ICAO Nonprecision Approach Runway Markings and Lighting.

原始題號:0013560 題組:4 難易度:中 (R20130125)

- (B) 207. (refer to figure 3)What is the runway distance remaining at "A" for a nighttime takeoff on runway 9?(如圖A42_Fig3)
(A)1,000 feet. (B)2,000 feet. (C)2,500 feet.

題目圖：

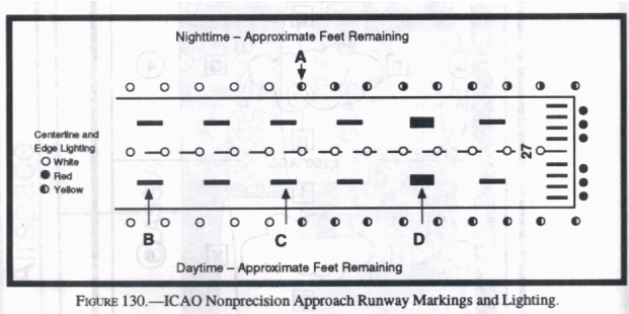


FIGURE 130.—ICAO Nonprecision Approach Runway Markings and Lighting.

原始題號:0013561 題組:1 難易度:中 (R20130125)

- (A) 208. (refer to figure 4)What is the runway distance remaining at "D" for a daytime takeoff on runway 9?(如圖A42_Fig4)
(A)3,000 feet. (B)2,500 feet. (C)1,500 feet.

題目圖：

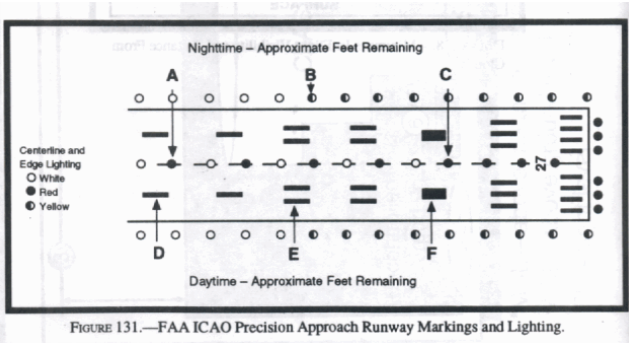


FIGURE 131.—FAA ICAO Precision Approach Runway Markings and Lighting.

原始題號:0013562 題組:2 難易度:中 (R20130125)

- (B) 209. (refer to figure 4)What is the runway distance remaining at "E" for a daytime takeoff on runway 9?(如圖A42_Fig4)
(A)1,500 feet. (B)2,000 feet. (C)2,500 feet.

題目圖：

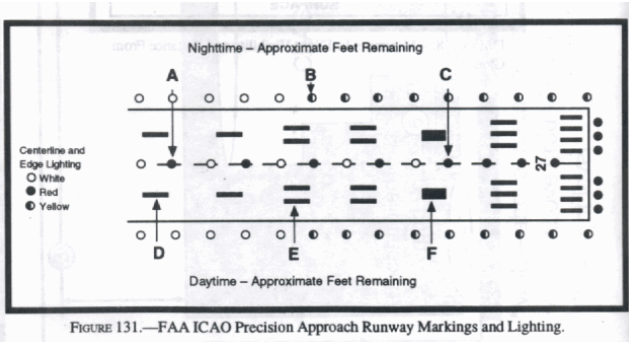
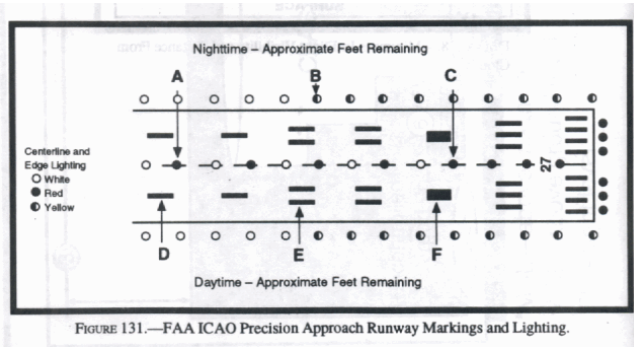


FIGURE 131.—FAA ICAO Precision Approach Runway Markings and Lighting.

原始題號:0013563 題組:3 難易度:中 (R20130125)

- (C) 210. (refer to figure 4)What is the runway distance remaining at "F" for a daytime takeoff on runway 9?(如圖A42_Fig4)
(A)2,000 feet. (B)1,500 feet. (C)1,000 feet.

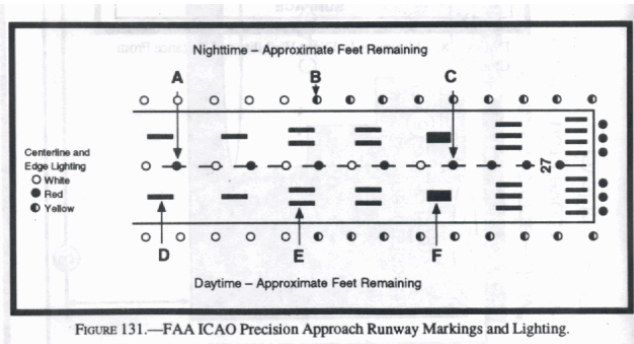
題目圖：



原始題號:0013564 題組:4 難易度:中 (R20130125)

- (B) 211. (refer to figure 4)What is the runway distance remaining at "A" for a nighttime takeoff on runway 9?(如圖A42_Fig4)
(A)2,000 feet. (B)3,000 feet. (C)3,500 feet.

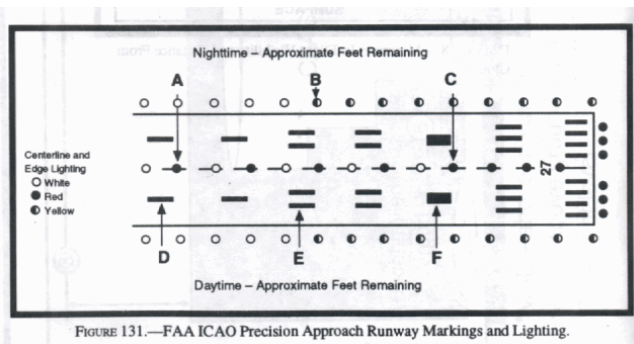
題目圖：



原始題號:0013565 題組:5 難易度:中 (R20130125)

- (A) 212. (refer to figure 4)What is the runway distance remaining at "C" for a nighttime takeoff on runway 9?(如圖A42_Fig4)
(A)1,000 feet. (B)1,500 feet. (C)1,800 feet.

題目圖：



原始題號:0013566 題組:6 難易度:中 (R20130125)

- (B) 213. (refer to figure 4)What is the runway distance remaining at "B" for a nighttime takeoff on runway 9?(如圖A42_Fig4)
(A)1,000 feet. (B)2,000 feet. (C)2,500 feet.

