

(A26) CPL陸空通訊

最近更新日期：108/11/18 ~ 108/11/18；更新題號：
0012441, 0012472, 0012503, 0012512, 0012532

原始題號:0012423 題組:0 難易度:易

- (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

原始題號:0012424 題組:0 難易度:易

- (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

原始題號:0012425 題組:0 難易度:易

- (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

原始題號:0012426 題組:0 難易度:易

- (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

原始題號:0012427 題組:0 難易度:中

- (A) 5. 儀器飛行時，最即時的航路及目的地天氣資料可由下列那個方式獲得？
(A)自動飛航服務站(AFSS) (B)機場航站資料服務(ATIS) (C)飛行員提示系統(NOTAMS)

原始題號:0012428 題組:0 難易度:中

- (C) 6. 電話資訊提示服務(TIBS)以何種方式提供自動飛航服務站(AFSS)之資訊？
(A)在122.0MHz廣播天氣資訊 (B)在特定區域50英里內廣播天氣資訊 (C)以電話方式循環播放天氣資訊

原始題號:0012429 題組:0 難易度:中

- (B) 7. 危險天氣警示服務(HWAS)在特定VOR頻率廣播何種資訊？
(A)在每小時的15及45分時，撥報顯著天氣變化(SIGMETs)及飛行員天氣回報(AIRMETs)
(B)連續循環播放飛航天氣警示 (C)在每小時的15及45分時，撥報顯著天氣變化(SIGMETs)，對流顯著天氣變化(CONVECTIVE SIGMETs)及飛行員天氣回報(AIRMETs)

原始題號:0012430 題組:0 難易度:中

- (A) 8. 天氣警示廣播，包含危害天氣警示(AWW)，顯著天氣變化(SIGMETs)及對流顯著天氣變化(CONVECTIVE SIGMETs)，由何方式提供？
(A)由地區航管中心(ARTCCs)在其管轄範圍的150英里內，以緊急頻道以外的適當頻道播放 (B)由自動飛航服務站(AFSS)在其管轄範圍200海里以內以122.0MHz頻率廣播 (C)以特定的低頻或極高頻萬向導航台(VOR)頻率播放

原始題號:0012431 題組:0 難易度:易

- (A) 9. 欲收到連續錄音播放的天氣簡報，包含高空風變化，航路天氣預報，飛行員應該監聽
(A)低頻或極高頻萬向導航台(VOR)頻率播放的連續錄音播放天氣簡報(TWEB) (B)極高
頻萬向導航台(VOR)頻率播放的常規天氣簡報 (C)以高頻播放的航路天氣警示服務

原始題號:0012432 題組:0 難易度:中

- (C) 10. 下列何種飛航天氣警示，提供飛行員關於可能的中度積冰及亂流，和地面及山區30海里
以上的風速變化？
(A)顯著天氣變化(SIGMETs)，對流顯著天氣變化(CONVECTIVE SIGMETs) (B)危害天氣警
示(AWW)及顯著天氣變化(SIGMETs) (C)飛行員天氣回報(AIRMETs)及中心天氣警示
(CWA)

原始題號:0012433 題組:0 難易度:易

- (A) 11. 火山已經或即將噴發之資訊會以何種方式提供？
(A)飛航天氣警示 (B)航站氣象預報(TAF) (C)天氣圖

原始題號:0012434 題組:0 難易度:易

- (A) 12. 顯著天氣變化(SIGMETs)對何種航機提供資訊？
(A)所有航機 (B)特定重型航機 (C)特定輕型航機

原始題號:0012435 題組:0 難易度:易

- (A) 13. 航站氣象預報(TAF)每天提供幾次更新，每次有效期間多久？
(A)一日4次，每次有效期間24小時 (B)一日6次，每次有效期間24小時，包括一個4小時
的準確範圍 (C)一日4次，每次有效期間24小時，包括一個6小時的準確範圍

原始題號:0012436 題組:0 難易度:易

- (C) 14. 航站氣象預報(TAF)中，VRB是指：
(A)風速在某範圍內不定 (B)雲幕低不定 (C)風向不定

原始題號:0012438 題組:0 難易度:易

- (A) 15. 想瞭解兩氣象回報點之間的實際天氣狀況，下列何方式最佳？
(A)飛行員回報 (B)地區天氣預報 (C)氣象預報圖

原始題號:0012439 題組:0 難易度:易

- (C) 16. 何人具有拒絕或接受”落地後暫停等待程序”許可的最終權力？
(A)塔台管制員 (B)航機擁所有者/操作者 (C)PIC

原始題號:0012440 題組:0 難易度:易

- (A) 17. 在何種時機飛行員可以拒絕接受”落地後暫停等待程序”許可？
(A)和飛航安全相衝突時 (B)當跑道髒污時 (C)在塔台同意下

原始題號:0012441 題組:0 難易度:中 (R20181114)

- (A) 18. 飛行員接受 "land and hold short" 許可之能見度與雲幕高限制為何？
(A)能見度3英里，雲幕高1000呎 (B)能見度3海里，雲幕高1000呎 (C)能見度3英里，雲
幕高1500呎

原始題號:0012442 題組:0 難易度:易

- (C) 19. 如何知道我方與對方飛機的行進路徑有造成碰撞的可能？
(A)雙方機首指向同一位置 (B)對方飛機看起來快速增大 (C)雙方相對位置並無明顯變化

原始題號:0012443 題組:0 難易度:易

- (A) 20. 於夜航時可以看見前機之白燈以及旋轉之紅燈，則對方航機
(A)與我同航向且飛離 (B)通過我的左方 (C)正對我飛近

原始題號:0012444 題組:0 難易度:易

- (A) 21. 起飛時為了避免受到前方落地之大型噴射機亂流影響，飛行員應於跑道何位置升空？
(A)通過前機落地位置之後 (B)在前機落地位置或之前 (C)前機落地位置前約500呎左右

原始題號:0012445 題組:0 難易度:易

- (B) 22. 對於前機亂流敘述何者正確？
(A)渦流在開始起飛仰轉時即產生 (B)由渦流產生的滾轉導致飛機失控是主要的危害
(C)當飛機於大重量，未放外型，高速狀態下渦流強度最大

原始題號:0012446 題組:0 難易度:易

- (A) 23. 當有大型噴射機以同高度，由左至右，約一英里距離通過本機前方時，應注意哪些事項以避免前機亂流影響？
(A)確保本機略高於前機飛行路徑 (B)維持高度和飛行路徑，並減速至VA (C)確保本機略低於前機，並垂直其飛行路徑

原始題號:0012447 題組:0 難易度:易

- (A) 24. 在大型機後方落地，應注意哪些事項以避免渦流影響？
(A)保持高於前機下降路徑之進場直到落地 (B)保持低於前機下降路線並偏向一邊之進場 (C)保持遠低於前機下降路徑之進場，並提前前機2000呎落地

