

## (A03) 儀器飛航

最近更新日期：110/12/27 ~ 110/12/27；更新題號：

0010797, 0010802, 0010808, 0010943, 0010998, 0011016, 0011023, 0011024, 0011025, 0011026, 0011027, 0011028, 0011029, 0011030, 0011050

原始題號:0010766 題組:0 難易度:中

- (A) 1. 馬赫錶 (Mach meter) 提供何種資訊？  
(A)飛機的真空速(true airspeed)與音速的比值 (B)飛機的指示空速 (indicated airspeed) 與音速的比值 (C)飛機的相等空速(equivalent airspeed)經將其裝置誤差 (installation error)修正過後與音速的比值

原始題號:0010767 題組:0 難易度:易

- (B) 2. 在何種情況之下，壓力高度 (pressure altitude) 等於真高度 (true altitude)？  
(A)當大氣壓力是29.92英寸水銀柱時。 (B)當標準大氣壓力條件存在時。 (C)當指示高度 (indicated airspeed) 等於壓力高度 (pressure altitude) 時。

原始題號:0010768 題組:0 難易度:中

- (C) 3. 在固定的動力 (constant power) 以及固定的指示高度飛行情況之下，如果外在空氣溫度 (outside air temperature) 遞增，則真空速會  
(A)減少以及真高度 (true altitude) 會增加 (B)增加以及真高度 (true altitude) 會減少 (C)增加以及真高度 (true altitude) 會增加

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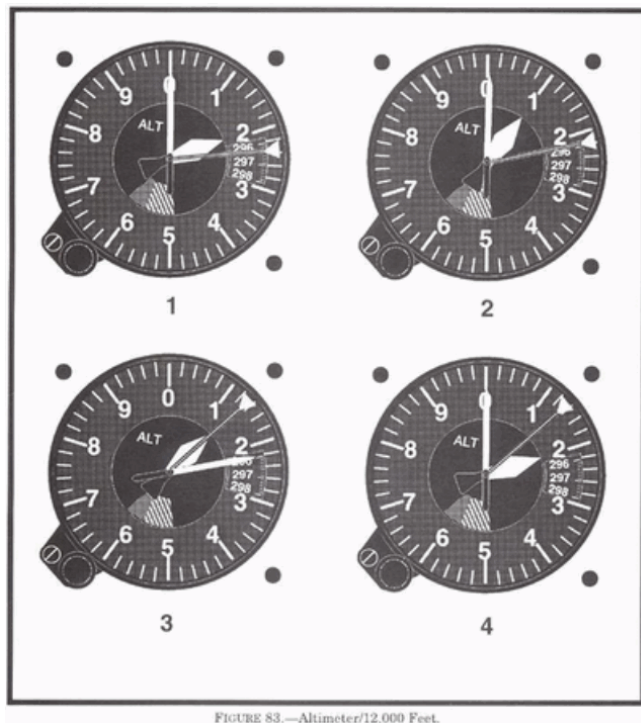
- (B) 4. 在一特定地區所有的飛行員都應使用當地的高度錶撥定值 (local altimeter setting)，主要是提供：  
(A)抵銷由於空中非標準溫度造成的高度錶誤差 (B)較好的飛機垂直隔離 (C)在山區較精確的障礙物隔離(terrain clearance)

原始題號:0010770 題組:0 難易度:易

- (C) 5. 儀器飛行(IFR flight)前，您應該怎麼做高度錶之飛行前檢查(preflight check)？  
(A)設定高度錶為目前溫度，用目前溫度以及高度錶指示來決定校定高度(calibrated altitude)再與場高來比 (B)先調整高度錶為29.92" Hg然後再調至目前高度錶撥定值，高度的改變應該為高度錶撥定值的改變 (C)設定目前高度錶撥定值，指示高度與實際場高(actual elevation)差在75 呎內為容許範圍

原始題號:0010771 題組:1 難易度:易 (R20130125)

- (C) 6. (參看Fig1)那一個高度錶指示出 12,000呎？(如圖A03\_Fig1)  
(A)2 (B)3 (C)4



原始題號:0010773 題組:0 難易度:中

- (C) 7. 從轉180度的側滑轉彎 (skidding turn)，當改出(rolling out)回復到直線水平 (straight and level)的協調飛行(coordinated flight)時，在操作正常下由真空驅動的姿態儀(attitude indication)會有什麼指示？  
 (A)直線水平協調飛行(coordinated flight)的指示 (B)相對於水平飛行為機鼻高 (nose high)的指示 (C)小飛機(miniature aircraft) 顯示出與側滑 (skid)反方向的轉彎

原始題號:0010774 題組:0 難易度:中

- (A) 8. 當飛機加速時有些姿態儀會產生進動(precuss) 以及錯誤的指示為何？  
 (A)爬昇 (B)下降 (C)右轉

原始題號:0010775 題組:0 難易度:易

- (C) 9. 促使飛機進行轉彎的力量是什麼？  
 (A)舵的壓力或垂直軸周邊之力 (B)昇力垂直分量 (C)昇力水平分量

原始題號:0010776 題組:0 難易度:中

- (A) 10. 轉彎時，如空速遞減，應該做什麼動作才能維持平飛？  
 (A)減小坡度(angle of bank)以及/或增加攻角(angle of attack) (B)增加坡度(angle of bank)以及/或減小攻角(angle of attack) (C)增加攻角(angle of attack)

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- (B) 11. 以標準率轉彎 (standard rate turn)時，對坡度(bank)來說，那個儀器是"首要的" ("primary")？  
 (A)方向儀(Heading indicator). (B)轉彎與側滑儀(Turn and slip indicator)或轉彎協調器 (turn coordinator) (C)姿態儀(attitude indicator)

原始題號:0010778 題組:0 難易度:易

- (A) 12. 如保持一標準轉彎率，轉180度要多少時間？  
 (A)1分鐘 (B)2分鐘 (C)3分鐘

原始題號:0010779 題組:0 難易度:易

- (A) 13. 儀器飛行 (IFR flight) 前，真空驅動的方向儀 (HI) 起飛前檢查 (pretakeoff check) 項目為何？  
(A) 5分鐘後，將方向儀調整至飛機的磁航向 (magnetic heading) 以及滑行轉彎 (taxi turn) 後檢查校準 (alignment) 是否正確 (B) 5分鐘後，檢查方向儀是否自己校準 (aligns itself) 至飛機的磁航向 (C) 確定在5分鐘內之地面操作 (ground operation)，方向儀不會產生偏差 (precess) 超過2度

原始題號:0010780 題組:0 難易度:易

- (C) 14. 在滑行檢查 (taxi check) 時，磁羅盤應該  
(A) 向南轉彎時旋轉至轉彎之反向 (B) 展示與緯度同數字之傾斜 (dip) (C) 自由旋轉以並指示到已知之機首方向 (航向) (heading)

原始題號:0010781 題組:0 難易度:易

- (A) 15. 在北半球，飛機以標準轉彎率 (standard rate turn) 由南向北右轉時，磁羅盤會有什麼指示？  
(A) 羅盤會指示往右轉但比實際快 (B) 羅盤會一開始時指示轉向左 (C) 羅盤會短時間內留在南，然後逐漸回到飛機之磁航向 (magnetic heading)

原始題號:0010782 題組:0 難易度:中

- (A) 16. 空速錶的衝壓空氣入口 (ram air input) 及出口 (drain hole) 如果被堵塞，飛行員將觀察到什麼指示？  
(A) 空速錶 (airspeed indicator) 的反應像是高度錶 (B) 當高度增加時，空速錶 (airspeed indicator) 會顯示降低 (C) 於爬升或下降時，空速錶 (airspeed indicator) 指示不會改變

原始題號:0010783 題組:0 難易度:易

- (C) 17. 在從水平飛行進入500FPM下降率中，如靜壓口 (static ports) 被冰覆蓋，VSI的指示會如何？  
(A) 指示將會與實際下降率相反 (500 FPM 爬升) (B) 一開始時指示爬升，然後下降率超過500 FPM (C) VSI的指針會留在零，不管實際的下降率

原始題號:0010784 題組:0 難易度:易

- (A) 18. 在飛行中如果動壓管 (pitot tube) 被冰堵住，以下那些儀錶會被影響？  
(A) 只有空速錶 (B) 空速錶以及高度錶 (C) 空速錶，高度錶，以及垂直速率錶 (Vertical Speed Indicator)

原始題號:0010785 題組:0 難易度:易

- (B) 19. 在平飛時，如需使用連接飛機內部的備用靜壓源 (alternate source of static pressure) 時，飛行員將預期以下儀錶之變化？  
(A) 垂直速率錶會短時間顯示下降 (B) 高度錶讀數會高於正常 (C) 垂直速率錶會顯示爬升

原始題號:0010786 題組:0 難易度:中

- (C) 20. 儀器飛行的三個技巧其正確順序為何？  
(A) 操控飛機，交互檢查 (cross-check)，及儀錶判讀 (instrument interpretation). (B) 儀錶判讀 (instrument interpretation)，交互檢查 (cross-check)，以及操控飛機. (C) 交互檢查 (cross-check)，儀錶判讀 (instrument interpretation)，以及操控飛機.

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- (B) 21. 保持 3 度下滑道(glide slope)在真空速不變下，風向改變會有什麼影響？  
(A)當地速(ground speed)減少，下降率必需增加 (B)當地速(ground speed)增加，下降率必需增加 (C)下降率必需不變，才能維持在下滑道 (glide slope)上

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- (C) 22. 在下滑道 (GS) 上的下降率是隨何者改變？  
(A)真空度 (true airspeed) (B)校正空速(calibrated airspeed). (C)地速 (ground speed)

原始題號:0010789 題組:0 難易度:中

- (B) 23. 當標準率轉彎(standard rate turn)建立後，何者是首要的坡度儀表？  
(A)姿態儀(attitude indicator) (B)轉彎協調器 (turn coordinator) (C)方向儀(航向指示器) (Heading indicator).