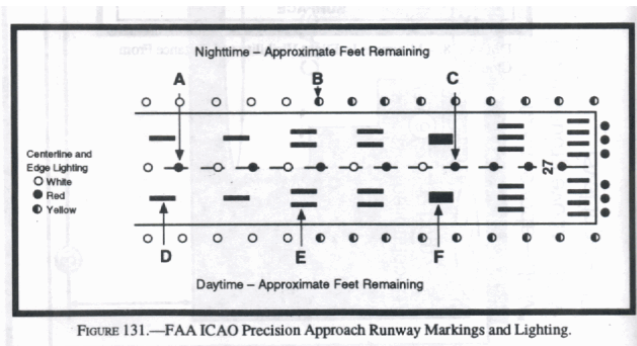


FIGURE 131.—FAA ICAO Precision Approach Runway Markings and Lighting.

原始題號:0013567 題組:0 難易度:中

(C) 214. Identify REIL

(A)Amber lights for the first 2,000 feet of runway. (B)Green lights at the threshold and red lights at far end of runway. (C)Synchronized flashing lights laterally at each side of the runway threshold.

原始題號:0013568 題組:0 難易度:易

(C) 215. How can a pilot identify a military airport at night?

(A)Green, yellow, and white beacon light. (B)White and red beacon light with dual flash of the white. (C)Green and white beacon light with dual flash of the white.

原始題號:0013569 題組:0 難易度:易

(A) 216. How can a pilot identify a lighted heliport at night?

(A)Green, yellow, and white beacon light. (B)White and red beacon light with dual flash of the white. (C)Green and white beacon light with dual flash of the white.

原始題號:0013570 題組:0 難易度:易

(B) 217. What is the advantage of a three-bar VASI?

(A)Pilots have a choice of glide angles. (B)A normal glide angle is afforded both high and low cockpit aircraft. (C)The three-bar VASI is much more visible and can be used at a greater height.

原始題號:0013571 題組:0 難易度:易

(C) 218. The higher glide slope of the three-bar VASI is intended for use by

(A)high performance aircraft. (B)helicopters. (C)high cockpit aircraft.

原始題號:0013572 題組:0 難易度:易

(B) 219. A pilot of a high performance airplane should be aware that flying a steeper-than-normal VASI glide slope angle may result in

(A)a hard landing. (B)increase landing rollout. (C)landing short of the runway threshold.

原始題號:0013573 題組:0 難易度:易

(B) 220. What does the tri-color VASI consist of

(A)Three light bars; red, green, and amber. (B)One light projector with three colors; red, green. And amber. (C)Three glide slopes, each a different color; red, green. And amber.

原始題號:0013574 題組:0 難易度:易

(B) 221. Which color on a tri-color VASI is a "high" indication?

(A)Red. (B)Amber. (C)Green.

原始題號:0013575 題組:0 難易度:易

(C) 222. Which color on a tri-color VASI is an "on course" indication?

(A)Red. (B)Amber. (C)Green.

原始題號:0013576 題組:0 難易度:易

(A) 223. Which color on a tri-color VASI is a "low" indication?

(A)Red. (B)Amber. (C)Green.

原始題號:0013577 題組:0 難易度:易

(A) 224. What is the normal range of the tri-color VASI at night?

(A)5 miles. (B)10 miles. (C)15 miles.

原始題號:0013578 題組:0 難易度:易

(A) 225. What are the indications of precision Approach Path Indicator (PAPI)?

(A)High-white, on glidepath-red and white; low-red. (B)High-white, on glidepath-green and white; low-red. (C)High-white and green, on glidepath-green low-red.

原始題號:0013579 題組:0 難易度:中

(B) 226. Land and Hold Short Operations (LAHSO) include landing and holding short:

(A)of an intersecting runway only. (B)of some designated point on the runway. (C)only of an intersecting runway or taxiway.

原始題號:0013580 題組:0 難易度:中

(B) 227. A Land and Hold Short Operation (LAHSO) clearance, that the pilot accepts:

(A)must be adhered to. (B)does not preclude a reject landing. (C)precludes a rejected landing.

原始題號:0013581 題組:0 難易度:中

(B) 228. What is the one limitation when filing a random RNAV route on an IFR flight plan?

(A)The waypoints must be located within 200 NM of each other. (B)The entire route must be in radar environment. (C)the waypoints, only be defined by degree-distance fixes based on appropriate navigational aids.

原始題號:0013582 題組:0 難易度:中 (R20180823)

(B) 229. When a speed adjustment is necessary to maintain separation, what minimum speed may ATC request of an arrival turbojet aircraft operating below FL150?

(A)200 knots. (B)220 knots. (C)250 knots.

原始題號:0013583 題組:0 難易度:中 (R20180823)

- (C) 230. When a speed adjustment is necessary to maintain separation, what minimum speed may ATC request of a turbojet aircraft departing an airport?
(A)188 knots. (B)210 knots. (C)230 knots.

原始題號:0013584 題組:0 難易度:易

- (A) 231. When is DME required for an instrument flight?
(A)At or above 24,000 feet MSL if VOR navigational equipment is required. (B)In terminal radar service areas. (C)Above 12,500 feet MSL.

原始題號:0013585 題組:0 難易度:易 (R20160719)

- (B) 232. The visibility criteria for a particular instrument approach procedure is RVR 4,000 feet. What minimum ground visibility may be substituted for the RVR value?
(A)5/8 SM. (B)3/4 SM. (C)7/8 SM.

原始題號:0013586 題組:0 難易度:易 (R20180823)

- (B) 233. The prescribed visibility criteria of RVR 3000 ft for the runway of intended operation is not reported. What minimum ground visibility may be used instead of RVR value?
(A)3/8 SM. (B)5/8 SM. (C)3/4 SM.

原始題號:0013587 題組:0 難易度:易 (R20180823)

- (A) 234. What minimum ground visibility may be used instead of a prescribed visibility criteria of RVR 1600 ft when that RVR value is not reported?
(A)1/4 SM. (B)3/4 SM. (C)3/8 SM.

原始題號:0013588 題組:0 難易度:易

- (A) 235. Assuming that all ILS components are operating and the required visual reference are not acquired, the missed approach should be initiated upon
(A)arrival at the DH on the glide slope. (B)arrival at the visual descent point.
(C)expiration of the time listed on the approach chart for missed approach.

原始題號:0013589 題組:0 難易度:易

- (B) 236. What action should be taken when a pilot is "cleared for approach " while being radar vectored on an unpublished route?
(A)Descend to minimum vector altitude. (B)Remain at last assigned altitude until established on a published route segment. (C)Descend to initial approach fix altitude.

原始題號:0013590 題組:0 難易度:易

- (B) 237. If being radar vectored to the final approach course of a published instrument approach that specifies "NO PT," the pilot should
(A)advise ATC that a procedure turn will not be execute. (B)not execute the procedure turn unless specifically cleared to do so by ATC. (C)execute a holding-pattern type procedure turn.