原始題號:0012448 題組:0 難易度:易

- (C) 25. 下列對於渦流氣旋的敘述何者正確？
(A)直昇機只產生下洗亂流，不會產生渦流氣旋 (B)航機在高速飛行時產生的渦流氣旋最大 (C)直昇機向前方飛行時，其飛航路徑上造成的渦流氣旋和一般航機產生的相同

原始題號:0012449 題組:0 難易度:易

- (B) 26. 下列對於渦流氣旋的敘述何者正確？
(A)直昇機只產生下洗亂流，不會產生渦流 (B)航機在大重量，低速並且未放外型下飛行時產生的渦流氣旋最大 (C)渦流氣旋下沉後，受到地面效應影響後即會快速消散並且危險性非常低

原始題號:0012450 題組:0 難易度:易

- (C) 27. 當一架輕型高翼機在滑行時遭遇強大尾側風，副翼的操作為
(A)保持中間位置 (B)朝向尾側風的風向 (C)反向尾側風的風向

原始題號:0012451 題組:0 難易度:易

- (C) 28. 滑行時遭遇強大尾側風，副翼的姿態應為
(A)保持中間位置 (B)尾側風來向之副翼向上 (C)尾側風來向之副翼向下

原始題號:0012452 題組:0 難易度:易

(C) 29. 起飛時的側風修正何者正確？

- (A) 不論前三點式或和三點式飛機，皆是副翼壓向側風方向，以正常速度仰轉 (B) 不論前三點式或和三點式飛機，皆是踩右舵，副翼壓向側風方向，以較高的速度仰轉 (C) 不論前三點式或和三點式飛機，皆是以舵維持方向控制，副翼壓向側風方向，以較高的速度仰轉

原始題號:0012453 題組:0 難易度:易

(B) 30. 側風落地在觸地時應

- (A) 將飛機橫軸垂直跑道 (B) 將飛機縱軸平行跑道 (C) 將下風邊機翼壓低以抵消飛機側滑

原始題號:0012454 題組:0 難易度:易

(B) 31. 起飛前想知道場壓高度，高度表應設定在

- (A) 當時的高度表設定 (B) 29.92，然後由高度值讀出場壓高度 (C) 高度放在場壓高度，然後讀取高度表設定值

原始題號:0012455 題組:0 難易度:易

(A) 32. 在高海拔機場，指示空速

- (A) 不變，但是地速會增加 (B) 會變高，但是地速不變 (C) 會增加因為空氣較稀薄

原始題號:0012456 題組:0 難易度:易

(B) 33. 維持標準轉彎，則轉360°需要

- (A) 一分鐘 (B) 二分鐘 (C) 三分鐘

原始題號:0012457 題組:0 難易度:易

(A) 34. 陣風下落地的建議為

- (A) 帶著油門進場與落地 (B) 收油門進場帶油門落地 (C) 帶油門進場收油門落地

原始題號:0012458 題組:0 難易度:易

(A) 35. 落地進場時遭遇亂流，建議使用何種操作方式，為什麼？

- (A) 使用較高的進場速度以維持飛機的有效控制 (B) 使用較低的進場速度以避免飛機遭到過大壓力 (C) 使用較高的進場速度使飛機盡快脫離亂流區

原始題號:0012459 題組:0 難易度:易

(C) 36. 當遭遇緊急狀況需要轉降至備降機場時，應

- (A) 完全依賴無線電導航 (B) 爬升以利於檢查自身位置及導航點 (C) 使用經驗法則，心算，及切捷徑或其他任何方式使本機盡快飛到正確的新航路上

原始題號:0012460 題組:0 難易度:易

(B) 37. 如果航行中遭遇重度亂流飛行員應將速度減至

- (A) 最低控制速度 (B) 設計過的飛行速度 (C) 最高的結構巡航速度

原始題號:0012461 題組:0 難易度:易

(C) 38. 在遭遇重度亂流時，最佳的減低翼面負荷因子之方式為

- (A) 適當調整馬力以維持恆定速度 (B) 以馬力控制速度，保持翼面水平，接受高度的變化 (C) 停止馬力及配平的調整以使速度維持或低於正常飛航速度，保持翼面水平，接受高度及速度上的變化

原始題號:0012462 題組:0 難易度:易

- (B) 39. 飛行員進入一個有晴空亂流回報的區域。當他遇到第一次氣流顛簸變化時應該
(A)保持高度和速度 (B)調整空速至建議的亂流穿越速度 (C)以適當飛行速度緩慢的爬升或下降

原始題號:0012463 題組:0 難易度:中

- (B) 40. 夜航操作時最佳的夜間視力可以何時達到?
(A)約10分鐘後當瞳孔放大時 (B)約30分鐘後當視網膜上的桿狀細胞調整至適應黑暗時
(C)約5分鐘後當視網膜上的錐狀細胞調整至適應黑暗時

原始題號:0012464 題組:0 難易度:易

- (B) 41. 夜間目視飛航時，何種狀況代表視力已經開始受限?
(A)地面燈光開始過亮 (B)地面景物逐漸失去亮度 (C)駕駛艙燈光開始過亮

原始題號:0012465 題組:0 難易度:易

- (B) 42. 夜間遭遇發動機失效時，首要考慮的因素之一為
(A)關掉所有電器開關以節省電瓶使用 (B)計畫在沒有任何燈光的區域執行緊急落地
(C)飛往有照明的公路甚至高速公路，進行落地

原始題號:0012466 題組:0 難易度:易

- (A) 43. 夜間執行執行緊急落地時，首要考慮的因素之一為
(A)可能的話選擇在有人煙地區的附近落地 (B)不使用襟翼落地以維持機首朝上的姿態
(C)關掉所有電器開關以節省電瓶使用

原始題號:0012467 題組:0 難易度:易

- (A) 44. 計畫在夜間長途飛航時，飛行員應檢查
(A)航路上及目的地機場的燈光照明是否合適 (B)航路上的紅色燈光 (C)機上的紅色旋轉燈

原始題號:0012468 題組:0 難易度:易

- (C) 45. 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

原始題號:0012469 題組:0 難易度:易

- (B) 46. 飛機在海平面18000呎操作時高度表設定值為
(A)航路上收聽到的高度表設定值 (B)29.92 (C)起飛或目的地機場之高度表設定值

原始題號:0012470 題組:0 難易度:易

- (C) 47. 收到航管許可後，飛行員不得違反許可，除非
(A)請求改變許可 (B)在目視操作條件下 (C)航管已經同意新的許可，或是遭遇緊急情況

原始題號:0012471 題組:0 難易度:易

- (A) 48. 執行規範的儀器進場時，飛行員何時不得使用程序轉彎?
(A)當接受雷達引導至最後進場點或最後進場航向時 (B)在最低安全高度飛行時 (C)在最低雷達引導高度飛行時

原始題號:0012472 題組:0 難易度:易 (R20181115)

- (A) 49. 除非下列何條件成立，否則飛行員在儀器進場後不得落地？
(A)能見度高於或等於該儀器進場之要求 (B)能見度及雲幕高高於或等於該儀器進場之要求 (C)目視下滑道燈號和跑道參考物清晰可見下