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- (C) 24. 保持巡航爬升速度並穩定的向左轉彎時，何者是主要的俯仰角儀器 (pitch instrument)？  
(A)姿態儀(attitude indicator) (B)垂直速率錶(VSI) (C)空速錶 (airspeed indicator)

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- (A) 25. 平飛時以標準率轉彎(standard rate turn)，何者是主要的俯仰角儀器 (pitch instrument)？  
(A)高度錶(Altimeter). (B)垂直速率錶(VSI) (C)空速錶 (airspeed indicator)

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- (C) 26. 從平飛(level cruising flight)，進入等速下降，如欲保持空速，則飛行員應該：  
(A)首先利用姿態儀(attitude indicator)作參考以調整俯仰角(pitch attitude)建立下降姿態，然後調整動力(power)以保持空速 (B)首先減少動力(power)，利用姿態儀(attitude indicator)作參考以調整俯仰角 (pitch)直到垂直速率錶(VSI) 確立特定之下降率 (C)同時減少動力(power)並利用姿態儀(attitude indicator)作參考以調整俯仰角 (pitch)來保持空速

原始題號:0010793 題組:0 難易度:中

- (A) 27. 在沒有姿態儀的輔助下，不正常飛行姿態 (unusual flight attitude)改平飛(recovering)時，如何判別已達仰角水平姿態(level pitch attitude)？  
(A)當空速錶 (airspeed indicator)以及高度錶(Altimeter)停止移動以及垂直速率錶(VSI)反轉趨向 (trend)時. (B)當空速錶到達巡航空速，高度錶反轉趨向，以及垂直速率錶停止移動時 (C)當高度錶以及垂直速率錶反轉趨向，以及空速錶停止移動時

原始題號:0010794 題組:0 難易度:中

- (B) 28. 何者是從螺旋(spiraling)、機頭低 (nose-low)、空速增加、不正常飛行姿態(unusual flight attitude)下，改正的正確順序？  
(A)增加俯仰角(pitch attitude)，減少動力(power)，擺平機翼 (B)減少動力(power)，改平坡度 (bank attitude)，並拉機頭至水平姿態 (C)減少動力(power)，拉機頭至水平姿態，並改平坡度 (bank attitude)

原始題號:0010795 題組:0 難易度:易

- (A) 29. 測距儀(DME)指示器是顯示什麼距離?  
(A)斜距(Slant range), 單位是 NM. (B)斜距(Slant range), 單位是 SM. (C)視線距離(Line-of-sight direct distance)從飛機至 VORTAC, 單位是 SM.

原始題號:0010796 題組:0 難易度:易

- (B) 30. 如您在多向導航太康臺(VORTAC)的正上方, 絕對高度(AGL)大約6000呎, 您會收到什麼DME指示?  
(A)0 (B)1 (C)1.3

原始題號:0010797 題組:0 難易度:中 (R20180611)

- (B) 31. 如要減少測距裝置(DME)的斜距(Slant range)誤差至最小, 您要離DME台多遠才可認為讀數精確?  
(A)在DME台上方, 每 1,000呎高度, 大於或等於二海哩 (B)在DME台上方, 每 1,000呎高度, 大於或等於一海哩 (C)因為接收的是視線距離(Line-of-sight)所以沒有特定距離

原始題號:0010798 題組:0 難易度:易

- (B) 32. 當頻率匹配使特高頻多向導航臺與測距儀(VOR/DME)在相同位置, 如VOR部份沒有作用(inoperative)時, DME辨識碼(identifier)將重複發送的間隔為何?  
(A)1020 Hz. 時 20 秒 (B)1350 Hz. 時 30 秒 (C)1350 Hz. 時 60 秒

原始題號:0010799 題組:0 難易度:中

- (A) 33. DME與儀器降落系統(ILS)裝設在一起時, 在進場程序中可用來作為  
(A)替代外信標臺(OM). (B)替代能見度 (visibility) 需求 (C)決定至落地區(TDZ)的距離

原始題號:0010800 題組:0 難易度:中

- (A) 34. 空中進行特高頻多向導航臺(VOR)檢測時, 雙VOR系統指示的最大容許誤差(除天線外系統為獨立系統)?  
(A)兩VOR的方位(radial)指示誤差為4度 (B)當兩VOR設定在相同方位(radial)時, 為正負4度 (C)兩VOR的方位(radial)指示誤差為6度

原始題號:0010801 題組:0 難易度:中

- (B) 35. 當飛機於地面指定的檢查點時, 飛行員要如何做VOR接收器的測試?  
(A)當選擇鈕(OBS)設定在180度正負4度時, 航線偏離指針(CDI needle)應該在正中位置並顯示(FROM) (B)當OBS設定在指定的方位(radial);航線偏離指針(CDI needle)應該在中央正負4度之內並顯示(FROM) (C)在飛機機首正對VOR 及OBS設定至000度, 航線偏離指針(CDI needle)應在中央至正負4度之內並顯示(TO)

原始題號:0010802 題組:0 難易度:中 (R20181115)

- (C) 36. 在那一本刊物(publication)上可找到機場VOR接收器的地面測試點(ground checkpoint)?  
(A)Aeronautical Information Manual (B)En Route Low Altitude Chart (C)Chart Supplements (previous Airport/Facility Directory)

原始題號:0010803 題組:0 難易度:易

(A) 37. 當CDI在中央而飛機位於空中檢查點 (airborne checkpoint) 上時，VOR指示的最大容許誤差？

(A) 所設定方位(radial)的正負6度。(B) 所設定方位(radial)的正6度或負4度。(C) 所設定方位(radial)的正負4度。

原始題號:0010804 題組:0 難易度:易

(A) 38. 當使用機載多向導航臺收訊試驗設備 (VOT) 檢查時，VOR裝備的最大誤差容許度？

(A) 正負4度。(B) 正負6度。(C) 正負8度。

原始題號:0010805 題組:0 難易度:易

(A) 39. 當VOR 電台進行維修及可能無法信賴時，飛行員會收到何種指示？

(A) 沒有編碼識別 (coded identification) 但可能有航行指示 (navigation indications)。(B) 有編碼識別 (coded identification) 但沒有航行指示。(C) 在 VOR 的頻率有錄音聲明 VOR 是維修中無法服務。

原始題號:0010806 題組:1 難易度:易 (R20130125)

(A) 40. (參看Fig2) 相對於從VORTAC的方向來？，飛機是位於何方向？(如圖A03\_Fig2)

(A) 東北。(B) 東南。(C) 西南。

題目圖：

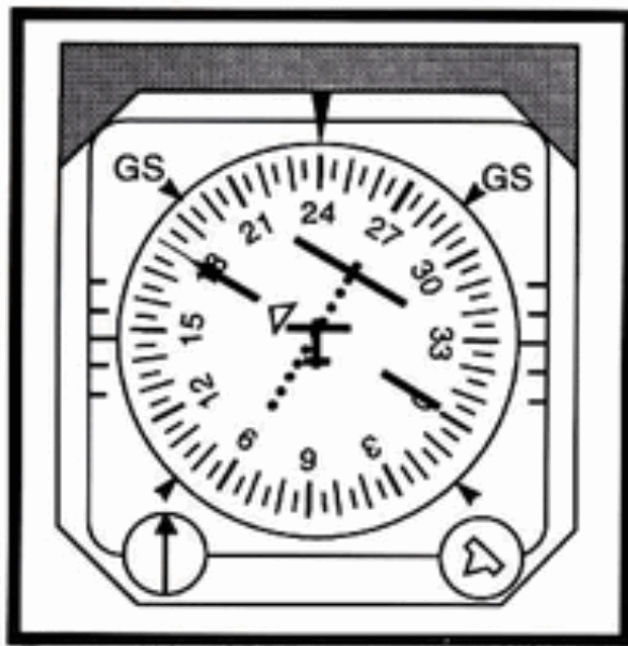


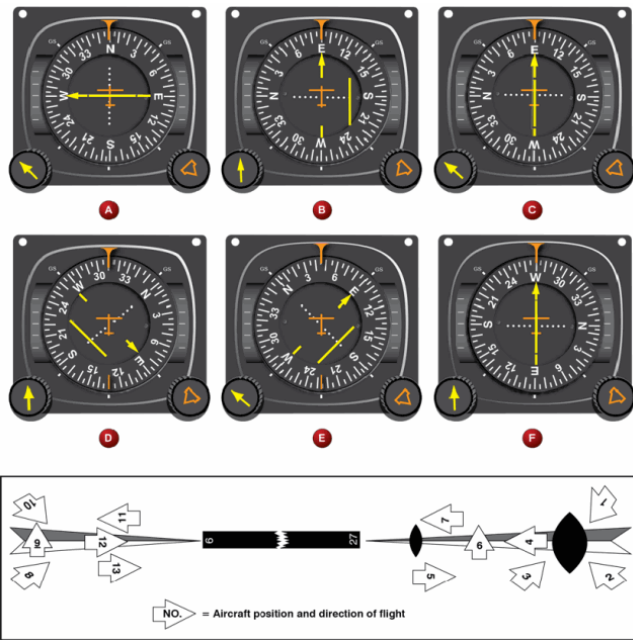
FIGURE 109.—CDI Direction from VORTAC.

原始題號:0010807 題組:1 難易度:中 (R20130125)

(A) 41. (參看Fig3) 那一個飛機的位置為對應於水平狀況指示器(HSI)之顯示"A"？(如圖A03\_Fig3)

(A) 9 以及 6。(B) 只有 9。(C) 只有 6。

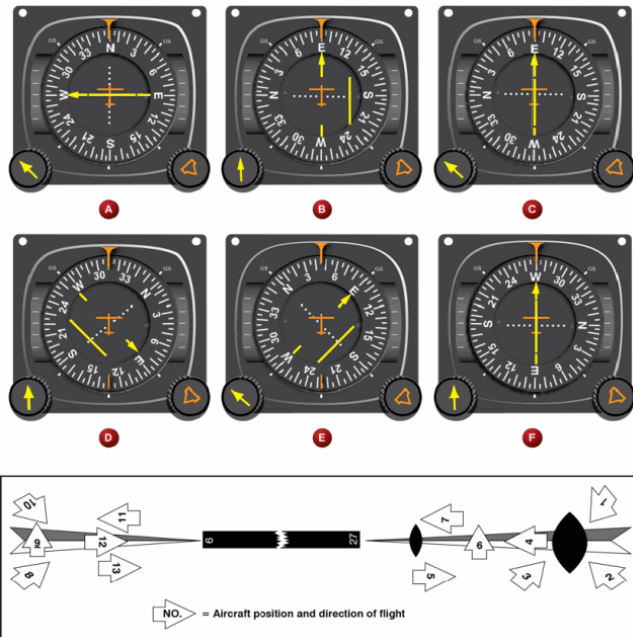
題目圖：



原始題號:0010808 題組:2 難易度:中 (R20211227)

- ( B ) 42.(參看Fig3) 那一個飛機位置是HSI圖型"B"顯示中所對應出來的?(如圖A03\_Fig3)  
(A)11 (B)5 以及 13. (C)7 以及 11.