原始題號:0013591 題組:0 難易度:中

- (B) 238. What altitude is a pilot authorized to fly when cleared for an ILS approach?
The pilot
(A) may begin a descent to the procedure turn altitude. (B) must maintain the last assigned altitude until established on a published route or segment of the approach with published altitudes. (C) may descend from the assigned altitude only when established on the final approach course.

原始題號:0013592 題組:0 難易度:中

- (C) 239. When must the pilot initiate a missed approach procedure from an ILS approach?
(A) At the DH when the runway is not clearly visible. (B) When the time has expired after reaching the DH and the runway environment is not clearly visible. (C) At the DH, if the visual reference for the intended runway are not distinctly visible or anytime thereafter the visual reference is lost.

原始題號:0013593 題組:0 難易度:易

- (A) 240. When may ATC request a detailed report on an emergency even though a rule has not been violated?
(A) When priority has been given. (B) Anytime an emergency occurs. (C) When the emergency occurs in controlled airspace.

原始題號:0013594 題組:0 難易度:易 (R20180823)

- (C) 241. What is the maximum indicated airspeed an aircraft may be operated below 10,000 ft within Class B airspace?
(A) 180 knots. (B) 230 knots. (C) 250 knots.

原始題號:0013596 題組:0 難易度:易

- (B) 242. What is the maximum indicated airspeed a turbine powered aircraft may be operated below 10,000 feet MSL?
(A) 288 knots. (B) 250 knots. (C) 230 knots.

原始題號:0013597 題組:0 難易度:中

- (A) 243. If visual reference is lost while circling to land from an instrument approach, what action(s) should the pilot take?
(A) Make a climbing turn toward the landing runway until established on the missed approach course. (B) Turn toward the landing runway maintaining MDA, and if visual reference is not regained, perform missed approach. (C) Make a climbing turn toward the VOR/NDB, and request further instructions.

原始題號:0013598 題組:0 難易度:易

- (A) 244. What report should the pilot make at a clearance limit?
(A) Time and altitude/flight level arriving or leaving. (B) Time, altitude/flight level, and expected holding speed. (C) Time, altitude/flight level, expected holding speed, and inbound leg length.

原始題號:0013599 題組:0 難易度:中

- (A) 245. When using a flight director system, what rate of turn or bank angle should a pilot observe during turns in a holding pattern?
(A) 3° per second or 25° bank, whichever is less. (B) 3° per second or 30° bank, whichever is less. (C) 1-1/2° per second or 25° bank, whichever is less.

原始題號:0013600 題組:0 難易度:中

- (C) 246. When holding at an NDB, at what point should the timing begin for the second leg outbound?
(A) Abeam the holding fix or when the wings are level after completing the turn to the outbound heading, whichever occurs first. (B) At the end of a 1-minute standard rate turn after station passage. (C) When abeam the holding fix.

原始題號:0013601 題組:0 難易度:中 (R20141224)

- (B) 247. What minimum aircraft equipment is required for operation within Class C airspace?
(A) Two-way communications. (B) Two-way communications and transponder. (C) Transponder 及 DME.

原始題號:0013602 題組:0 難易度:易

- (A) 248. What services are provided for aircraft operating within Class C airspace?
(A) Sequencing of arriving aircraft, separation of aircraft (except between VFR aircraft), and traffic advisories. (B) Sequencing of arriving aircraft (except VFR aircraft), separation between all aircraft, and traffic advisories. (C) Sequencing of all arriving aircraft, separation between all aircraft, and traffic advisories.

原始題號:0013603 題組:0 難易度:中

- (B) 249. What is the purpose of MOAs?
(A) To protect military aircraft operations from civil aircraft. (B) To separate military training activities from IFR traffic. (C) To separate military training activities from both IFR and VFR traffic.

原始題號:0013604 題組:0 難易度:中

- (C) 250. Who is responsible for collision avoidance in an MOA?
(A) Military controllers. (B) ATC controllers. (C) Each pilot.

原始題號:0013605 題組:0 難易度:中

- (A) 251. When simultaneous approaches are in progress, how does each pilot receive radar advisories?
(A) On tower frequency. (B) On approach control frequency. (C) One pilot on tower frequency and the other on approach control frequency.

原始題號:0013606 題組:0 難易度:易

- (C) 252. When cleared to execute a published side-step maneuver, at what point is the pilot expected to commence this maneuver?
(A) At the published DH. (B) At the MDA published or a circling approach. (C) As soon as possible after the runway environment is in sight.

原始題號:0013607 題組:0 難易度:中

- (A) 253. When simultaneous ILS approaches are in progress, which of the following should approach control be advised of immediately?
(A) Any inoperative or malfunctioning aircraft receivers. (B) If a simultaneous ILS approach is desired. (C) If radar monitoring is desired to confirm lateral separation.

原始題號:0013608 題組:0 難易度:中

- (C) 254. Under what condition may a pilot cancel an IFR flight plan prior to completing the flight?
(A) Anytime it appears the clearance will cause a deviation from FARs. (B) Anytime within controlled airspace by contacting ARTCC. (C) Only if in VFR conditions in other than Class A airspace.

原始題號:0013609 題組:0 難易度:易

- (C) 255. What minimum information does an abbreviated departure clearance 'cleared as filed' include?
(A) Clearance limit and en route altitude. (B) Clearance limit, en route altitude, and SID, if appropriate. (C) Destination airport, en route altitude, and SID, if appropriate.

原始題號:0013610 題組:0 難易度:易

- (A) 256. Under what condition does a pilot receive a 'void time' specified in the clearance?
(A) On an uncontrolled airport. (B) When 'gate hold' procedures are in effect. (C) If the clearance is received prior to starting engines.

原始題號:0013611 題組:0 難易度:易

- (C) 257. What action should a pilot take if asked by ARTCC to 'VERIFY 9,000' and the flight is actually maintaining 8,000?
(A) Immediately climb to 9,000. (B) Report climbing to 9,000. (C) Report maintaining 8,000.

原始題號:0013612 題組:0 難易度:易

- (A) 258. Where are position reports required on an IFR flight on airways or routes?
(A) Over all designated compulsory reporting points. (B) Only where specifically requested by ARTCC. (C) When requested to change altitude or advise of weather conditions.

原始題號:0013613 題組:0 難易度:易

- (C) 259. Which reports are required when operating IFR in radar environment?
(A) Position reports, vacating an altitude, unable to climb 500 ft/min, and time and altitude reaching a holding fix or point to which cleared. (B) Position reports, vacating an altitude, unable to climb 500 ft/min, time and altitude reaching a holding fix or point to which cleared, average TAS exceeding 5 percent or 10 knots. (C) Vacating an altitude, unable to climb 500 ft/min, time and altitude reaching a holding fix or point to which cleared, a change in average TAS exceeding 5 percent or 10 knots, and leaving any assigned holding fix or point.