原始題號:0012473 題組:0 難易度:易

- (B) 50. 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

原始題號:0012474 題組:0 難易度:易

- (B) 51. 儀器飛航條件下，下列何狀況PIC應盡快向航管回報？
(A)爬升或下降抵達指定高度時 (B)飛航中遭遇任何通訊，導航或進場設施故障時 (C)被要求聯繫新的航管單位時

原始題號:0012475 題組:0 難易度:易

- (B) 52. 何人直接對飛航負起最終責任？
(A)飛機合法持有者 (B)PIC (C)飛機持有者/操作者

原始題號:0012476 題組:0 難易度:易

- (B) 53. 在航站氣象預報(TAF)中，能見度P6SM代表
(A)6海里 (B)6英里 (C)6公里

原始題號:0012477 題組:0 難易度:易

- (A) 54. 飛航天氣警示包含下列何種資訊？
(A)對航路飛機的危害天氣警示 (B)該地區低於目視天氣條件下的雲幕及能見度資料
(C)該地區儀器天氣條件下的亂流及積冰狀況

原始題號:0012478 題組:0 難易度:易

- (C) 55. 當目的地氣象報告有雷線時，可能會遭遇何種天氣狀況？
(A)風速急速改變，起伏約15海里 (B)風速改變35海里以上，伴隨風向變化30°以上 (C)瞬間風速增加16海里以上，並維持在22海里一分鐘以上

原始題號:0012479 題組:0 難易度:易

- (B) 56. 高空風預報使用的單位是
(A)真方向和英里/小時 (B)真方向和海里/小時 (C)磁方向和海里/小時

原始題號:0012480 題組:0 難易度:中

- (C) 57. 下列何種預報提供該航路之雲頂高，雲量，能見度等資料？
(A)地區預報 (B)航站氣象預報(TAF) (C)連續錄音播放天氣簡報 (TWEB)

原始題號:0012483 題組:0 難易度:中

- (A) 58. 下列何種事件必須立刻向辦公室回報？
(A)飛行中火警 (B)地面火警導致啟動滅火裝置 (C)停放於機棚內的一級航空器發生火警，導致損失超過25000美元

原始題號:0012484 題組:0 難易度:易

- (C) 59. 用何種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:0012485 題組:0 難易度:易

- (D) 60. 在機場管制服務的呼號最後名稱是：
(A)CONTROL (B)APRON (C)GROUND (D)TOWER

原始題號:0012486 題組:0 難易度:易

(B) 61. "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:0012487 題組:0 難易度:易

(B) 62. 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

原始題號:0012488 題組:0 難易度:中

(A) 63. 當收到"SQUAWK IDENT"指示時,你的反應動作是:

(A)在控制平台上按一下識別(Ident)鈕 (B)重設控制平台上的識別數字 (C)將控制平台上的電門移到ALT位置

原始題號:0012489 題組:0 難易度:中

(C) 64. 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

原始題號:0012490 題組:0 難易度:易

(B) 65. 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?

原始題號:0012491 題組:0 難易度:易

(A) 66. 當電碼設定為7700時,意思為:

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

原始題號:0012492 題組:0 難易度:易

(A) 67. 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,需要立即救助 (C)在地面上所發生的緊急事件

原始題號:0012493 題組:0 難易度:中

(C) 68. 當你在做盲目發話時,你應該:

(A)每個字發兩次 (B)在121.5頻率上重覆發話 (C)每次訊息發話兩次 (D)等待目視燈光訊號

原始題號:0012494 題組:0 難易度:中

(A) 69. 當有緊急狀況發生,管制員會用何術種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:0012495 題組:0 難易度:易

(D) 70. 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:0012496 題組:0 難易度:易

(A) 71. 理論上你在5000呎上空可接收到多遠的VHF訊號?

(A)85海哩 (B)120海哩 (C)71海哩 (D)9海哩

原始題號:0012497 題組:0 難易度:易

(C) 72. 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

原始題號:0012498 題組:0 難易度:中

(B) 73. 管制員何時會使用術語 "BREAK BREAK"?

(A)對單一航空器發話時,想要在一長訊息間停頓 (B)在一個忙碌的通話環境下,用來同時對多架航空器來發話所使用 (C)對一航空器下達放棄起飛時使用 (D)用來取消先前對航空器所下達的指示

原始題號:0012499 題組:0 難易度:中

(A) 74. 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 (B)發話時每個字發兩次 (C)開始盲目發話

原始題號:0012500 題組:0 難易度:易

(A) 75. 當一航空器在晴空萬里且地障平坦之1萬呎上空時,最遠的VHF無線電通話範圍大約為:

(A)120海哩 (B)100海哩 (C)150海哩 (D)75海哩

原始題號:0012501 題組:0 難易度:中

(C) 76. 許可限制點的定義為:

(A)在此高度下你將會碰撞到第一個高地障 (B)航管單位所準許航空器可抵達的飛航空層高度 (C)航管單位所準許航空器可抵達的某位置點 (D)航管許可失效的時間點

原始題號:0012502 題組:0 難易度:易

(A) 77. 當你的航空器沒有迴波器時,你如何回應航管要求"SQUAWK IDENT"的指示:

(A)NEGATIVE TRANSPONDER (B)NO SQUAWK (C)SQUAWK NOT POSSIBLE (D)NO SQUAWK

原始題號:0012503 題組:0 難易度:中 (R20151202)

(A) 78. 當聽見有緊急迫切情況(Urgency)的訊息時,飛行員應該:

(A)保持守聽並伺機提供協助 (B)直接回應訊息 (C)改變頻道以保持無線電靜默

原始題號:0012504 題組:0 難易度:易

(C) 79. 何時會用到 "CORRECTION" 這個術語?

(A)要刪除訊息時 (B)訊息的覆誦為正確之時 (C)當在發話中有口誤發生時使用,然後再加上正確的訊息

原始題號:0012505 題組:0 難易度:易

(A) 80. "STANDBY" 此術語的定義為:

(A)等待然後我會呼叫你 (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:0012506 題組:0 難易度:易

(A) 81. 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:0012507 題組:0 難易度:易

(A) 82. 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:0012508 題組:0 難易度:易

(B) 83. SAR的全名是:

(A)Single Aircraft Radio (B)Search And Rescue (C)Secondary Airborne Radar

原始題號:0012509 題組:0 難易度:易

(A) 84. "FASTAIR 1234" 此呼號可被簡稱為:

(A)沒有簡稱 (B)FASTAIR 34 (C)1234 (D)FOXTROT34

原始題號:0012510 題組:0 難易度:易

(A) 85. 你何時會用到 "WORDS TWICE" 這個術語?