題目圖：

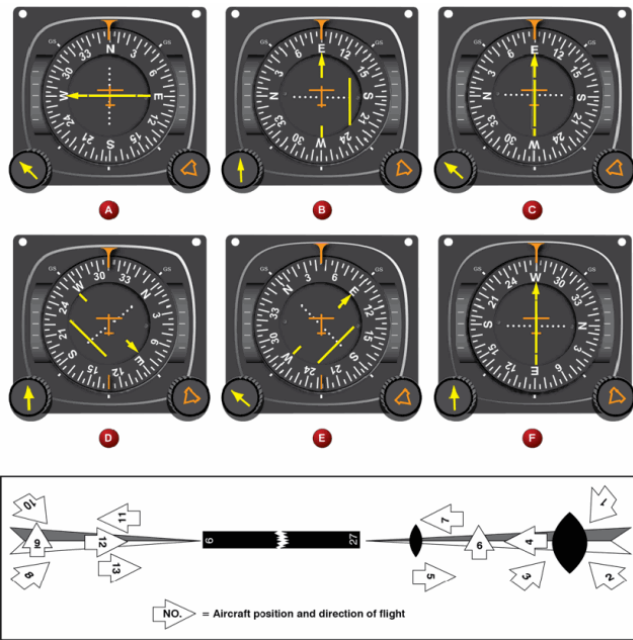


原始題號:0010809 題組:3 難易度:中 (R20130125)

- ( C ) 43.(參看Fig3) 那一個飛機位置是HSI圖型"C"顯示中所對應出來的?(如圖A03\_Fig3)  
(A)9 (B)4 (C)12



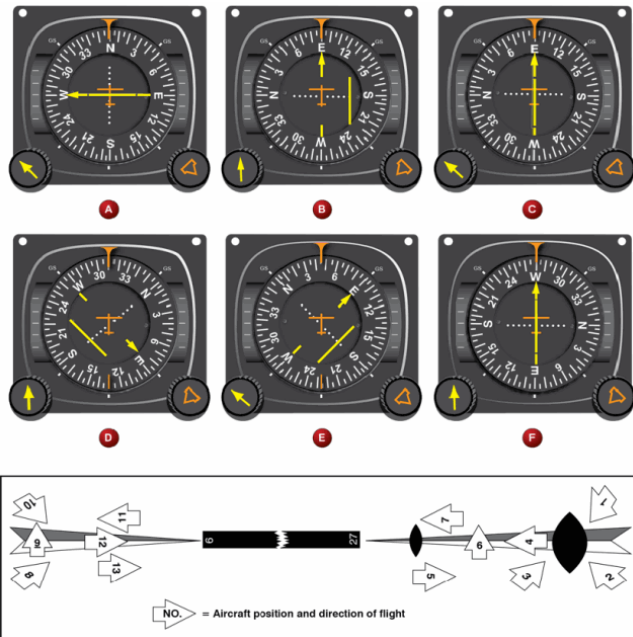
題目圖：



原始題號:0010810 題組:4 難易度:中 (R20130125)

- (C) 44. (參看Fig3) 那一個飛機位置是HSI圖型"D"顯示中所對應出的? (如圖A03\_Fig3)  
 (A)1 (B)10 (C)2

題目圖：

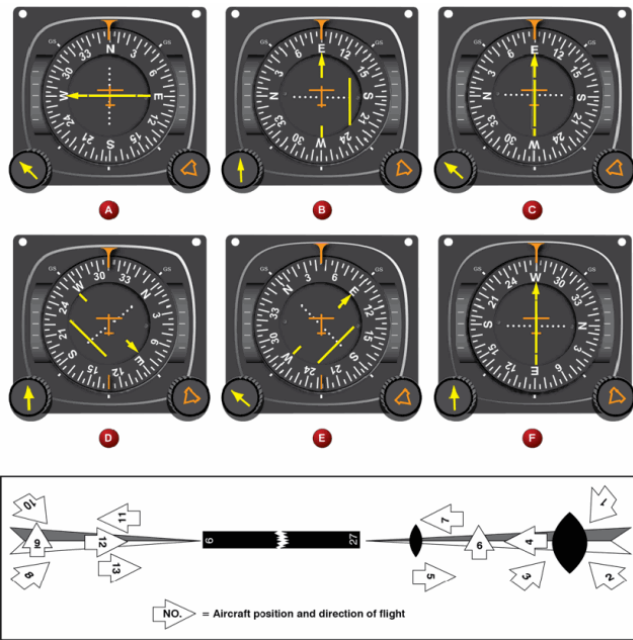


原始題號:0010811 題組:5 難易度:中 (R20130125)

- (C) 45. (參看Fig3) 那一個飛機位置是HSI圖型"E"顯示中所對應出來的? (如圖A03\_Fig3)  
 (A)只有 8 . (B)只有 3 . (C)8 以及 3.



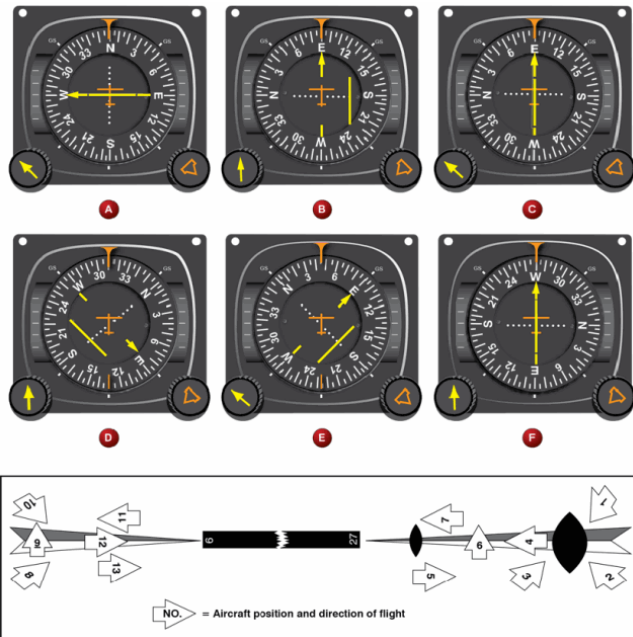
題目圖：



原始題號:0010812 題組:6 難易度:易 (R20130125)

- ( A ) 46.(參看Fig3) 那一個飛機位置是HSI圖型"F"顯示中所對應出來的?(如圖A03\_Fig3)  
(A)4 (B)11 (C)5

題目圖：



原始題號:0010813 題組:1 難易度:易 (R20130125)

- ( B ) 47.(參看Fig4)如圖示4所示至(TO)電台的磁方位 (magnetic bearing) 為何?(如圖A03\_Fig4)  
(A)285°. (B)055°. (C)235°.

題目圖：

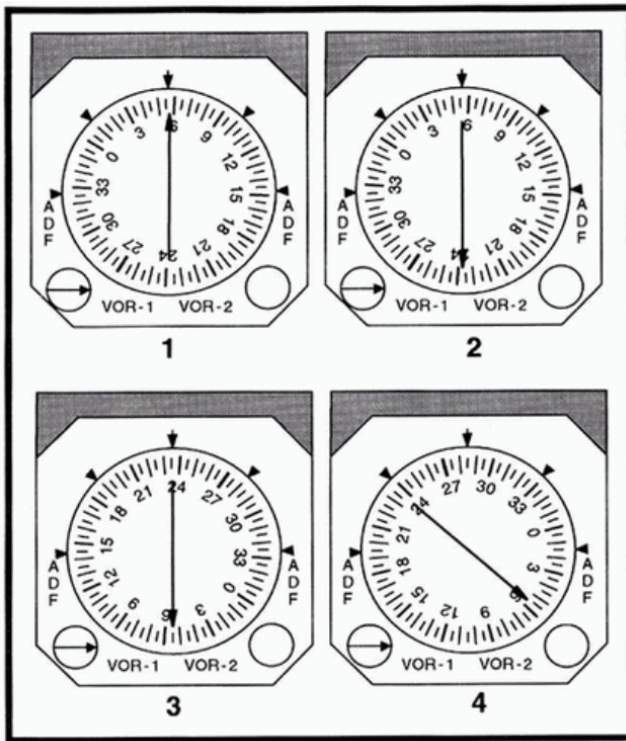


FIGURE 100.—RMI Illustrations.

原始題號:0010814 題組:2 難易度:易 (R20130125)

- (B) 48.(參看Fig4)那一個無線電方位指示器 (RMI) 顯示飛機是在電台的 055° 方位(radial 上以及機首方向離開電台?(如圖A03\_Fig4)  
(A)1 (B)2 (C)3

題目圖：

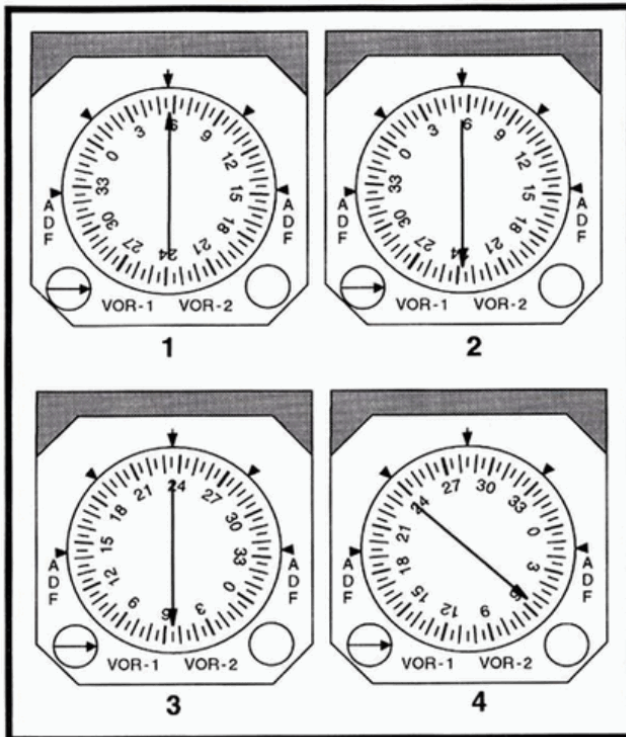


FIGURE 100.—RMI Illustrations.

原始題號:0010815 題組:3 難易度:易 (R20130125)

- (A) 49.(參看Fig4) 那一個RMI圖型顯示出飛機是位於電台的西南方以及移動接近至(TO)電台?(如圖A03\_Fig4)  
(A)1 (B)2 (C)3

題目圖：

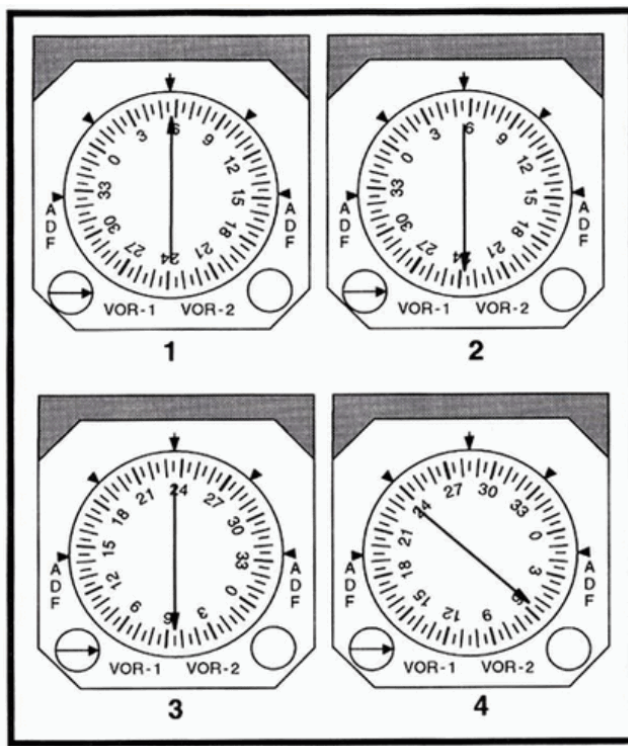


FIGURE 100.—RMI Illustrations.