原始題號:0013614 題組:0 難易度:易

- (A) 260. Which reports are always required when on an IFR approach not in radar contact?
(A) Leaving FAF inbound or outer marker inbound and missed approach. (B) Leaving FAF inbound, leaving outer marker inbound or outbound, and missed approach. (C) Leaving FAF inbound, leaving outer marker inbound or outbound, procedure turn outbound and inbound, and visual contact with the runway.

原始題號:0013615 題組:0 難易度:易

- (C) 261. Pilots should notify controllers on initial contact that they have received the ATIS broadcast by?
(A) stating 'Have Numbers'. (B) stating 'Have Weather'. (C) repeating the alphabetical code word appended to the broadcast.

原始題號:0013616 題組:0 難易度:易

- (A) 262. What is the suggested time interval for filing and requesting an IFR flight plan?
(A) File at least 30 minutes prior to departure and request the clearance not more than 10 minutes prior to taxi. (B) File at least 30 minutes prior to departure and request the clearance at least 10 minutes prior to taxi. (C) File at least 1 hour prior to departure and request the clearance at least 10 minutes prior to taxi.

原始題號:0013617 題組:0 難易度:中

- (A) 263. How should the route of flight be defined on an IFR flight plan?
(A) A simplified route via airways or jet routes with transitions. (B) A route via airways or jet routes with VORs and fixes used. (C) A route via airways or jet routes with only the compulsory reporting points.

原始題號:0013618 題組:0 難易度:易

- (B) 264. How should an off-airway direct flight be defined on an IFR flight plan?
(A) The initial fix, the true course, and the final fix. (B) All radio fixes over which the flight will pass. (C) The initial fix, all radio fixes which the pilot wishes to be compulsory reporting points, and the final fix.

原始題號:0013619 題組:0 難易度:中

(B) 265. What is the primary purpose of a STAR?

(A) Provide separation between IFR and VFR traffic. (B) Simplify clearance delivery procedures. (C) Decrease traffic congestion at certain airports.

原始題號:0013620 題組:0 難易度:易

(A) 266. When does ATC issue a STAR?

(A) Only when ATC deems it appropriate. (B) Only to high priority flights. (C) Only upon request of the pilot.

原始題號:0013621 題組:0 難易度:中

(B) 267. What action(s) should a pilot take if vectored across the final approach course during an IFR approach?

(A) Continue on the last heading issued until otherwise instructed. (B) Contact approach control, and advise that the flight is crossing the final approach course. (C) Turn onto final, and broadcast in the blind that the flight has proceeded on final.

原始題號:0013622 題組:0 難易度:易

(C) 268. While being vectored to the final approach course of an IFR approach, when may the pilot descend to published altitudes?

(A) Anytime the flight is on a published leg of an approach chart. (B) When the flight is within the 10-mile ring of a published approach. (C) Only when approach control clears the flight for the approach.

原始題號:0013623 題組:0 難易度:易

(A) 269. When is radar service terminated while vectored for an IFR approach at an uncontrolled airport?

(A) Only upon landing or advised to change to advisory frequency. (B) When aligned on the final approach course. (C) When cleared for the approach.

原始題號:0013624 題組:0 難易度:中

(B) 270. When cleared for an IFR approach to an uncontrolled airport with no FSS, what precaution should the pilot take after being advised to change to advisory frequency?

(A) Monitor ATC for traffic advisories as well as UNICOM. (B) Broadcast position and intentions on the Common Traffic Advisory Frequency and monitor the frequency. (C) Wait until visual contact is made with the airport and then broadcast position and intentions to land on UNICOM.

原始題號:0013625 題組:0 難易度:易

(B) 271. What action is expected of an aircraft upon landing at a controlled airport?

(A) Continue taxiing in the landing direction until advised by the tower to switch to ground control frequency. (B) Exit the runway at the nearest suitable taxiway and remain on tower frequency until instructed otherwise. (C) Exit the runway at the nearest suitable taxiway and switch to ground control upon crossing the taxiway holding lines.

原始題號:0013626 題組:0 難易度:易

- (A) 272. What is the pilot's responsibility for clearance or instruction readback?
(A) Except for SIDs, read back altitude assignments, altitude restrictions, and vectors. (B) If the clearance or instruction is understood, an acknowledgment is sufficient. (C) Read back the entire clearance or instruction to confirm the message is understood.

原始題號:0013627 題組:0 難易度:易

- (C) 273. To assure expeditious handling of a civilian air ambulance flight, the word 'LIFEGUARD' should be entered in which section of the flight plan?
(A) Aircraft type/special equipment block. (B) Pilot's name and address block. (C) Pilot's name and address block.

原始題號:0013628 題組:0 難易度:易

- (C) 274. How should a pilot describe braking action?
(A) 00 percent, 50 percent, 75 percent, or 100 percent. (B) Zero-zero, fifty-fifty or normal. (C) Poor, fair, or good.

原始題號:0013629 題組:0 難易度:易

- (B) 275. Precision Runway Monitoring (PRM) is
(A) an airborne radar system for monitoring approaches to two runways. (B) a radar system for monitoring approaches to closely spaced parallel runways. (C) a high update rate radar system for monitoring multiple aircraft to a single runway.

原始題號:0013630 題組:0 難易度:易

- (C) 276. Except during an emergency, when can a pilot expect landing priority?
(A) When cleared for an IFR approach. (B) When piloting a large, heavy aircraft. (C) In turn, on a first-come, first-serve basis.

原始題號:0013631 題組:0 難易度:易

- (C) 277. If ATC requests a speed adjustment that is not within the operating limits of the aircraft, what action must the pilot take?
(A) Maintain an airspeed within the operating limitations as close to the requested speed as possible. (B) Attempt to use the requested speed as long as possible, then request a reasonable airspeed from ATC. (C) Advise ATC of the airspeed that will be used.

原始題號:0013632 題組:0 難易度:易

- (C) 278. When must the pilot initiate a missed approach procedure from an ILS approach?
(A) At the DH when the runway is not clearly visible. (B) When the time has expired after reaching the DH and the runway environment is not clearly visible. (C) At the DH, if the visual references for the intended runway are not distinctly visible or anytime thereafter that visual reference is lost.

原始題號:0013633 題組:0 難易度:易

- (B) 279. If being radar vectored to the final approach course of a published instrument approach that specifies 'NO PT,' the pilot should
(A) advise ATC that a procedure turn will not be executed. (B) not execute the procedure turn unless specifically cleared to do so by ATC. (C) execute a holding-pattern type procedure turn.

原始題號:0013634 題組:0 難易度:易

- (A) 280. Assuming that all ILS components are operating and the required visual references are not acquired, the missed approach should be initiated upon
(A) arrival at the DH on the glide slope. (B) arrival at the visual descent point. (C) expiration of the time listed on the approach chart for missed approach.