(A)當你想要管制員每個字重覆兩遍 (B)當你想要做盲目發話 (C)當你想要訊息被重覆一次

原始題號:0012511 題組:0 難易度:易

(C) 86. 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:0012512 題組:0 難易度:中 (R20151202)

(B) 87. 盲目傳送係

(A)由地面電台上空之航機所為之傳送 (B)自一電台向另一電台所做之單項信號傳送並假設信號可妥善接收 (C)視距範圍外之信號傳送

原始題號:0012513 題組:0 難易度:易

(C) 88. "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:0012514 題組:0 難易度:易

(C) 89. 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)緊急急迫情況(URGENCY) (C)緊急危難情況 (DISTRESS) (D)緊急 (PAN PAN)

原始題號:0012515 題組:0 難易度:易

(C) 90. "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:0012516 題組:0 難易度:易

(B) 91. 在發生無線電失效情況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:0012517 題組:0 難易度:易

(B) 92. VHF裡的VOLMET廣播之資訊內容為:

(A)危害天氣報告(SIGMET) (B)各不同機場的METAR (C)特定機場的TAF

原始題號:0012518 題組:0 難易度:易

(A) 93. 假設你被指示 "SQUAWK 1250", 你應該:

(A)立即在SSR詢答機上設定電碼1250 (B)換至125.0MHz的頻率 (C)回答"TEST 1250"

原始題號:0012519 題組:0 難易度:易

(B) 94. 航管對一航空器指示"CHECK"時 表示:

(A)確認你有接收並了解最後所傳的訊息 (B)檢查一系統或程序 (C)停留在原處

原始題號:0012520 題組:0 難易度:易

(A) 95. 無線電通話中VHF頻率的範圍是:

(A)118.0 to 136.975 MHz (B)108.0 to 139.5 MHz (C)3 to 30 MHz (D)88 to 108 MHz

原始題號:0012521 題組:0 難易度:易

(C) 96. 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:0012522 題組:0 難易度:易

(B) 97. 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:0012523 題組:0 難易度:易

(B) 98. 無線電失效後電碼要設:

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

原始題號:0012524 題組:0 難易度:易

(B) 99. 下列那一名詞定義為 "Have I correctly received the following" :

(A)ACKNOWLEDGE (B)CONFIRM (C)VERIFY (D)ARE U SURE

原始題號:0012525 題組:0 難易度:易

(C) 100. "VERIFY" 一詞的定義為:

(A)確認你最後所傳的訊息 (B)識別你自己 (C)核對及確認來源

原始題號:0012526 題組:0 難易度:易

(B) 101. 假設你想反向滑行, 你的通話應該是:

(A)REPORTING BACKTRACK (B)REQUEST BACKTRACK (C)REQUEST VACATE RUNWAY

原始題號:0012527 題組:0 難易度:中

(B) 102. 航管單位如何播報跑道視程(RVR):

(A)以英呎和英吋做單位 (B)以公尺為單位, 分別有著陸區, 中間點和跑道尾端數值 (C)以公里為單位, 沿著最後進場 (D)以海哩為單位, 順沿著跑道

原始題號:0012528 題組:0 難易度:易

(B) 103. 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:0012529 題組:0 難易度:易

(B) 104. 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:0012530 題組:0 難易度:易

(B) 105. " 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:0012531 題組:0 難易度:易

(B) 106. 當你被指示 "RE-SQUAWK 1015", 你應該:

(A)在控制平台上按一下識別(Ident)鈕 (B)在模式A詢答機上重設數字 (C)在高度表上設1015 (D)打開模式C

原始題號:0012532 題組:0 難易度:易 (R20170926)

(C) 107. 空中無線電通話, 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:0012533 題組:0 難易度:易

(D) 108. 下列哪一名詞的定義為 "Permission not granted" :

(A)WILCO (B)NOT APPROVED (C)NEVER (D)NEGATIVE

原始題號:0012534 題組:0 難易度:易

(C) 109. "SSR" 此簡稱的全名為:

(A)Single System Receiver (B)Sector Safety Range (C)Secondary Surveillance Radar

原始題號:0012535 題組:0 難易度:易

(C) 110. 在詢答機上選擇電碼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)緊急急迫情況

原始題號:0012536 題組:0 難易度:易

(B) 111. 當聽見"ALL STATIONS, STEPHENVILLE RADAR, STOP TRANSMITTING MAYDAY" 的訊息時, 你應該:

(A)幫忙此緊急情況事件 (B)無線電肅靜請勿干擾此有緊急危難情況的航空器 (C)離開此頻率 (D)重新發送一次你的訊息

原始題號:0012537 題組:0 難易度:易

(B) 112. 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

原始題號:0012538 題組:0 難易度:易

(B) 113. 當講到頻率, "DECIMAL" 這小數點用語可否省略?

(A)只有在覆誦頻率時可以 (B)不可以 (C)只有在雙方無線電通話建立好滿意之後可省略

原始題號:0012539 題組:0 難易度:易

(B) 114. 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

原始題號:0012540 題組:0 難易度:易

(B) 115. "CHEROKEE XY-ABC" 此呼號可被簡稱為:

(A)CHEROKEE XY-BC (B)CHEROKEE BC (C)XY-BC (D)ABC

原始題號:0012541 題組:0 難易度:易

(B) 116. 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

原始題號:0012542 題組:0 難易度:易

(C) 117. 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

原始題號:0012543 題組:0 難易度:易

(B) 118. "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

原始題號:0012544 題組:0 難易度:中

(D) 119. 在地面上無線電測試正確的呼叫方式為:

(A)G-ABCD RADIO CHECK (B)STEPHENVILLE TOWER, G-ABCD HOW DO YOU READ 118.7
(C)STEPHENVILLE TOWER, G-ABCD READABILITY CHECK, 118.7 (D)STEPHENVILLE TOWER,
G-ABCD RADIO CHECK, 118.7

原始題號:0012545 題組:0 難易度:中

(C) 120. 管制員廣播"DISTRESS TRAFFIC ENDED"的訊息意思為:

(A)要全部的航空器結束他們的發話 (B)要全部在此一頻率的航空器更換到另一頻率
(C)緊急情況解除,恢復正常航管無線電通話

原始題號:0012546 題組:0 難易度:中

(B) 121. 航空器被許可從FL100下降至FL80所必須做的覆誦為:

(A)DESCENDING TO FL80 (B)LEAVING FL100 DESCENDING TO FL80 (C)DOWN TO FL80

原始題號:0012547 題組:0 難易度:中

(C) 122. "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:0012548 題組:0 難易度:中

(A) 123. 機場作業時間有"HJ"縮寫,意思為:

(A)作業時間從日出到日落 (B)作業時間從日落到日出 (C)作業時間為全天候24小時
(D)只在特定時間內開放

原始題號:0012549 題組:0 難易度:中

(B) 124. 當管制員要你"listen out on a frequency"時,會用何術語來表示?