原始題號:0010816 題組:1 難易度:易 (R20130125)

- (B) 50. (參看Fig5)如要維持16DME距離的右手弧形 (right-hand arc) 同時有右側風，相對於機翼尖參考點，方位指針應該在那裡？(如圖A03\_Fig5)
- (A)對VOR-2來說應在右機翼尖參考點之後。(B)對VOR-2來說應在右機翼尖參考點之前。
- (C)對VOR-1來說應在右機翼尖參考點之後。

題目圖：

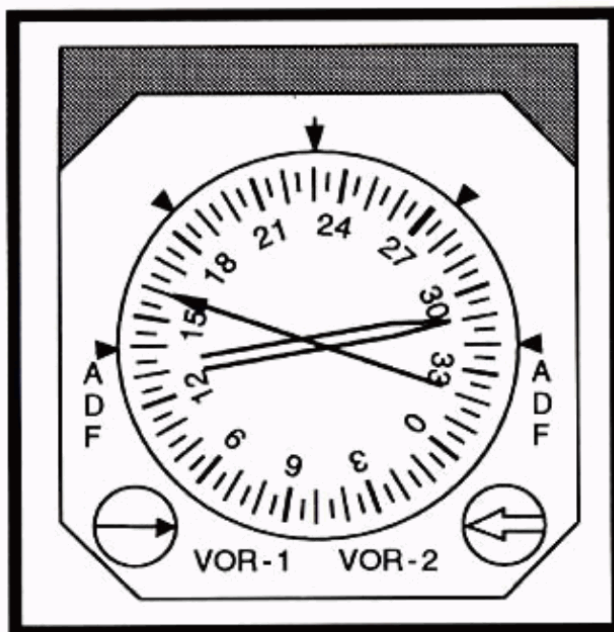


FIGURE 107.—RMI — DME — ARC Illustration Wind Component.

原始題號:0010817 題組:2 難易度:易 (R20141127)

- (C) 51. (參看Fig6) 在六號跑道ILS儀器進場程序到達誤失進場點 (MAP) 上，您將會收到何種信標(marker beacon)指示及其電碼？(如圖A03\_Fig6)
- (A)藍色燈-交替長劃(dashes)及小點(dots);黃色燈-長劃(dashes) (B)黃色燈-交替長劃(dashes)及小點(dots);藍色燈-長劃(dashes) (C)藍色燈-長劃(dashes);黃色燈-交替小點(dots)及長劃(dashes)

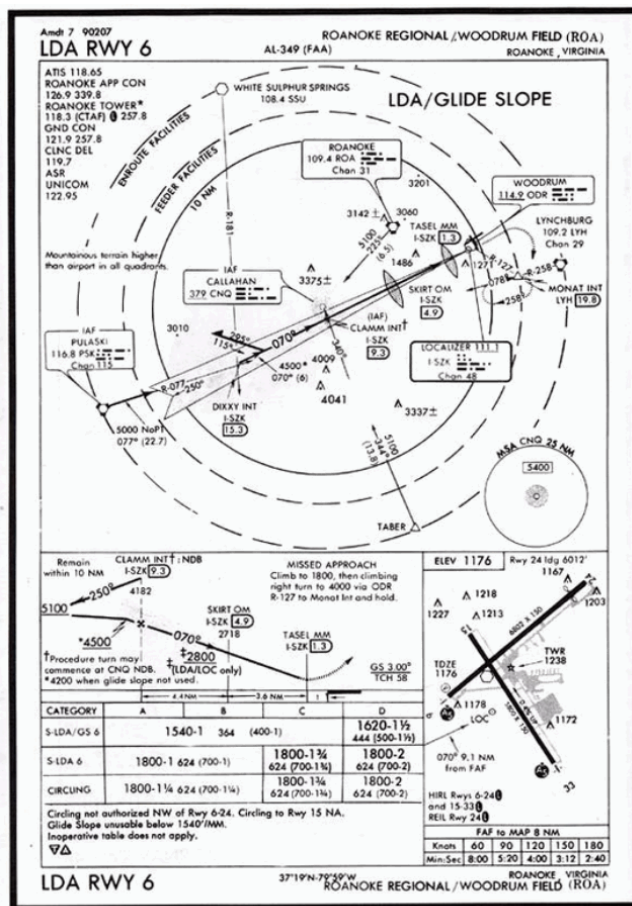


FIGURE 130.—LDA RWY 6 (ROA).

原始題號:0010819 題組:2 難易度:中 (R20130125)

- (B) 52. (參看Fig6) 一個LDA設施，如在Roanoke Regional這個，會與標準的儀器降落系統(ILS)進場設施有何不同？(如圖A03\_Fig6)
- (A) LOC 是比較寬 (B) LOC 不是對準跑道方向 (C) 在超越過中信標台 (MM) 的範圍的下斜坡 (GS) 是不可使用。



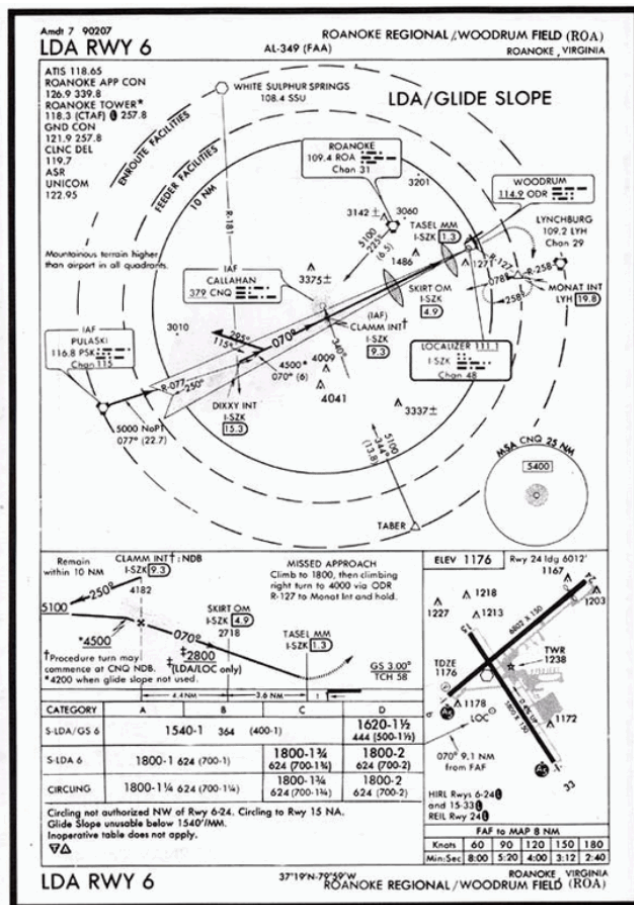


FIGURE 130.—LDA RWY 6 (ROA).

原始題號:0010820 題組:0 難易度:易

(A) 53. 當 IFR 飛航時，何謂航點 (way point)?

- (A) 一個預先設定的地理位置以利區域航行 (RNAV) 航路或區域航行 (RNAV) 儀器進場  
(B) 兩個 VOR 方位 (radial) 交叉點上的報告點 (C) 一僅能用 VOR 以及 DME 的訊號來辨識的位置

原始題號:0010821 題組:0 難易度:中

(A) 54. 簡易階梯下降定位點 (SDF) 與左右定位輔助台 (LDA) 之間有何不同?

- (A) SDF 的航道寬度是六度或十二度，而左右定位輔助台 (LDA) 的航道寬度大約是五度。  
(B) SDF 的航道沒有下滑道 (GS) 導航，而左右定位台 (LDA) 的航道則有。  
(C) SDF 沒有信標發射台 (MB)，而左右定位輔助台 (LDA) 至少有一個外信標台 (OM)。

原始題號:0010822 題組:0 難易度:易

(A) 55. 左右定位輔助台 (LDA) 與儀器降落系統定位台 (ILS Localizer) 兩者之間有何不同?

- (A) LDA 是不與跑道排成一直線。(B) LDA 航道寬為 6° 或 12°，而儀器降落系統 (ILS) 只用 5°。  
(C) LDA 訊號是由 VOR 提供，且沒有下滑道。

原始題號:0010823 題組:0 難易度:中

(C) 56. 何種儀器降落系統 (ILS) 的距離設施，可用兩個英文字母碼的訊號來辨識?

- (A) 中信標台 (MM) (B) 外信標台 (OM) (C) 羅盤指向標 (Compass locator)

原始題號:0010824 題組:0 難易度:中

(B) 57. 在儀器降落系統 (ILS) 進場的正面航道 IM 內信標臺上，飛行員會收到何種訊號?

- (A) 每秒一短聲 (dot) 以及穩定的黃色燈 (B) 每秒六短聲 (dots) 以及閃爍的白色燈 (C) 交替長聲 (dashes) 以及藍色燈

原始題號:0010825 題組:0 難易度:易

(B) 58. 在一個典型的儀器降落系統(ILS)的中信標台 (MM)上方，位於下滑道(GS)中心線，大約是多高？

(A)100 呎. (B)200 呎 (C)300 呎

原始題號:0010826 題組:0 難易度:易

(B) 59. 手提式GPS系統，以及經檢定合格可作VFR操作之GPS系統，在IFR操作下可做為

(A)主要的參考資訊來決定航路上之航點。(B)狀況察覺之輔助。(C)首要的航行資訊的來源。

原始題號:0010827 題組:0 難易度:中

(C) 60. 在IFR飛航情況下，使用經許可之GPS系統航行時

(A)不需其他航行系統。(B)需要一直主動的監視另一備用的航行系統。(C)飛機必須配備另一經許可及可運作的備用航行系統

原始題號:0010828 題組:1 難易度:中 (R20130125)

(B) 61. (參看Fig7) 那一個在No. 1 NAV的OBS的選擇，會使CDI置中並改變向背指示(ambiguity indication)至 (TO) 的顯示？(如圖A03\_Fig7)

(A)175°. (B)165°. (C)345°.