原始題號:0013635 題組:0 難易度:易

- (B) 281. What action should be taken when a pilot is 'cleared for approach' while being radar vectored on an unpublished route?
(A) Descend to minimum vector altitude. (B) Remain at last assigned altitude until established on a published route segment. (C) Descend to initial approach fix altitude.

原始題號:0013636 題組:0 難易度:易

- (C) 282. Under which condition, if any, may a pilot descend below DH or MDA when using the ALSF-1 approach light system as the primary visual reference for the intended runway?
(A) Under no condition can the approach light system serve as a necessary visual reference for descent below DH or MDA. (B) Descent to the intended runway is authorized as long as any portion of the approach light system can be seen. (C) The approach light system can be used as a visual reference, except that descent below 100 feet above TDZE requires that the red light bars be visible and identifiable.

原始題號:0013637 題組:0 難易度:易

- (B) 283. What altitude is a pilot authorized to fly when cleared for an ILS approach?
The pilot
(A) may begin a descent to the procedure turn altitude. (B) must maintain the last assigned altitude until established on a published route or segment of the approach. (C) may descend from the assigned altitude only when established on the final approach course.

原始題號:0013638 題組:0 難易度:易

- (C) 284. When proceeding to the alternate airport, which minimums apply?
(A) The IFR alternate minimums (B) 2000-3 for at least 1 hour before until 1 hour after the ETA. (C) The actual minimums shown on the IAP chart for the airport.

原始題號:0013639 題組:0 難易度:易

- (B) 285. What action should a pilot take when a clearance is received from ATC that appears to be contrary to a regulation?
(A) Read the clearance back in its entirety. (B) Request a clarification from ATC. (C) Do not accept the clearance.

原始題號:0013640 題組:0 難易度:易

- (B) 286. When cleared to execute a published side-step maneuver for a specific approach and landing on the parallel runway, at what point is the pilot expected to commence this maneuver?
(A) At the published minimum altitude for a circling approach. (B) As soon as possible after the runway or runway environment is in sight. (C) At the localizer MDA minimums and when the runway is in sight.

原始題號:0013641 題組:0 難易度:易

- (B) 287. An ATC 'instruction'
(A) is the same as an ATC 'clearance.' (B) is a directive issued by ATC for the purpose of requiring a pilot to take a specific action. (C) must be 'read back' in full to the controller and confirmed before becoming effective.

原始題號:0013642 題組:0 難易度:易

- (A) 288. Aircraft navigating by GPS are considered, on the flight plan, to be
(A) RNAV equipped. (B) Astrotracker equipped. (C) FMS/EFIS equipped.

原始題號:0013643 題組:0 難易度:易

- (B) 289. If you take off behind a heavy jet that has just landed, you should plan to lift off
(A) prior to the point where the jet touched down. (B) beyond the point where the jet touched down. (C) at the point where the jet touched down and on the upwind edge of the runway.

原始題號:0013644 題組:0 難易度:易

- (C) 290. Under what condition should a pilot on IFR advise ATC of minimum fuel status?
(A) When the fuel supply becomes less than that required for IFR. (B) If the remaining fuel suggests a need for traffic or landing priority. (C) If the remaining fuel precludes any undue delay.

原始題號:0013645 題組:0 難易度:易

- (C) 291. What does the term 'minimum fuel' imply to ATC?
(A) Traffic priority is needed to the destination airport. (B) Emergency handling is required to the nearest suitable airport. (C) Advisory that indicates an emergency situation is possible should an undue delay occur.

原始題號:0013646 題組:0 難易度:易

- (B) 292. Under what condition does ATC issue safety alerts?
(A) When collision with another aircraft is imminent. (B) If the aircraft altitude is noted to be in close proximity to the surface or an obstacle. (C) When weather conditions are extreme and wind shear or large hail is in the vicinity.

原始題號:0013647 題組:0 難易度:易

- (B) 293. What is the hijack code?
(A) 7200 (B) 7500 (C) 7777

原始題號:0013648 題組:0 難易度:易

- (C) 294. Which range of codes should a pilot avoid switching through when changing transponder codes?
(A) 0000 through 1000. (B) 7200 and 7500 series. (C) 7500, 7600, and 7700 series.

原始題號:0013649 題組:0 難易度:易

- (B) 295. What airport condition is reported by the tower when more than one wind condition at different positions on the airport is reported?
(A) Light and variable. (B) Wind shear. (C) Frontal passage.

原始題號:0013650 題組:0 難易度:易

- (A) 296. What minimum condition is suggested for declaring an emergency?
(A) Anytime the pilot is doubtful of a condition that could adversely affect flight safety. (B) When fuel endurance or weather will require an en route or landing priority. (C) When distress conditions such as fire, mechanical failure, or structural damage occurs.

原始題號:0013651 題組:0 難易度:易

- (C) 297. Which observed target aircraft would be of most concern with respect to collision avoidance?
(A) One which appears to be ahead and moving from left to right at high speed.
(B) One which appears to be ahead and moving from right to left at slow speed.
(C) One which appears to be ahead with no lateral or vertical movement and is increasing in size.

原始題號:0013652 題組:0 難易度:易

- (A) 298. Which flight conditions of a large jet airplane create the most severe flight hazard by generating wingtip vortices of the greatest strength?
(A) Heavy, slow, gear and flaps up. (B) Heavy, slow, gear and flaps down. (C) Heavy fast, gear and flaps down.

原始題號:0013653 題組:0 難易度:易

- (A) 299. Hazardous vortex turbulence that might be encountered behind large aircraft is created only when that aircraft is
(A) developing lift. (B) operating at high airspeeds. (C) using high power settings.

原始題號:0013654 題組:0 難易度:易

- (A) 300. Wingtip vortices created by large aircraft tend to
(A)sink below the aircraft generating the turbulence. (B) rise from the surface to traffic pattern altitude. (C)accumulate and remain for a period of time at the point where the takeoff roll began.

原始題號:0013655 題組:0 難易度:易

- (B) 301. To avoid the wingtip vortices of a departing jet airplane during takeoff, the pilot should
(A) lift off at a point well past the jet airplane's flightpath. (B)climb above and stay upwind of the jet airplane's flightpath. (C) remain below the flightpath of the jet airplane.

原始題號:0013656 題組:0 難易度:中

- (A) 302. After experiencing two-way radio communications failure en route, when should a pilot begin the descent for the instrument approach?
(A)Upon arrival at any initial approach fix for the instrument approach procedure but not before the flight plan ETA as amended by ATC. (B)Upon arrival at the holding fix depicted on the instrument approach proc. at the corrected ETA, + or - 3 minutes. (C)At the primary initial approach fix for the instrument approach procedure at the ETA shown on the flight plan or the EFC time, whichever is later.

原始題號:0013657 題組:0 難易度:中

- (C) 303. If a pilot is being radar vectored in IFR conditions and loses radio communications with ATC, what action should be taken?
(A)Fly directly to the next point shown on the IFR flight plan and continue the flight. (B)Squawk 7700 and climb to VFR on Top. (C)Fly direct to a fix, route, or airway specified in the vector clearance.