(A)CONTACT (B)MONITOR (C)TRY (D)REPORT

原始題號:0012550 題組:0 難易度:易

(A) 125. 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

原始題號:0012551 題組:0 難易度:易

(C) 126. "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

原始題號:0012552 題組:0 難易度:中

(B) 127. 你在收到 "STANDBY ON 118.9 FOR TOWER" 後的動作是:

(A)換到頻率118.9後直接聯絡塔台管制 (B)換到頻率118.9後, 等待塔台管制主動聯絡你 (C)在現在的頻率等待塔台管制聯絡讓你知道他何時準備好

原始題號:0012553 題組:0 難易度:易

(C) 128. 當你保持3,500英尺飛正西南航向, 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

(A26) CPL陸空通訊

最近更新日期：108/11/18 ~ 108/11/18；更新題號：
0012441, 0012472, 0012503, 0012512, 0012532

原始題號:0012423 題組:0 難易度:易

- (B) 1. 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

原始題號:0012424 題組:0 難易度:易

- (C) 2. 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

原始題號:0012425 題組:0 難易度:易

- (B) 3. 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

原始題號:0012426 題組:0 難易度:易

- (B) 4. 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

原始題號:0012427 題組:0 難易度:中

- (A) 5. The most current en route and destination weather information for an instrument flight should be obtained from the
(A)AFSS (B)ATIS broadcast (C)Notices to Airmen Publications

原始題號:0012428 題組:0 難易度:中

- (C) 6. The Telephone Information Briefing Service (TIBS) provided by AFSSs includes
(A)weather information service on a common frequency(122.0 MHz) (B)recorded weather briefing service for the local area, usually within 50 miles and route forecasts (C)continuous recording of meteorological and/or aeronautical information available by telephone

原始題號:0012429 題組:0 難易度:中

- (B) 7. The Hazardous In-flight Weather Advisory Service (HWAS) is broadcast service over selected VORs that provides
(A)SIGMETs and AIRMETs at 15 minutes and 45 minutes past the hour for the first hour after issuance (B)continuous broadcast of in-flight weather advisories (C)SIGMETs, CONVECTIVE SIGMETs and AIRMETs at 15 minutes and 45 minutes past the hour

原始題號:0012430 題組:0 難易度:中

- (A) 8. Weather Advisory Broadcasts, including Severe Weather Forecast Alerts (AWW), Convective SIGMETs, and SIGMETs, are provided by
(A) ARTCCs on all frequencies, except emergency, when any part of the area described is within 150 miles of the airspace under their jurisdiction (B) AFSSs on 122.2 MHz and adjacent VORs, when any part of the area described is within 200 miles of the airspace under their jurisdiction (C) selected low-frequency and/or VOR navigational aids

原始題號:0012431 題組:0 難易度:易

- (A) 9. To obtain a continuous transcribed weather briefing including winds aloft and route forecasts for a cross-country flight, a pilot could monitor
(A) a TWEB on a low-frequency and/or VOR receiver (B) the regularly scheduled weather broadcast on a VOR frequency (C) a high-frequency radio receiver tuned to En Route Flight Advisory Service

原始題號:0012432 題組:0 難易度:中

- (C) 10. What type of In-flight Weather Advisories provides an en route pilot with information regarding the possibility of moderate icing, moderate turbulence, winds of 30 knots or more at the surface and extensive mountain obscurement?
(A) Convective SIGMETs and SIGMETs (B) Severe Weather Forecast Alerts (AWW) and SIGMETs (C) AIRMETs and Center Weather Advisories (CWA)

原始題號:0012433 題組:0 難易度:易

- (A) 11. What single reference contains information regarding a volcanic eruption, that is occurring or expected to occur?
(A) In-Flight Weather Advisories (B) Terminal Area Forecasts (TAF) (C) Weather Depiction Chart

原始題號:0012434 題組:0 難易度:易

- (A) 12. SIGMETs are issued as a warning of weather conditions which are hazardous
(A) to all aircraft (B) particularly to heavy aircraft (C) particularly to light airplanes

原始題號:0012435 題組:0 難易度:易

- (A) 13. Terminal Aerodrome Forecasts (TAF) are issued how many times a day and cover what period of time?
(A) Four times daily and are usually valid for a 24 hour period (B) Six times daily and are usually valid for a 24 hour period including a 4-hour categorical outlook (C) Four times daily and are valid for 12 hours including a 6-hour categorical outlook

原始題號:0012436 題組:0 難易度:易

- (C) 14. What does the contraction VRB in the Terminal Aerodrome Forecast (TAF) mean?
(A) Wind speed is variable throughout the period (B) Cloud base is variable
(C) Wind direction is variable

原始題號:0012438 題組:0 難易度:易

- (A) 15. To best determine observed weather conditions between weather reporting stations, the pilot should refer to
(A) pilot reports (B) Area Forecasts (C) prognostic charts

原始題號:0012439 題組:0 難易度:易

- (C) 16. Who has the final authority to accept or decline any "land and hold short" (LAHSO) clearance?
(A) 66 kts (B) Airplane owner/operator (C) Pilot-in-Command

原始題號:0012440 題組:0 難易度:易

- (A) 17. When should pilots decline a "land and hold short" (LAHSO) clearance?
(A) When it will compromise safety (B) If runway surface is contaminated (C) Only when the tower controller concurs

原始題號:0012441 題組:0 難易度:中 (R20181114)

- (A) 18. What is the minimum visibility and ceiling required for a pilot to receive a "land and hold short" clearance?
(A) 3 statute miles and 1000 feet (B) 3 nautical miles and 1000 feet (C) 3 statute miles and 1500 feet

原始題號:0012442 題組:0 難易度:易

- (C) 19. How can you determine if another aircraft is on a collision course with your aircraft
(A) The nose of each aircraft is pointed at the same point in space (B) The other aircraft will always appear to get larger and closer at a rapid rate (C) There will be no apparent relative motion between your aircraft and the other aircraft

原始題號:0012443 題組:0 難易度:易

- (A) 20. What is the general direction of movement of the other aircraft if during a night flight you observe a steady white light and a rotating red light ahead and at your altitude? The other aircraft is
(A) headed away from you (B) crossing to your left (C) approaching you head-on

原始題號:0012444 題組:0 難易度:易

- (A) 21. To avoid possible wake turbulence from a large jet aircraft that has just landed prior to your takeoff, at which point on the runway should you plan to become airborne?
(A) Past the point where the jet touched down (B) At the point where the jet touched down, or just prior to this point (C) Approximately 500 feet prior to the point where the jet touched down

原始題號:0012445 題組:0 難易度:易

- (B) 22. Choose the correct statement regarding wake turbulence.
(A) Vortex generation begins with the initiation of the takeoff roll (B) The primary hazard is loss of control because of induced roll (C) The greatest vortex strength is produced when the generating airplane is heavy, clean, and fast

原始題號:0012446 題組:0 難易度:易

- (A) 23. Which procedures should you follow to avoid wake turbulence if a large jet crosses your course from left to right approximately 1 mile ahead and at your altitude?
(A) Make sure you are slightly above the path of the jet (B) Slow your airspeed to VA and maintain altitude and course (C) Make sure you are slightly below the path of the jet and perpendicular to the course

原始題號:0012447 題組:0 難易度:易

- (A) 24. When landing behind a large aircraft, which procedure should be followed for vortex avoidance?
(A) Stay above its final approach flight path all the way to touchdown (B) Stay below and to one side of its final approach flight path (C) Stay well below its final approach flight path and land at least 2000 feet behind