題目圖：

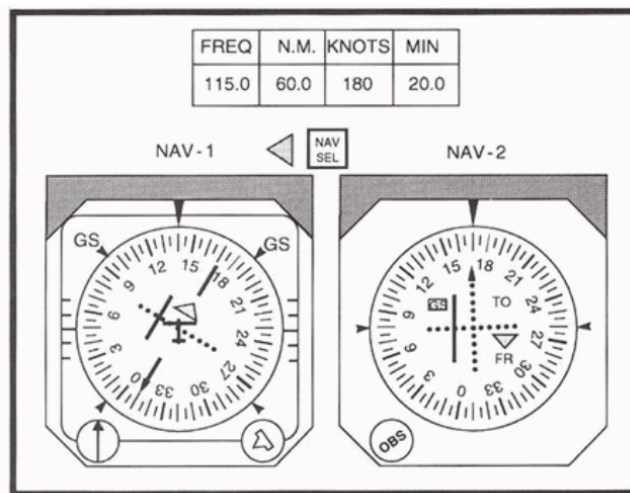


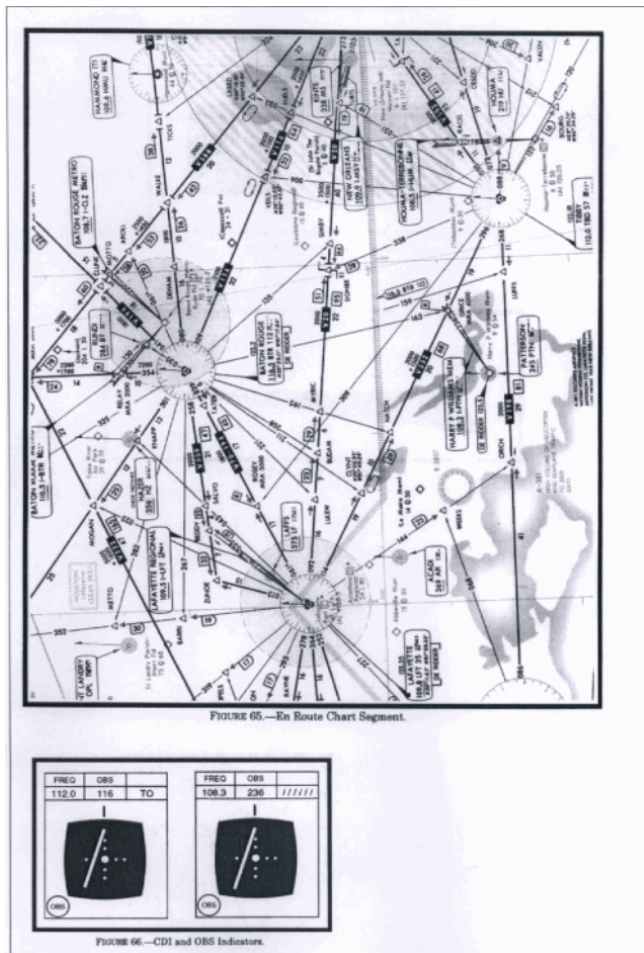
FIGURE 95.—No. 1 and No. 2 NAV Presentation.

原始題號:0010829 題組:1 難易度:中 (R20130125)

(A) 62. (參看Fig8表65J及表66) 您的飛機位置相對於GRICE交接點(intersection)？(如圖A03\_Fig8)

(A)在V552的右側以及接近GRICE交接點 (B)在V552的右側以及超過GRICE交接點 (C)在V552的左側以及接近GRICE交接點





原始題號:0010830 題組:0 難易度:易

(B) 63. 儀器飛行時如何克服空間迷向？

(A)用非常快速的交叉檢查 (B)適當地判讀儀表，據此作出反應 (C)避免超過30度的轉彎坡度

原始題號:0010831 題組:0 難易度:中 (R20141126)

(C) 64. 傾斜的雲層，被遮蔽的地平線，和黑暗的夜景加上地面的燈光與天空的星星，會產生的幻覺為

(A)升降幻覺 (B)自發性運動 (C)假地平線

原始題號:0010832 題組:0 難易度:易

(B) 65. 有關夜航時在駕駛艙內使用燈光，以下何者為正確？

(A)減少燈光之強度到最少，會消除盲點 (B)使用正常的白光，如手電筒，會損害眼睛對黑暗的適應 (C)使用直接的紅光，對地圖上的顏色顯示影響最少

原始題號:0010833 題組:0 難易度:中

(C) 66. 在山區飛行時，若無其他最低高度的規範，在儀器飛行規則下，飛機的最低飛行高度為：

(A)在最高的障礙物以上500英尺 (B)在最高的障礙物以上1000英尺 (C)在最高的障礙物以上2000英尺

原始題號:0010834 題組:0 難易度:易

(B) 67. 當飛機在指定高度之1000英尺範圍內，航管沒有其他爬升與下降的限制時，飛行員應控制爬升率和下降率介於？

(A)每分鐘500呎和每分鐘1000呎之間 (B)每分鐘500呎和每分鐘1500呎之間 (C)每分鐘1000呎和每分鐘2000呎之間

原始題號:0010835 題組:0 難易度:中

- (A) 68. 若你的飛機有兩具VOR接收器，第一具接收器有VOR / 左右定位儀 / 下滑坡之功能，第二具接收器只有VOR / 左右定位儀之功能，在管制空域內，儀器飛行規則下飛行時，如第一部VOR接收器故障時，該採取何步驟？  
(A)立刻向航管人員報告故障情況 (B)繼續依先前航管之指示飛行，不須任何通報 (C)繼續進場並要求以VOR 或 NDB 進場

原始題號:0010836 題組:0 難易度:易

- (A) 69. 在儀器飛航規則飛行中，飛行員在緊急狀況下偏離航管的指令，應作何處置？  
(A)儘快告知航管已偏離其指令 (B)在緊急狀況時，雷達識別碼設定為7700 (C)於48小時內，向該航管單位最高主管，提交詳細的報告

原始題號:0010837 題組:0 難易度:易 (R20131108)

- (B) 70. 在....CLEARED AS FILED 這種簡化的ATC離場許可中，常會包括：  
(A)飛行計劃中要採用的標準儀器到場航線(STAR)之名稱和編號 (B)飛行計劃中所提報的目的地機場之名稱 (C)若不在雷達環境中，第一個強制報告點

原始題號:0010838 題組:0 難易度:中

- (C) 71. 在不需飛行員事先要求下，那些航管許可指令，可能會被ATC發佈，  
(A)離場程序(DPS)，標準儀器到場航線(STARS)，觸視進場. (B)觸視進場與目視進場.  
(C)離場程序(DPS)，標準儀器到場航線(STARS)，目視進場.

原始題號:0010839 題組:1 難易度:易 (R20130125)

- (C) 72. (參考Fig9) 通過STAKK航點時，最低飛行高應為？(如圖A03\_Fig9)  
(A)6,500 呎 平均海平面. (B)1,400 呎 平均海平面. (C)10,200 呎 平均海平面.

題目圖：

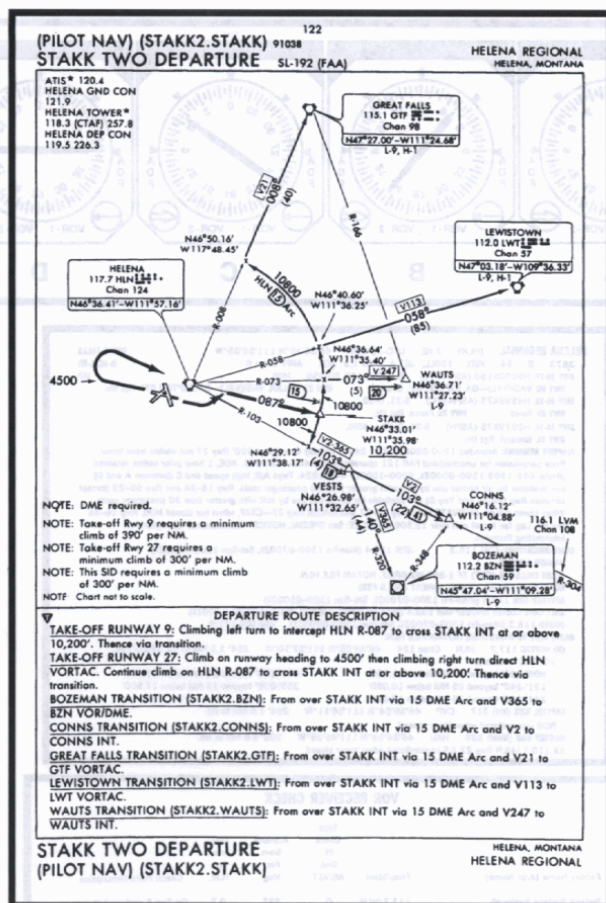


FIGURE 77.— STAKK TWO DEPARTURE.

原始題號:0010840 題組:2 難易度:易 (R20130125)

- (C) 73. (參考Fig9) 若使用平均地速140節，那一個最低爬升率會符合儀器離場程序內的最低爬升梯度(每海里爬幾呎)要求?(如圖A03\_Fig9)  
 (A)350呎每分鐘 (B)475呎每分鐘 (C)700呎每分鐘

題目圖：

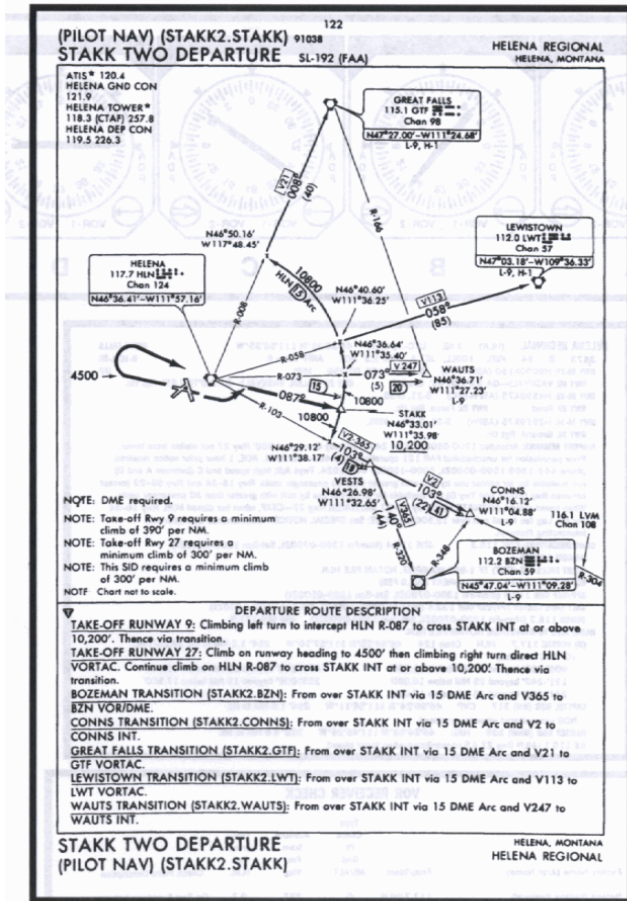


FIGURE 77.— STAKK TWO DEPARTURE.