原始題號:0013658 題組:0 難易度:中

- (A) 304. A pilot is flying in IFR weather conditions and has two-way radio communications failure. What altitude should be used?
(A) Last assigned altitude, altitude ATC has advised to expect, or the MEA, whichever is highest. (B)An altitude that is at least 1,000 feet above the highest obstacle along the route. (C)A VFR altitude that is above the MEA for each leg.

原始題號:0013659 題組:0 難易度:中

- (C) 305. Each pilot, who deviates from an ATC clearance in response to a TCAS advisory, is expected to notify ATC and
(A) maintain the course and altitude resulting from the deviation, as ATC has radar contact. (B) request a new ATC clearance. (C)expeditiously return to the ATC clearance in effect prior to the advisory, after the conflict is resolved.

原始題號:0013660 題組:0 難易度:易

- (C) 306. Information obtained from flight data and cockpit voice recorders shall be used only for determining
(A)who was responsible for any accident or incident. (B)evidence for use in civil penalty or certificate action. (C)possible causes of accidents or incidents.

原始題號:0013661 題組:0 難易度:易

- (B) 307. What does the Precision Approach Path Indicator (PAPI) consist of?
(A)Row of four lights parallel to the runway; red, white, and green. (B)Row of four lights perpendicular to the runway; red and white. (C) One light projector with two colors; red and white.

原始題號:0013662 題組:0 難易度:易

- (B) 308. What is the resulting performance loss when one engine on a twin-engine fails?
(A)Reduction of cruise airspeed by 50 percent. (B)Reduction of climb by 50 percent or more. (C)Reduction of all performance by 50 percent.

原始題號:0013663 題組:0 難易度:易

- (A) 309. What effect does landing at high elevation airports have on groundspeed with comparable conditions relative to temperature, wind, and airplane weight?
(A)Higher than at low elevation. (B) Lower than at low elevation. (C) The same as at low elevation.

原始題號:0013664 題組:0 難易度:易

- (C) 310. What should a pilot do to maintain 'best range' airplane performance when a tailwind is encountered?
(A)Increase speed. (B)Maintain speed. (C)Decrease speed.

原始題號:0013665 題組:0 難易度:中

- (B) 311. A definition of the term 'viscous hydroplaning' is where
(A) the airplane rides on standing water. (B) a film of moisture covers the painted or rubber-coated portion of the runway. (C) the tires of the airplane are actually riding on a mixture of steam and melted rubber.

原始題號:0013666 題組:0 難易度:中

- (A) 312. Which term describes the hydroplaning which occurs when an airplane's tire is effectively held off a smooth runway surface by steam generated by friction?
(A) Reverted rubber hydroplaning. (B) Dynamic hydroplaning. (C) Viscous hydroplaning.

原始題號:0013667 題組:0 難易度:中

- (C) 313. What characterizes a transient compressor stall?
(A) Loud, steady roar accompanied by heavy shuddering. (B) Sudden loss of thrust accompanied by a loud whine. (C) Intermittent 'bang,' as backfires and flow reversals take place.

原始題號:0013668 題組:0 難易度:中

- (A) 314. how should thrust reversers be applied to reduce landing distance for turbojet aircraft?
(A)Immediately after ground contact. (B)Immediately prior to touchdown.
(C)After applying maximum wheel braking.

原始題號:0013669 題組:0 難易度:易

- (C) 315. Which condition reduces the required runway for takeoff?
(A)Higher-than-recommended airspeed before rotation. (B) Lower-than-standard air density. (C)Increased headwind component.

原始題號:0013670 題組:0 難易度:易

- (A) 316. An alternate airport for departure is required
(A)if weather conditions are below authorized landing minimums at the departure airport. (B)when the weather forecast at the ETD is for landing minimums only at the departure airport. (C)when destination weather is marginal VFR (ceiling less than 3,000 feet and visibility less than 5 SM).

原始題號:0013671 題組:0 難易度:易

- (B) 317. What is the maximum distance that a departure alternate airport may be from the departure airport for a two-engine airplanes?
(A) 1 hour at normal cruise speed in still air with both engines operating. (B)1 hour at normal cruise speed in still air with one engine operating. (C) 2 hours at normal cruise speed in still air with one engine operating.

原始題號:0013672 題組:0 難易度:易

- (B) 318. If a four-engine air carrier airplane is dispatched from an airport that is below landing minimums, what is the maximum distance that a departure alternate airport may be located from the departure airport?
(A) Not more than 2 hours at cruise speed with one engine inoperative. (B)Not more than 2 hours at normal cruise speed in still air with one engine inoperative. (C)Not more than 1 hour at normal cruise speed in still air with one engine inoperative.

原始題號:0013673 題組:0 難易度:易

- (C) 319. Under what conditions may an air carrier pilot continue an instrument approach to the DH, after receiving a weather report indicating that less than minimum published landing conditions exist at the airport?
(A) If the instrument approach is conducted in a radar environment. (B)When the weather report is received as the pilot passes the FAF. (C)When the weather report is received after the pilot has begun the final approach segment of the instrument approach.

原始題號:0013674 題組:0 難易度:易

- (A) 320. Below what altitude, except when in cruise flight, are non-safety related cockpit activities by flight crewmembers prohibited?
(A)10,000 feet. (B)14,500 feet. (C) FL 180.

原始題號:0013675 題組:0 難易度:易

- (C) 321. With regard to flight crewmember duties, which of the following operations are considered to be in the 'critical phase of flight' ?
(A)Taxi, takeoff, landing, and all other operations conducted below 10,000 feet MSL, including cruise flight. (B) Descent, approach, landing, and taxi operations, irrespective of altitudes MSL. (C)Taxi, takeoff, landing, and all other operations conducted below 10,000 feet, excluding cruise flight.

原始題號:0013676 題組:0 難易度:中

- (C) 322. What action should a pilot take if within 3 minutes of a clearance limit and further clearance has not been received?
(A)Assume lost communications and continue as planned. (B)Plan to hold at cruising speed until further clearance is received. (C) Start a speed reduction to holding speed in preparation for holding.

原始題號:0013677 題組:0 難易度:中

- (B) 323. The pilot in command of an airplane en route determines that icing conditions can be expected that might adversely affect safety of the flight. Which action is appropriate?
(A) The pilot in command may continue to the original destination airport, after climbing to a higher altitude. (B)The pilot in command shall not continue flight into the icing conditions. (C)The flight may continue to the original destination airport, provided all anti-icing and deicing equipment is operational and is used.

原始題號:0013678 題組:0 難易度:易

- (B) 324. What action is required prior to takeoff if snow is adhering to the wings of an air carrier airplane?
(A)Sweep off as much snow as possible and the residue must be polished smooth. (B) Assure that the snow is removed from the airplane. (C)Add 15 knots to the normal V(R) speed as the snow will blow off.