原始題號:0012448 題組:0 難易度:易

- (C) 25. With respect to vortex circulation, which is true?
(A) Helicopters generate downwash turbulence, not vortex circulation (B) The vortex strength is greatest when the generating aircraft is flying fast
(C) Vortex circulation generated by helicopters in forward flight trail behind in a manner similar to wingtip vortices generated by airplanes

原始題號:0012449 題組:0 難易度:易

- (B) 26. Which is true with respect to vortex circulation?
(A) Helicopters generate downwash turbulence, not vortex circulation (B) The vortex strength is greatest when the generating aircraft is heavy, clean, and slow (C) When vortex circulation sinks into ground effect, it tends to dissipate rapidly and offer little danger

原始題號:0012450 題組:0 難易度:易

- (C) 27. While taxiing a light, high-wing airplane during strong quartering tailwinds, the aileron control should be positioned
(A) neutral at all times (B) toward the direction from which the wind is blowing
(C) opposite the direction from which the wind is blowing

原始題號:0012451 題組:0 難易度:易

- (C) 28. When taxi during strong quartering tailwinds, which aileron position should be used?
(A)Neutral (B)Aileron up on the side which the wind is blowing (C)Aileron down on the side which the wind is blowing

原始題號:0012452 題組:0 難易度:易

- (C) 29. With regard to the technique required for a crosswind correction on takeoff, a pilot should use
(A)aileron pressure into the wind and initiate the lift-off at a normal airspeed in both tail wheel- and nose wheel-type airplanes (B)right rudder pressure, aileron pressure into the wind, and higher than normal lift-off airspeed in both tricycle- and conventional-gear airplanes (C)rudder as required to maintain directional control, aileron pressure into the wind, and higher than normal lift-off airspeed in both conventional-and nose wheel-type airplane

原始題號:0012453 題組:0 難易度:易

- (B) 30. A proper crosswind landing on a runway requires that, at the moment of touchdown, the
(A)direction of motion of the airplane and its lateral axis be perpendicular to the runway (B)direction of motion of the airplane and its longitudinal axis be parallel to the runway (C)downwind wing be lowered sufficiently to eliminate the tendency for the airplane to drift

原始題號:0012454 題組:0 難易度:易

- (B) 31. To determine pressure altitude prior to takeoff, the altimeter should be set to
(A)the current altimeter setting (B)29.92" Hg and the altimeter indication noted (C)the field elevation and the pressure reading in the altimeter setting window noted

原始題號:0012455 題組:0 難易度:易

- (A) 32. At higher elevation airports the pilot should know that indicated airspeed
(A)will be unchanged, but groundspeed will be faster (B)will be higher, but groundspeed will be unchanged (C)should be increased to compensate for the thinner air

原始題號:0012456 題組:0 難易度:易

- (B) 33. If a standard rate of turn is maintained, how long would it take to turn 360?
(A)1 minute (B)2 minutes (C)3 minutes

原始題號:0012457 題組:0 難易度:易

- (A) 34. Which type of approach and landing is recommended during gusty wind conditions?
(A)A power-on approach and power-on landing (B)A power-off approach and power-on landing (C)A power-on approach and power-off landing

原始題號:0012458 題組:0 難易度:易

- (A) 35. When turbulence is encountered during the approach to a landing, what action is recommended and for what primary reason?
(A) Increase the airspeed slightly above normal approach speed to attain more positive control (B) Decrease the airspeed slightly below normal approach speed to avoid overstressing the airplane (C) Increase the airspeed slightly above normal approach speed to penetrate the turbulence as quickly as possible

原始題號:0012459 題組:0 難易度:易

- (C) 36. When diverting to an alternate airport because of an emergency, pilots should
(A) rely upon radio as the primary method of navigation (B) climb to a higher altitude because it will be easier to identify checkpoints (C) apply rule-of-thumb computations, estimates, and other appropriate shortcuts to divert to the new course as soon as possible

原始題號:0012460 題組:0 難易度:易

- (B) 37. If severe turbulence is encountered during flight, the pilot should reduce the airspeed to
(A) minimum control speed (B) design-manoeuvring speed (C) maximum structural cruising speed

原始題號:0012461 題組:0 難易度:易

- (C) 38. Which is the best technique for minimizing the wing-load factor when flying in severe turbulence?
(A) Change power settings, as necessary, to maintain constant airspeed
(B) Control airspeed with power, maintain wings level, and accept variations of altitude (C) Set power and trim to obtain an airspeed at or below manoeuvring speed, maintain wings level, and accept variations of airspeed and altitude

原始題號:0012462 題組:0 難易度:易

- (B) 39. A pilot is entering an area where significant clear air turbulence has been reported. Which action is appropriate upon encountering the first ripple?
(A) Maintain altitude and airspeed (B) Adjust airspeed to that recommended for rough air (C) Enter a shallow climb or descent at manoeuvring speed

原始題號:0012463 題組:0 難易度:中

- (B) 40. For night flight operations, the best night vision is achieved when the
(A) pupils of the eyes have become dilated in approximately 10 minutes (B) rods in the eyes have become adjusted to the darkness in approximately 30 minutes (C) cones in the eyes have become adjusted to the darkness in approximately 5 minutes

原始題號:0012464 題組:0 難易度:易

- (B) 41. When operating VFR at night, what is the first indication of flying into restricted visibility conditions?
(A) Ground lights begin to take on an appearance of being surrounded by a halo or glow (B) A gradual disappearance of lights on the ground (C) Cockpit lights begin to take on an appearance of a halo or glow around them

原始題號:0012465 題組:0 難易度:易

- (B) 42. After experiencing a power plant failure at night, one of the primary considerations should include
(A) turning off all electrical switches to save battery power for landing (B) planning the emergency approach and landing to an unlighted portion of an area (C) maneuvering to, and landing on a lighted highway or road

原始題號:0012466 題組:0 難易度:易

- (A) 43. When planning for an emergency landing at night, one of the primary considerations should include
(A) selecting a landing area close to public access, if possible (B) landing without flaps to ensure a nose-high landing attitude at touchdown (C) turning off all electrical switches to save battery power for the landing

原始題號:0012467 題組:0 難易度:易

- (A) 44. When planning for a night cross-country flight, a pilot should check for
(A) availability and status of en route and destination airport lighting systems (B) red en route course lights (C) location of rotating light beacons

原始題號:0012468 題組:0 難易度:易

- (C) 45. 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

原始題號:0012469 題組:0 難易度:易

- (B) 46. What altimeter setting is required when operating an aircraft at 18000 feet MSL?
(A) Current reported altimeter setting of a station along the route (B) 29.92 Inches Hg (C) Altimeter setting at the departure or destination airport

原始題號:0012470 題組:0 難易度:易

- (C) 47. After an ATC clearance has been obtained, a pilot may not deviate from that clearance, unless the pilot
(A) requests an amended clearance (B) is operating VFR on top (C) receives an amended clearance or has an emergency