原始題號:0010841 題組:0 難易度:中

- (C) 74. 一特定儀器離場程序要求爬升率為每海里210呎至 8000 呎，若以140節地速爬升，每分鐘應爬升幾呎？  
 (A)210 (B)450 (C)490

原始題號:0010842 題組:0 難易度:易

- (B) 75. 航管人員說 "Radar contact"，意思是：  
 (A)你的飛機已被識別，當你繼續與此雷達站聯絡時，你將會得到與所有飛機隔離的服務。(B)你的飛機已在雷達螢幕上被看到，將獲得雷達飛航監管服務，直至雷達識別終止。(C)你將獲得相關航管資訊，直到被告知此服務結束或失去雷達接觸。

原始題號:0010843 題組:0 難易度:易

- (C) 76. 當正在攔截指定的電台幅向時，航管人員告知你已在航路上，並說 "RESUME OWN NAVIGATION" 時，這句話的意思是：  
 (A)你仍在雷達接觸中，但是必須要作位置報告。(B)雷達服務已終止，你有責任作位置報告。(C)你已被認定為有責任自行導航。

原始題號:0010844 題組:1 難易度:中 (R20140804)

- (B) 77. (參考Fig10) 依圖中編號7是甚麼標示牌?(如圖A03\_Fig10)  
 (A)位置標示牌 (B)強制說明標示牌 (C)方向標示牌



題目圖：

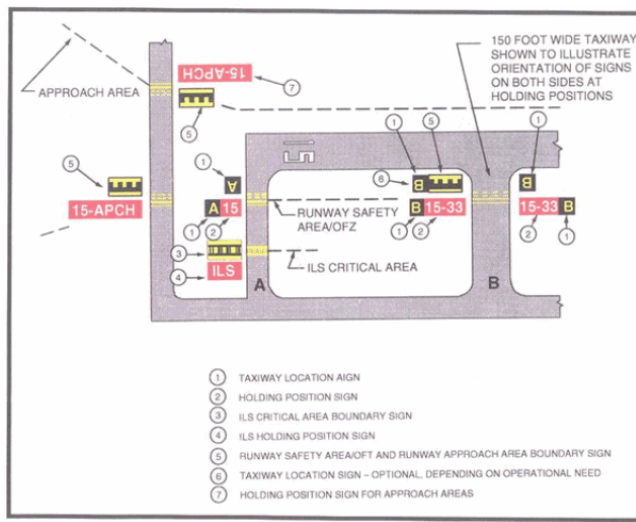


FIGURE 94.—Application Examples for Holding Positions.

原始題號:0010845 題組:0 難易度:中

(A) 78. 最低航路高度(MEA) 之定義為何?

(A)已公佈的最低高度，其符合障礙物隔離之要求，並且可保證能接收導航訊號。(B)已公佈的最低高度，其符合障礙物之要求，並且可保證能接收導航訊號，雙向無線電通訊，提供足夠的雷達涵蓋範圍。(C)其高度為符合障礙物隔離之要求，並且可保證能接收導航訊號，雙向無線電通訊，提供足夠的雷達涵蓋範圍，準確的DME里數。

原始題號:0010846 題組:0 難易度:中

(A) 79. 航路上某航點以某一位於航路以外之電台來定義，若飛機飛在航路的 "最低航路高度(MEA)" 上，可能不足以接收此電台的訊號，並判斷此航點的位置，針對此一情況，以下那一個最高度是用來幫助定義此航點？

(A)最低收訊高度 (B)最低通過高度 (C)最低障礙物間隔高度

原始題號:0010847 題組:0 難易度:中

(C) 80. 若在非山區飛行，在何種情況下，均可保證符合以下的高度限制：最高許可高度，最低通過高度，最低收訊高度，最低障礙物間隔高度，最低航路高度？

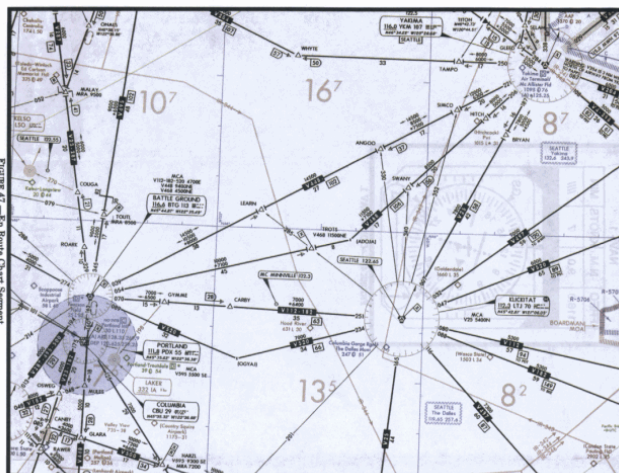
(A)有足夠導航訊號。(B)有足夠通訊。(C)與障礙物間隔1000呎。

原始題號:0010848 題組:1 難易度:易 (R20130125)

(C) 81. (參考Fig11) 沿航路V112, 由BTG VORTAC飛到 LTJ VORTAC，試問通過Gymme 交叉點的最低高度是 :(如圖A03\_Fig11)

(A)6,400 呎。(B)6,500 呎。(C)7,000 呎。

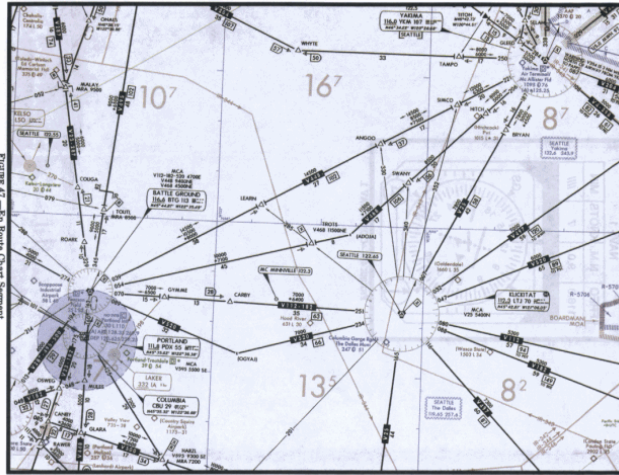
題目圖：



原始題號:0010849 題組:2 難易度:易 (R20130125)

- (C) 82.(參考Fig11) 沿航路V468 由BTG VORTAC 到 YKM VORTAC , 在TROTS交叉點之最低高度是(如圖A03\_Fig11)  
(A)7,100 呎. (B)10,000 呎. (C)11,500 呎.

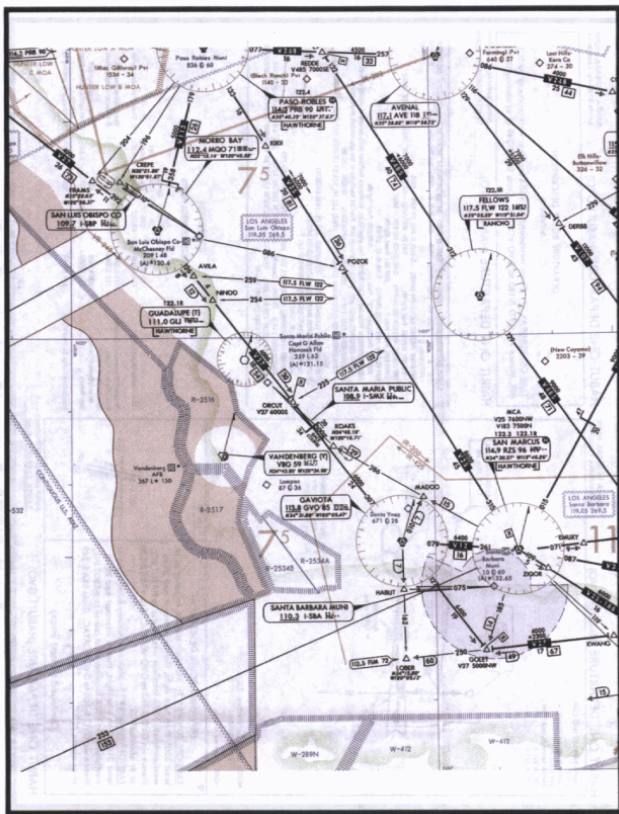
題目圖：



原始題號:0010850 題組:1 難易度:易 (R20130125)

- (A) 83.(參考Fig12) 在航路V27上, GVO 與MQO VORTACS 之間, VOR COP 是在那裡?(如圖A03\_Fig12)  
(A)距GVO VORTAC 20 DME (B)距MQO VORTAC 20 DME (C)距SBA VORTAC 30 DME

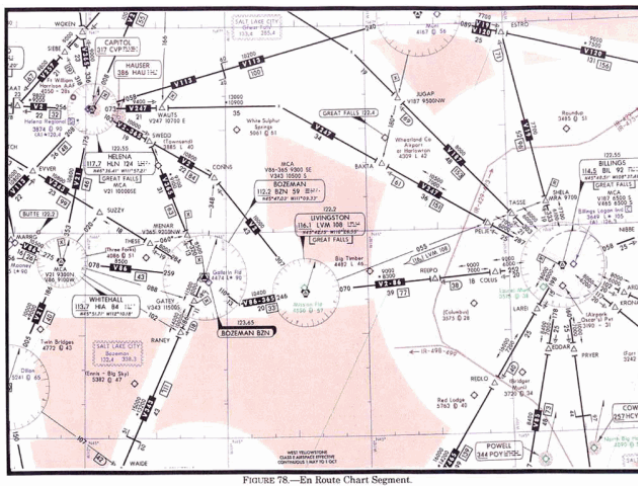
題目圖：



原始題號:0010851 題組:1 難易度:易 (R20130125)

- (B) 84.(參考Fig13) 若沿航路V86 往東南方飛行, 在BOZEMAN VORTAC上空, 最低通過高度為何?(如圖A03\_Fig13)  
(A)8,500 呎(海平面) (B)9,300 呎(海平面) (C)9,700 呎(海平面)

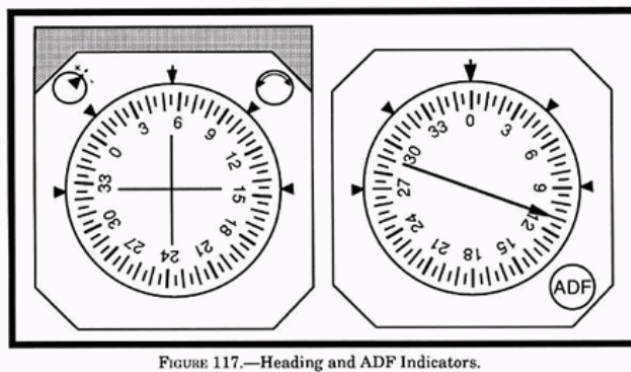
題目圖：



原始題號:0010852 題組:1 難易度:中 (R20130125)

- (A) 85.(參考Fig14) 你接收到航管人員之指示如下："...HOLD EAST OF THE ABC VORTAC ON THE ZERO NINER ZERO RADIAL, LEFT TURNS..." 那一種程序是被建議為進入待命航線的方法?(如圖A03\_Fig14)
- (A)只有平行進入法 (B)只有直接進入法 (C)只有淚點進入法