原始題號:0013679 題組:0 難易度:易

- (C) 325. What is the expected duration of an individual microburst?
(A)Five minutes with maximum winds lasting approximately 2 to 4 minutes. (B)One microburst may continue for as long as an hour. (C)Seldom longer than 15 minutes from the time the burst strikes the ground until dissipation.

原始題號:0013680 題組:0 難易度:易

- (C) 326. Maximum downdrafts in a microburst encounter may be as strong as
(A)1,500 ft/min. (B) 4,500 ft/min. (C)6,000 ft/min.

原始題號:0013681 題組:0 難易度:中

- (B) 327. An aircraft that encounters a headwind of 40 knots, within a microburst, may expect a total shear across the microburst of
(A) 40 knots. (B) 80 knots. (C) 90 knots.

原始題號:0013682 題組:0 難易度:中

- (C) 328. Which INITIAL cockpit indications should a pilot be aware of when a headwind shears to a calm wind?
(A) Indicated airspeed decreases, aircraft pitches up, and altitude decreases.
(B) Indicated airspeed increases, aircraft pitches down, and altitude increases
(C) Indicated airspeed decreases, aircraft pitches down, and altitude decreases.

原始題號:0013683 題組:0 難易度:易

- (C) 329. Which condition would INITIALLY cause the indicated airspeed and pitch to increase and the sink rate to decrease?
(A) Sudden decrease in a headwind component. (B) Tailwind which suddenly increases in velocity. (C) Sudden increase in a headwind component.

原始題號:0013684 題組:0 難易度:易

- (C) 330. Which INITIAL cockpit indications should a pilot be aware of when a constant tailwind shears to a calm wind?
(A) Altitude increases; pitch and indicated airspeed decrease. (B) Altitude, pitch, and indicated airspeed decrease. (C) Altitude, pitch, and indicated airspeed increase.

原始題號:0013685 題組:0 難易度:中

- (C) 331. What is the recommended technique to counter the loss of airspeed and resultant lift from wind shear?
(A) Lower the pitch attitude and regain lost airspeed. (B) Avoid overstressing the aircraft, 'pitch to airspeed,' and apply maximum power. (C) Maintain, or increase, pitch attitude and accept the lower-than-normal airspeed indications.

原始題號:0013686 題組:0 難易度:易

- (B) 332. Which wind-shear condition results in a loss of airspeed?
(A) Decreasing headwind or tailwind. (B) Decreasing headwind and increasing tailwind. (C) Increasing headwind and decreasing tailwind.

原始題號:0013687 題組:0 難易度:易

- (C) 333. Which wind-shear condition results in an increase in airspeed?
(A) Increasing tailwind and decreasing headwind. (B) Increasing tailwind and headwind. (C) Decreasing tailwind and increasing headwind.

原始題號:0013688 題組:0 難易度:易

(B) 334. Which is a definition of 'severe wind shear'?

(A) Any rapid change of horizontal wind shear in excess of 25 knots; vertical shear excepted. (B) Any rapid change in wind direction or velocity which causes airspeed changes greater than 15 knots or vertical speed changes greater than 500 ft/min. (C) Any change of airspeed greater than 20 knots which is sustained for more than 20 seconds or vertical speed changes in excess of 100 ft/min.

原始題號:0013689 題組:0 難易度:易

(C) 335. Doppler wind measurements indicate that the windspeed change a pilot may expect when flying through the peak intensity of a microburst is approximately
(A) 15 knots. (B) 25 knots. (C) 45 knots.

原始題號:0013690 題組:0 難易度:易

(A) 336. Which airplane performance characteristics should be recognized during takeoff when encountering a tailwind shear that increases in intensity?
(A) Loss of, or diminished, airspeed performance. (B) Decreased takeoff distance
(C) Increased climb performance immediately after takeoff.

原始題號:0013691 題組:0 難易度:易

(B) 337. Thrust is being managed to maintain desired indicated airspeed and the glide slope is being flown. Which characteristics should be observed when a tailwind shears to a constant headwind?
(A) PITCH ATTITUDE: Increases. VERTICAL SPEED: Increases. INDICATED AIRSPEED: Decreases, then increases to approach speed. (B) PITCH ATTITUDE: Increases. VERTICAL SPEED: Decreases. INDICATED AIRSPEED: Increases, then decreases.
(C) PITCH ATTITUDE: Decreases. VERTICAL SPEED: Decreases. INDICATED AIRSPEED: Decreases, then increases to approach speed.

原始題號:0013692 題組:0 難易度:易

(C) 338. Maximum downdrafts in a microburst encounter may be as strong as
(A) 8,000 ft/min. (B) 7,000 ft/min. (C) 6,000 ft/min.

原始題號:0013693 題組:0 難易度:中

(C) 339. An aircraft that encounters a headwind of 45 knots, within a microburst, may expect a total shear across the microburst of
(A) 40 knots. (B) 80 knots. (C) 90 knots.

原始題號:0013694 題組:0 難易度:易

(C) 340. What is the expected duration of an individual microburst?
(A) Two minutes with maximum winds lasting approximately 1 minute. (B) One microburst may continue for as long as 2 to 4 hours. (C) Seldom longer than 15 minutes from the time the burst strikes the ground until dissipation.

原始題號:0013695 題組:0 難易度:中

- (B) 341. What is a characteristic of the troposphere?
(A) It contains all the moisture of the atmosphere. (B) There is an overall decrease of temperature with an increase of altitude. (C) The average altitude of the top of the troposphere is about 6 miles.

原始題號:0013696 題組:0 難易度:易

- (A) 342. What is the primary cause of all changes in the Earth's weather?
(A) Variations of solar energy at the Earth's surface. (B) Changes in air pressure over the Earth's surface. (C) Movement of air masses from moist areas to dry areas.

原始題號:0013697 題組:0 難易度:易

- (C) 343. What characterizes a ground-based inversion?
(A) Convection currents at the surface. (B) Cold temperatures. (C) Poor visibility.

原始題號:0013698 題組:0 難易度:中

- (A) 344. What feature is associated with a temperature inversion?
(A) A stable layer of air. (B) An unstable layer of air. (C) Air mass thunderstorms.

原始題號:0013699 題組:0 難易度:易

- (A) 345. When does minimum temperature normally occur during a 24-hour period?
(A) After sunrise. (B) About 1 hour before sunrise. (C) At midnight.

原始題號:0013700 題組:0 難易度:中

- (B) 346. Which area or areas of the Northern Hemisphere experience a generally east to west movement of weather systems?
(A) Arctic only. (B) Arctic and subtropical. (C) Subtropical only.

原始題號:0013701 題組:0 難易度:中

- (B) 347. Freezing rain encountered during climb is normally evidence that
(A) a climb can be made to a higher altitude without encountering more than light icing. (B) a layer of warmer air exists above. (C) ice pellets at higher altitudes have changed to rain in the warmer air below.