原始題號:0012471 題組:0 難易度:易

- (A) 48. A pilot performing a published instrument approach is not authorized to perform a procedure turn when
(A)receiving a radar vector to a final approach course or fix (B)maneuvering at minimum safe altitudes (C)maneuvering at radar vectoring altitudes

原始題號:0012472 題組:0 難易度:易 (R20181115)

- (A) 49. Pilots are not authorized to land an aircraft from an instrument approach unless the
(A)flight visibility is at, or exceeds the visibility prescribed in the approach procedure being used (B)flight visibility and ceiling are at, or exceeds the minimums prescribed in the approach being used (C)visual approach slope indicator and runway references are distinctly visible to the pilot

原始題號:0012473 題組:0 難易度:易

- (B) 50. 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

原始題號:0012474 題組:0 難易度:易

- (B) 51. The pilot in command of an aircraft operated under IFR, in controlled airspace, shall report as soon as practical to ATC when
(A)climbing or descending to assigned altitudes (B)experiencing any malfunctions of navigational, approach, or communications equipment, occurring in flight (C)requested to contact a new controlling facility

原始題號:0012475 題組:0 難易度:易

- (B) 52. What person is directly responsible for the final authority as to the operation of the airplane?
(A)Certificate holder (B)Pilot in command (C)Airplane owner/operator

原始題號:0012476 題組:0 難易度:易

- (B) 53. The visibility entry in a Terminal Aerodrome Forecasts (TAF) of P6SM implies that the prevailing visibility is expected to be greater than
(A)6 nautical miles (B)6 statute miles (C)6 kilometers

原始題號:0012477 題組:0 難易度:易

- (A) 54. In-Flight Aviation Weather Advisories include what type of information?
(A)Forecasts for potentially hazardous flying conditions for en route aircraft (B)States and geographic areas with reported ceilings and visibilities below VFR minimums (C)IFR conditions, turbulence, and icing within a valid period for the listed states

原始題號:0012478 題組:0 難易度:易

- (C) 55. What wind conditions would you anticipate when squalls are reported at your destination?
(A)Rapid variations in wind speed of 15 knots or more between peaks and lulls
(B)Peaks gusts of at least 35 knots combined with a change in wind direction of 30° or more (C)Sudden increases in wind speed of at least 16 knots to a sustained speed of 22 knots or more for at least 1 minute

原始題號:0012479 題組:0 難易度:易

- (B) 56. What values are used for Winds Aloft Forecasts?
(A)True direction and MPH (B)True direction and knots (C)Magnetic direction and knots

原始題號:0012480 題組:0 難易度:中

- (C) 57. Which forecast provides specific information concerning expected sky cover, cloud tops, visibility, weather, and obstructions to vision in a route format?
(A)Area Forecast (B)Terminal Area Forecasts (TAF) (C)Transcribed Weather Broadcast (TWEB)

原始題號:0012483 題組:0 難易度:中

- (A) 58. Which incident would require that the nearest NTSB field office be notified immediately?
(A)In flight fire (B)Ground fire resulting in fire equipment dispatch (C)Fire of the primary aircraft while in a hanger which results in damage to other property of more than \$25000

原始題號:0012484 題組:0 難易度:易

- (C) 59. If you make a mistake in transmission, you should use the phrase:
(A)Sorry (B)I say again (C)Correction (D)Correct

原始題號:0012485 題組:0 難易度:易

- (D) 60. The suffix in the callsign of an aerodrome control service would be:
(A)CONTROL (B)APRON (C)GROUND (D)TOWER

原始題號:0012486 題組:0 難易度:易

- (B) 61. "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

原始題號:0012487 題組:0 難易度:易

- (B) 62. 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

原始題號:0012488 題組:0 難易度:中

- (A) 63. The action that you carry out in response to the instruction "SQUAWK IDENT" is to:
(A)press the special identification (Ident) button on the control panel (B)reset the numbers on the control panel (C)move the switch on the control unit to the ALT position

原始題號:0012489 題組:0 難易度:中

- (C) 64. 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

原始題號:0012490 題組:0 難易度:易

- (B) 65. 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?

原始題號:0012491 題組:0 難易度:易

- (A) 66. A setting of 7700 on the transponder indicates:
(A)DISTRESS (B)AIRCRAFT IS LOST (C)RADIO FAILURE (D)HI-JACKING

原始題號:0012492 題組:0 難易度:易

- (A) 67. 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

原始題號:0012493 題組:0 難易度:中

- (C) 68. When making a blind transmission, you should:
(A)transmit each word twice (B)repeat the message on 121.5 MHz (C)transmit the message twice (D)wait for visual signal

原始題號:0012494 題組:0 難易度:中

- (A) 69. 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

原始題號:0012495 題組:0 難易度:易

- (D) 70. 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

原始題號:0012496 題組:0 難易度:易

- (A) 71. The theoretical VHF range that you can obtain at FL50 is:
(A)85nm (B)120nm (C)71nm (D)9nm

原始題號:0012497 題組:0 難易度:易

- (C) 72. 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

原始題號:0012498 題組:0 難易度:中

- (B) 73. A controller would say "BREAK BREAK" when he:
(A) wishes to create a pause in a long message to an aircraft (B) is in a busy environment and has communications with more than one aircraft (C) is instructing an aircraft to abandon take-off (D) wishes to cancel a message already transmitted to an aircraft

原始題號:0012499 題組:0 難易度:中

- (A) 74. 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:0012500 題組:0 難易度:易

- (A) 75. An aircraft at FL100 over flat terrain on a clear day will have a maximum VHF communication range of about:
(A) 120nm (B) 100nm (C) 150nm (D) 75nm

原始題號:0012501 題組:0 難易度:中

- (C) 76. Clearance limit is defined as:
(A) the height below which you will hit the first obstacle (B) the flight level to which an aircraft is granted ATC clearance (C) the point to which aircraft is granted ATC clearance (D) the time at which the ATC clearance expires

原始題號:0012502 題組:0 難易度:易

- (A) 77. 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:0012503 題組:0 難易度:中 (R20151202)

- (A) 78. On hearing an Urgency message, a pilot should:
(A) maintain a listening watch to see if you can assist in any way (B) acknowledge the message straight away (C) change frequency because a radio silence will be imposed

原始題號:0012504 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:0012505 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:0012506 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

原始題號:0012507 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:0012508 題組:0 難易度:易

- (B) 83.SAR stands for:
(A)Single Aircraft Radio (B)Search And Rescue (C)Secondary Airborne Radar

原始題號:0012509 題組:0 難易度:易

- (A) 84.The callsign FASTAIR 1234 can be abbreviated to:
(A)No abbreviation (B)FASTAIR 34 (C)1234 (D)FOXTROT34

原始題號:0012510 題組:0 難易度:易

- (A) 85.You would use the phrase "WORDS TWICE" when you
(A)want each word repeat twice (B)make a blind transmission (C)want the message to be repeated

原始題號:0012511 題組:0 難易度:易

- (C) 86.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:0012512 題組:0 難易度:中 (R20151202)