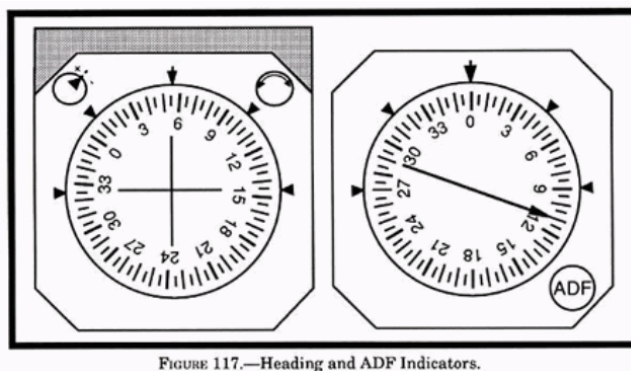
題目圖：



原始題號:0010853 題組:2 難易度:中 (R20130125)

- (B) 86.(參考Fig14) 你接收到航管人員之指示如下："...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL..." 那一種程序是被建議為進入待命航線的方法?(如圖A03\_Fig14)
- (A)只有淚點進入法 (B)只有直接進入法 (C)只有平行進入法

題目圖：



原始題號:0010854 題組:3 難易度:中 (R20130125)

- (C) 87.(參考Fig14)你接收到航管人員之指示如下："...CLEARED TO THE XYZ VORTAC. HOLD NORTH ON THE THREE SIX ZERO RADIAL, LEFT TURNS..." 那一種程序是被建議為進入待命航線的方法?(如圖A03\_Fig14)
- (A)只有平行進入法 (B)只有直接進入法 (C)只有淚點進入法



題目圖：

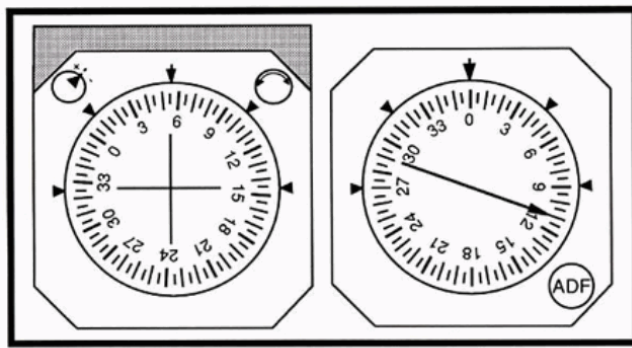


FIGURE 117.—Heading and ADF Indicators.

原始題號:0010855 題組:4 難易度:中 (R20130125)

- (B) 88. (參考Fig14) 你接收到航管人員之指示如下： "...CLEARED TO THE ABC VORTAC. HOLD WEST ON THE TWO SEVEN ZERO RADIAL..." 那一種程序是被建議為進入待命航線的方法？(如圖A03\_Fig14)
- (A) 只有平行進入法 (B) 只有直接進入法 (C) 只有淚點進入法

題目圖：

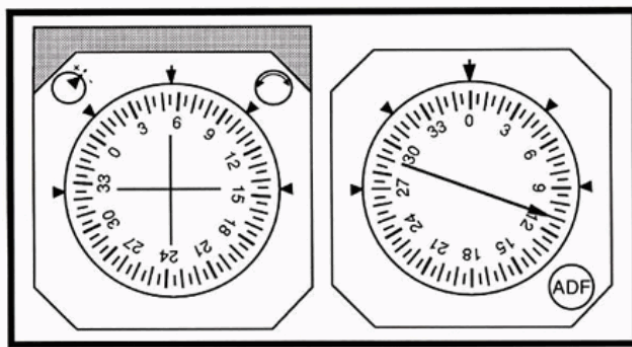


FIGURE 117.—Heading and ADF Indicators.

原始題號:0010856 題組:5 難易度:中 (R20130125)

- (B) 89. (參考Fig14) 你接收到航管人員之指示如下： "...CLEARED TO THE XYZ NDB. HOLD NORTHEAST ON THE ZERO FOUR ZERO DEGREE BEARING FROM THE NDB. LEFT TURNS..." 當通過電台時你看見儀器顯示如圖117，問那一種程序是被建議為進入待命航線的方法？(如圖A03\_Fig14)
- (A) 只有直接進入法 (B) 只有淚點進入法 (C) 只有平行進入法

題目圖：

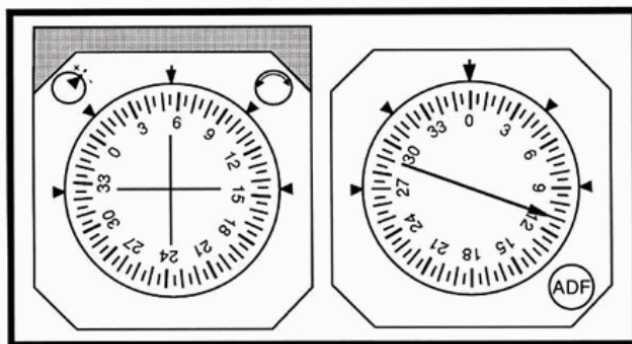


FIGURE 117.—Heading and ADF Indicators.

原始題號:0010857 題組:6 難易度:中 (R20130125)

- (A) 90. (參考Fig14) 你接收到航管人員之指示如下： "...CLEARED TO THE ABC NDB. HOLD SOUTHWEST ON THE TWO THREE ZERO DEGREE BEARING FROM THE NDB..." 在通過電台時，儀表顯示如圖117，那一種程序是被建議使用，來進入待命航線？(如圖A03\_Fig14)
- (A) 只有直接進入法 (B) 只有淚點進入法 (C) 只有平行進入法

題目圖：

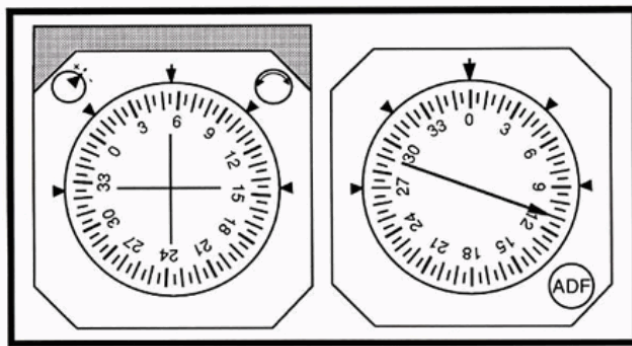


FIGURE 117.—Heading and ADF Indicators.

原始題號:0010858 題組:0 難易度:易

- (A) 91. 當在VOR上作待命航線(holding pattern)時，應該使用怎樣的計時程序？  
(A)當飛機在VOR上或VOR在飛機正側方，以最晚發生者，開始計算向外航段.之時間  
(B)當飛機開始向內轉彎，開始計算向內航線之時間 (C)每次待命航線之調整，應在向內航段執行

原始題號:0010859 題組:0 難易度:中 (R20131108)

- (C) 92. 針對非標準待命航線(holding pattern)，在第一次向外飛離待命固定點時，應在那一點開始計時？  
(A)當待命固定點在正側方時，或機翼水平，兩者中以最晚發生者. (B)當完成180度之向外轉彎，而機翼水平時. (C)當待命固定點在正上方時，或待命固定點在正側方.

原始題號:0010860 題組:0 難易度:中

- (C) 93. 當在NDB上方作待命航線(holding pattern)時，應在那一點開始計算第二次向外航段的時間？  
(A)當完成向外轉彎，機頭轉到向外航段之航向，機翼水平，風修正角已建立時. (B)當完成向外轉彎，機頭轉到向外航段之航向，機翼水平時，或當待命固定點在正側方時，以兩者最晚發生者開始計時. (C)當待命固定點在正側方時.

原始題號:0010861 題組:1 難易度:易 (R20171011)

- (B) 94. 給定 IGN 到 BRISS 的距離為 36 哩，依圖 A03\_00335 之飛航相關資料求估計飛航時間。(如圖A03\_00335)(如圖A03\_00335)  
(A)1小時14分鐘。 (B)58分鐘。 (C)50分鐘。

題目圖：

| FLIGHT PLAN             |                     | FLIGHT SUMMARY        |                         | FLIGHT DATA                  |                      | FLIGHT STATUS            |                       |
|-------------------------|---------------------|-----------------------|-------------------------|------------------------------|----------------------|--------------------------|-----------------------|
| 1. FLIGHT PLAN NUMBER   | 2. FLIGHT PLAN DATE | 3. FLIGHT PLAN TIME   | 4. FLIGHT PLAN LOCATION | 5. FLIGHT PLAN ALTITUDE      | 6. FLIGHT PLAN SPEED | 7. FLIGHT PLAN DIRECTION | 8. FLIGHT PLAN STATUS |
| 9. FLIGHT PLAN COMMENTS |                     | 10. FLIGHT PLAN NOTES |                         | 11. FLIGHT PLAN OBSERVATIONS |                      | 12. FLIGHT PLAN ACTIONS  |                       |

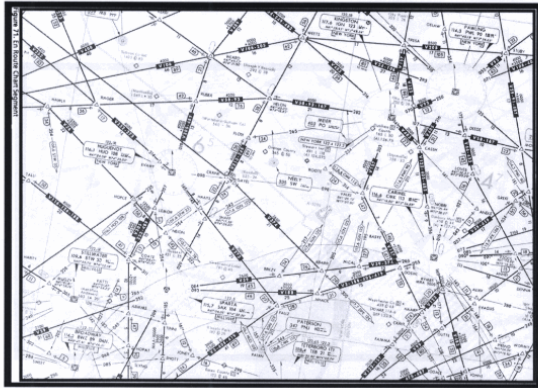
  

| AIRCRAFT INFORMATION |                       | AIRCRAFT PERFORMANCE |                     |
|----------------------|-----------------------|----------------------|---------------------|
| 1. AIRCRAFT TYPE     | 2. AIRCRAFT MODEL     | 3. AIRCRAFT WEIGHT   | 4. AIRCRAFT SPEED   |
| 5. AIRCRAFT ALTITUDE | 6. AIRCRAFT DIRECTION | 7. AIRCRAFT STATUS   | 8. AIRCRAFT ACTIONS |