原始題號:0013702 題組:0 難易度:易

- (C) 348. What is an important characteristic of wind shear?
(A) It is primarily associated with the lateral vortices generated by thunderstorms. (B) It usually exists only in the vicinity of thunderstorms, but may be found near a strong temperature inversion. (C) It may be associated with either a wind shift or a windspeed gradient at any level in the atmosphere.

原始題號:0013703 題組:0 難易度:易

- (C) 349. What information from the control tower is indicated by the following transmission? ' SOUTH BOUNDARY WIND ONE SIX ZERO AT TWO FIVE, WEST BOUNDARY WIND TWO FOUR ZERO AT THREE FIVE. '
- (A) A downburst is located at the center of the airport. (B) Wake turbulence exists on the west side of the active runway. (C) There is a possibility of wind shear over or near the airport.

原始題號:0013704 題組:0 難易度:中

- (C) 350. Convective clouds which penetrate a stratus layer can produce which threat to instrument flight?
- (A) Freezing rain. (B) Clear air turbulence. (C) Embedded thunderstorms.

原始題號:0013705 題組:0 難易度:易

- (B) 351. Which type clouds are indicative of very strong turbulence?
- (A) Nimbostratus. (B) Standing lenticular. (C) Cirrocumulus.

原始題號:0013706 題組:0 難易度:易

- (B) 352. Which weather phenomenon signals the beginning of the mature stage of a thunderstorm?
- (A) The appearance of an anvil top. (B) The start of rain at the surface. (C) Growth rate of the cloud is at its maximum.

原始題號:0013707 題組:0 難易度:易

- (C) 353. What feature is normally associated with the cumulus stage of a thunderstorm?
- (A) Beginning of rain at the surface. (B) Frequent lightning. (C) Continuous updraft.

原始題號:0013708 題組:0 難易度:易

- (C) 354. What is indicated by the term 'embedded thunderstorms'?
- (A) Severe thunderstorms are embedded in a squall line. (B) Thunderstorms are predicted to develop in a stable air mass. (C) Thunderstorms are obscured by other types of clouds.

原始題號:0013709 題組:0 難易度:中

- (B) 355. Where do squall lines most often develop?
- (A) In an occluded front. (B) Ahead of a cold front. (C) Behind a stationary front.

原始題號:0013710 題組:0 難易度:易

- (C) 356. Where can the maximum hazard zone caused by wind shear associated with a thunderstorm be found?
- (A) In front of the thunderstorm cell (anvil side) and on the southwest side of the cell. (B) Ahead of the roll cloud or gust front and directly under the anvil cloud. (C) On all sides and directly under the thunderstorm cell.

原始題號:0013711 題組:0 難易度:易

- (A) 357. What action is recommended when encountering turbulence due to a wind shift associated with a sharp pressure trough?
(A) Establish a course across the trough. (B) Climb or descend to a smoother level.
(C) Increase speed to get out of the trough as soon as possible.

原始題號:0013712 題組:0 難易度:易

- (B) 358. In comparison to an approach in a moderate headwind, which is an indication of a possible wind shear due to a decreasing headwind when descending on the glide slope?
(A) Less power is required. (B) Higher pitch attitude is required. (C) Lower descent rate is required.

原始題號:0013713 題組:0 難易度:易

- (B) 359. Which type precipitation is an indication that supercooled water is present?
(A) Wet snow. (B) Freezing rain. (C) Ice pellets.

原始題號:0013714 題組:0 難易度:易

- (C) 360. Which action is recommended if jetstream turbulence is encountered with a direct headwind or tailwind?
(A) Increase airspeed to get out of the area quickly. (B) Change course to fly on the polar side of the jetstream. (C) Change altitude or course to avoid a possible elongated turbulent area.

原始題號:0013715 題組:0 難易度:易

- (A) 361. Which action is recommended regarding an altitude change to get out of jetstream turbulence?
(A) Descend if ambient temperature is falling. (B) Descend if ambient temperature is rising. (C) Maintain altitude if ambient temperature is not changing.

原始題號:0013716 題組:0 難易度:易

- (C) 362. Turbulence encountered above 15,000 feet AGL, not associated with cloud formations, should be reported as
(A) convective turbulence. (B) high altitude turbulence. (C) clear air turbulence.

原始題號:0013717 題組:0 難易度:易

- (A) 363. What is a likely location of clear air turbulences?
(A) In an upper trough on the polar side of a jetstream. (B) Near a ridge aloft on the equatorial side of a high pressure flow. (C) Downstream of the equatorial side of a jetstream.

原始題號:0013718 題組:0 難易度:易

- (C) 364. Which primary source contains information regarding the expected weather at the destination airport, at the ETA?
(A) Low-Level Prog Chart. (B) Radar Summary and Weather Depiction Charts. (C) Terminal Aerodrome Forecast.

原始題號:0013719 題組:0 難易度:易

- (B) 365. Which are the only cloud types forecast in the Terminal Aerodrome Forecast?
(A)Altostratus (B)Cumulonimbus (C)Stratocumulus

原始題號:0013720 題組:0 難易度:中

- (A) 366. What type turbulence should be reported when it causes slight, rapid, and somewhat rhythmic bumpiness without appreciable changes in attitude or altitude less than one-third of the time?
(A)Occasional light chop. (B) Moderate turbulence. (C) Moderate chop.

原始題號:0013721 題組:0 難易度:中

- (B) 367. What type turbulence should be reported when it causes changes in altitude and/or attitude more than two-thirds of the time, with the aircraft remaining in positive control at all times?
(A)Continuous severe chop. (B)Continuous moderate turbulence. (C)Intermittent moderate turbulence.

原始題號:0013722 題組:0 難易度:中

- (C) 368. What type turbulence should be reported when it momentarily causes slight, erratic changes in altitude and/or attitude, one-third to two-thirds of the time?
(A)Occasional light chop. (B) Moderate chop. (C) Intermittent light turbulence.

原始題號:0013723 題組:0 難易度:中

- (C) 369. Which is an effect of ice, snow, or frost formation on an airplane?
(A)Decreased stall speed. (B) Decreased pitchup tendencies. (C) Decreased angle of attack for stalls.

原始題號:0013724 題組:0 難易度:中

- (A) 370. Which is an effect of ice, snow, or frost formation on an airplane?
(A)Increased stall speed. (B) Increased pitchdown tendencies. (C)Increased angle of attack for stalls.

原始題號:0013725 題組:0 難易度:中

- (B) 371. The adverse effects of ice, snow, or frost on aircraft performance and flight characteristics include decreased lift and
(A)increased thrust. (B)an increased stall speed. (C)a decreased stall speed.

原始題號:0013726 題組:0 難易度:易

- (B) 372. A calm wind that is forecast, in the International Terminal Aerodrome Forecast (TAF), is encoded as
(A)VRB00KT. (B)00000KT. (C)00003KT.