- (B) 87.A "BLIND TRANSMISSION" is a transmission:
(A)from an aircraft that is directly overhead the ground station (B)from one station to another when there is no communication but where is believed that the caller station is able to receive the transmission (C)where the transmission is unable to see the receiver

原始題號:0012513 題組:0 難易度:易

- (C) 88.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:0012514 題組:0 難易度:易

- (C) 89.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:0012515 題組:0 難易度:易

- (C) 90.The message "READABILITY3" means:
(A)Readable now and then (B)Readble (C)Readable but with difficulty (D)Unreadable

原始題號:0012516 題組:0 難易度:易

- (B) 91. 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:0012517 題組:0 難易度:易

- (B) 92. What information does VOLMET broadcast on VHF?
(A) SIGMETs (B) METARs for various aerodromes (C) TAFs for specific aerodromes

原始題號:0012518 題組:0 難易度:易

- (A) 93. 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:0012519 題組:0 難易度:易

- (B) 94. The message "CHECK" to an aircraft means that you should:
(A) confirm that you received and understood the last message (B) examine a system or procedure (C) stay where you are

原始題號:0012520 題組:0 難易度:易

- (A) 95. The full range of VHF frequencies used for communication is:
(A) 118.0 to 136.975 MHz (B) 108.0 to 139.5 MHz (C) 3 to 30 MHz (D) 88 to 108 MHz

原始題號:0012521 題組:0 難易度:易

- (C) 96. 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:0012522 題組:0 難易度:易

- (B) 97. 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:0012523 題組:0 難易度:易

- (B) 98. The Squawk code for radio failure is :
(A) 7700 (B) 7600 (C) 7500

原始題號:0012524 題組:0 難易度:易

- (B) 99. The word for the expression "Have I correctly received the following" is:
(A) ACKNOWLEDGE (B) CONFIRM (C) VERIFY (D) ARE U SURE

原始題號:0012525 題組:0 難易度:易

- (C) 100. The term "VERIFY" means:
(A) confirm your last transmission (B) identify yourself (C) check and confirm with originator

原始題號:0012526 題組:0 難易度:易

- (B) 101. If you want to backtrack then your transmission should be:
(A)REPORTING BACKTRACK (B)REQUEST BACKTRACK (C)REQUEST VACATE RUNWAY

原始題號:0012527 題組:0 難易度:中

- (B) 102. How does ATC report RVR?
(A)In feet and inches (B)In meters at touchdown, mid-point and stop-end of runway
(C)In kilometers along the final approach (D)In nautical miles along with runway

原始題號:0012528 題組:0 難易度:易

- (B) 103. How do you report a level of 3500feet?
(A)THREE FIVE ZERO FEET (B)THREE THOUSND FIVE HUNDRED FEET (C)THIRTY FIVE HUNDRED FEET

原始題號:0012529 題組:0 難易度:易

- (B) 104. 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:0012530 題組:0 難易度:易

- (B) 105. 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:0012531 題組:0 難易度:易

- (B) 106. When told "RE-SQUAWK 1015", you should:
(A)press the identification (Ident) button on the control panel (B)reselect the digits on the transponder mode A (C)set 1015 on your altimeter (D)switch on mode C

原始題號:0012532 題組:0 難易度:易 (R20170926)

- (C) 107. 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:0012533 題組:0 難易度:易

- (D) 108. Word for the expression"Permission not granted" is:
(A)WILCO (B)NOT APPROVED (C)NEVER (D)NEGATIVE

原始題號:0012534 題組:0 難易度:易

- (C) 109. The abbreviation SSR stands for:
(A)Single System Receiver (B)Sector Safety Range (C)Secondary Surveillance Radar

原始題號:0012535 題組:0 難易度:易

- (C) 110. 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:0012536 題組:0 難易度:易

- (B) 111. On hearing the message "ALL STATIONS, STEPHENVILLE RADAR, STOP TRANSMITTING MAYDAY", you should:
(A)assist with the emergency (B)not interfere with the distress traffic (C)leave the frequency (D)re-transmitting the message

原始題號:0012537 題組:0 難易度:易

- (B) 112. 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:0012538 題組:0 難易度:易

- (B) 113. When referring to a frequency the word "DECIMAL" can be dropped:
(A)only during a readback of a frequency (B)Never (C)only after satisfactory communications have been established

原始題號:0012539 題組:0 難易度:易

- (B) 114. 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

原始題號:0012540 題組:0 難易度:易

- (B) 115. The abbreviation for the callsign "CHEROKEE XY-ABC" would be:
(A)CHEROKEE XY-BC (B)CHEROKEE BC (C)XY-BC (D)ABC

原始題號:0012541 題組:0 難易度:易

- (B) 116. 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

原始題號:0012542 題組:0 難易度:易

- (C) 117. 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:0012543 題組:0 難易度:易

- (B) 118. "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

原始題號:0012544 題組:0 難易度:中

- (D) 119. The correct call to make asking for radio check on the ground is:
(A)G-ABCD RADIO CHECK (B)STEPHENVILLE TOWER, G-ABCD HOW DO YOU READ 118.7
(C)STEPHENVILLE TOWER, G-ABCD READABILITY CHECK, 118.7 (D)STEPHENVILLE TOWER, G-ABCD RADIO CHECK, 118.7

原始題號:0012545 題組:0 難易度:中

- (C) 120. The ATC message "DISTRESS TRAFFIC ENDED" signifies that:
(A)all aircraft are to end their transmission (B)all aircraft on the frequency are to change to another frequency (C)normal ATC is resumed after an emergency

原始題號:0012546 題組:0 難易度:中

- (B) 121. The readback from an aircraft that is cleared to change level from FL100 to FL80 is:
(A)DESCENDING TO FL80 (B)LEAVING FL100 DESCENDING TO FL80 (C)DOWN TO FL80

原始題號:0012547 題組:0 難易度:中

- (C) 122. Readability 5 means that your transmission is :
(A)Readable now and then (B)Readable (C)Perfectly readable (D)Unreadable

原始題號:0012548 題組:0 難易度:中

- (A) 123. The abbreviation HJ means that the aerodrome is:
(A)open between sunrise and sunset (B)open between sunset and sunrise (C)open 24 hours (D)open during unspecified hours

原始題號:0012549 題組:0 難易度:中

- (B) 124. The phrase used by ATC to instruct you listen out on a frequency is:
(A)CONTACT (B)MONITOR (C)TRY (D)REPORT

原始題號:0012550 題組:0 難易度:易

- (A) 125. 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

原始題號:0012551 題組:0 難易度:易

- (C) 126. 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

原始題號:0012552 題組:0 難易度:中

- (B) 127. Your action on receipt of the message "STANDBY ON 118.9 FOR TOWER" is to:
(A)change to freq 118.9 and contact TOWER (B)change to freq 118.9 and wait for TOWER to initiate communications (C)wait for TOWER to contact you on present frequency to let you know when they are ready

原始題號:0012553 題組:0 難易度:易

- (C) 128. 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