| FLIGHT LOG |          |       |           |        |         |         |       |
|------------|----------|-------|-----------|--------|---------|---------|-------|
| TIME       | ALTITUDE | SPEED | DIRECTION | STATUS | ACTIONS | REMARKS | TIME  |
| 00:00      | 0000     | 000   | 000       | 000    | 000     | 000     | 00:00 |
| 00:01      | 0001     | 001   | 001       | 001    | 001     | 001     | 00:01 |
| 00:02      | 0002     | 002   | 002       | 002    | 002     | 002     | 00:02 |
| 00:03      | 0003     | 003   | 003       | 003    | 003     | 003     | 00:03 |
| 00:04      | 0004     | 004   | 004       | 004    | 004     | 004     | 00:04 |
| 00:05      | 0005     | 005   | 005       | 005    | 005     | 005     | 00:05 |
| 00:06      | 0006     | 006   | 006       | 006    | 006     | 006     | 00:06 |
| 00:07      | 0007     | 007   | 007       | 007    | 007     | 007     | 00:07 |
| 00:08      | 0008     | 008   | 008       | 008    | 008     | 008     | 00:08 |
| 00:09      | 0009     | 009   | 009       | 009    | 009     | 009     | 00:09 |
| 00:10      | 0010     | 010   | 010       | 010    | 010     | 010     | 00:10 |
| 00:11      | 0011     | 011   | 011       | 011    | 011     | 011     | 00:11 |
| 00:12      | 0012     | 012   | 012       | 012    | 012     | 012     | 00:12 |
| 00:13      | 0013     | 013   | 013       | 013    | 013     | 013     | 00:13 |
| 00:14      | 0014     | 014   | 014       | 014    | 014     | 014     | 00:14 |
| 00:15      | 0015     | 015   | 015       | 015    | 015     | 015     | 00:15 |
| 00:16      | 0016     | 016   | 016       | 016    | 016     | 016     | 00:16 |
| 00:17      | 0017     | 017   | 017       | 017    | 017     | 017     | 00:17 |
| 00:18      | 0018     | 018   | 018       | 018    | 018     | 018     | 00:18 |
| 00:19      | 0019     | 019   | 019       | 019    | 019     | 019     | 00:19 |
| 00:20      | 0020     | 020   | 020       | 020    | 020     | 020     | 00:20 |
| 00:21      | 0021     | 021   | 021       | 021    | 021     | 021     | 00:21 |
| 00:22      | 0022     | 022   | 022       | 022    | 022     | 022     | 00:22 |
| 00:23      | 0023     | 023   | 023       | 023    | 023     | 023     | 00:23 |
| 00:24      | 0024     | 024   | 024       | 024    | 024     | 024     | 00:24 |
| 00:25      | 0025     | 025   | 025       | 025    | 025     | 025     | 00:25 |
| 00:26      | 0026     | 026   | 026       | 026    | 026     | 026     | 00:26 |
| 00:27      | 0027     | 027   | 027       | 027    | 027     | 027     | 00:27 |
| 00:28      | 0028     | 028   | 028       | 028    | 028     | 028     | 00:28 |
| 00:29      | 0029     | 029   | 029       | 029    | 029     | 029     | 00:29 |
| 00:30      | 0030     | 030   | 030       | 030    | 030     | 030     | 00:30 |
| 00:31      | 0031     | 031   | 031       | 031    | 031     | 031     | 00:31 |
| 00:32      | 0032     | 032   | 032       | 032    | 032     | 032     | 00:32 |
| 00:33      | 0033     | 033   | 033       | 033    | 033     | 033     | 00:33 |
| 00:34      | 0034     | 034   | 034       | 034    | 034     | 034     | 00:34 |
| 00:35      | 0035     | 035   | 035       | 035    | 035     | 035     | 00:35 |
| 00:36      | 0036     | 036   | 036       | 036    | 036     | 036     | 00:36 |
| 00:37      | 0037     | 037   | 037       | 037    | 037     | 037     | 00:37 |
| 00:38      | 0038     | 038   | 038       | 038    | 038     | 038     | 00:38 |
| 00:39      | 0039     | 039   | 039       | 039    | 039     | 039     | 00:39 |
| 00:40      | 0040     | 040   | 040       | 040    | 040     | 040     | 00:40 |
| 00:41      | 0041     | 041   | 041       | 041    | 041     | 041     | 00:41 |
| 00:42      | 0042     | 042   | 042       | 042    | 042     | 042     | 00:42 |
| 00:43      | 0043     | 043   | 043       | 043    | 043     | 043     | 00:43 |
| 00:44      | 0044     | 044   | 044       | 044    | 044     | 044     | 00:44 |
| 00:45      | 0045     | 045   | 045       | 045    | 045     | 045     | 00:45 |
| 00:46      | 0046     | 046   | 046       | 046    | 046     | 046     | 00:46 |
| 00:47      | 0047     | 047   | 047       | 047    | 047     | 047     | 00:47 |
| 00:48      | 0048     | 048   | 048       | 048    | 048     | 048     | 00:48 |
| 00:49      | 0049     | 049   | 049       | 049    | 049     | 049     | 00:49 |
| 00:50      | 0050     | 050   | 050       | 050    | 050     | 050     | 00:50 |
| 00:51      | 0051     | 051   | 051       | 051    | 051     | 051     | 00:51 |
| 00:52      | 0052     | 052   | 052       | 052    | 052     | 052     | 00:52 |
| 00:53      | 0053     | 053   | 053       | 053    | 053     | 053     | 00:53 |
| 00:54      | 0054     | 054   | 054       | 054    | 054     | 054     | 00:54 |
| 00:55      | 0055     | 055   | 055       | 055    | 055     | 055     | 00:55 |
| 00:56      | 0056     | 056   | 056       | 056    | 056     | 056     | 00:56 |
| 00:57      | 0057     | 057   | 057       | 057    | 057     | 057     | 00:57 |
| 00:58      | 0058     | 058   | 058       | 058    | 058     | 058     | 00:58 |
| 00:59      | 0059     | 059   | 059       | 059    | 059     | 059     | 00:59 |
| 01:00      | 0100     | 100   | 100       | 100    | 100     | 100     | 01:00 |

Figure 70. Flight Planning Log



原始題號:0010863 題組:1 難易度:中 (R20130125)

- (C) 95.(參考Fig15) 求從BZN VOR 到 DBS VORTAC 之大約所需時間，如果風是260 度 24節，採用真空速 185節？(磁偏角17 E)(如圖A03\_Fig15)
- (A)33 分鐘. (B)37 分鐘. (C)39 分鐘.

題目圖：

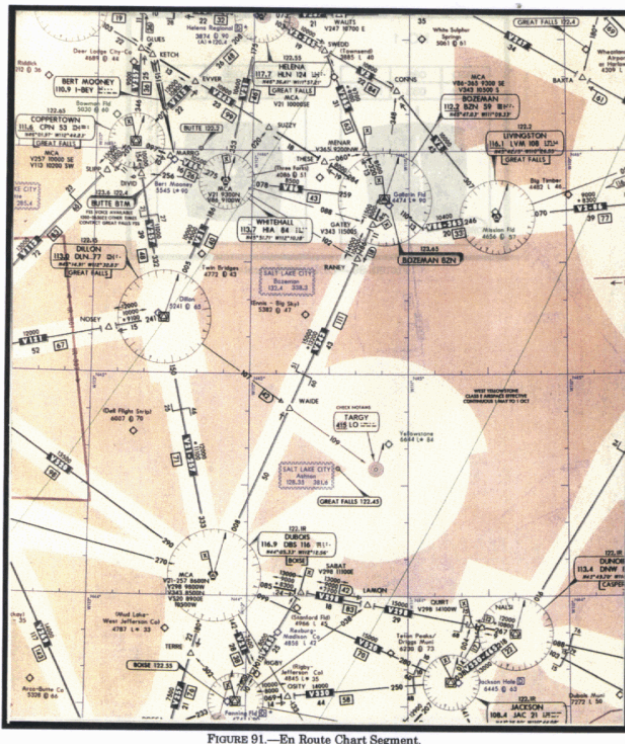


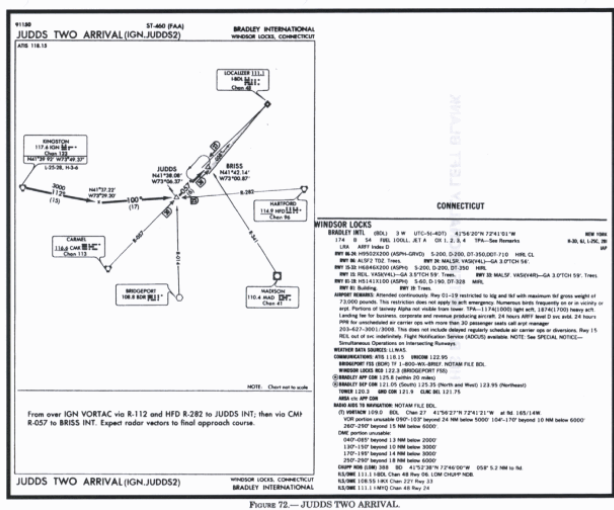
FIGURE 91.—En Route Chart Segment.

原始題號:0010866 題組:1 難易度:中 (R20170926)

- (B) 96.(參考Fig17) IGN. JUDDS2 到場程序是從那一位置或條件開始？(如圖A03\_Fig17)
- (A)CMK VORTAC. (B)IGN VORTAC. (C)BRIS 交叉點.



題目圖：



原始題號:0010867 題組:0 難易度:易

- (A) 97. 在雷達引導下，準備進行ILS進場，在收到進場許可後，在那一點可以離開航管最後所指定的高度，並下降到更低的最低高度。  
 (A)當已建立在所公佈的航路或儀器進場程序上 (B)可立即下降到所公佈的下滑道攔截高度上 (C)除非另有航管許可，否則只有在建立於最後進場航線上後，才可下降

原始題號:0010868 題組:0 難易度:易

- (C) 98. 當在雷達引導下，即將要通過ILS 最後進場航線，但是進場許可仍未發佈，飛行員應如何處置？  
 (A)在最後進場航線上轉向外，執行程序轉彎，通知ATC (B)若仍未收到進場許可，則轉向內，在外信標處，執行迷失進場程序。 (C)保持最後指示之航向，並詢問航管

原始題號:0010869 題組:1 難易度:易 (R20130125)

- (A) 99. (參考Fig18) 在Eugene Mahlon Sweet Field 機場，16號跑道上的著陸區 (TDZ) 之海拔高度為何？(如圖A03\_Fig18)  
 (A)363 呎 (平均海平面) (B)365 呎 (平均海平面) (C)396 呎 (平均海平面)

題目圖：

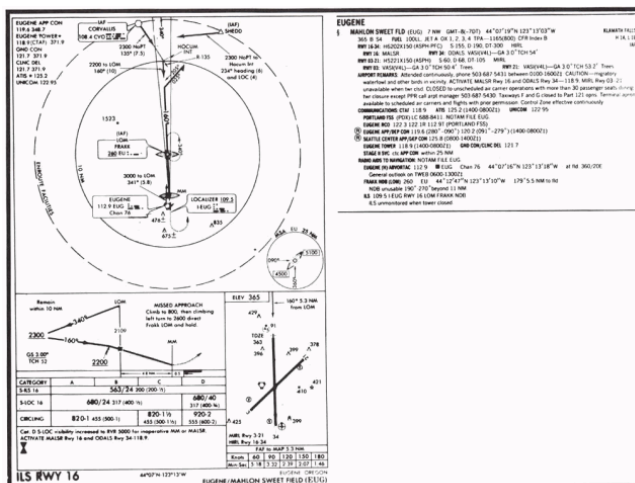


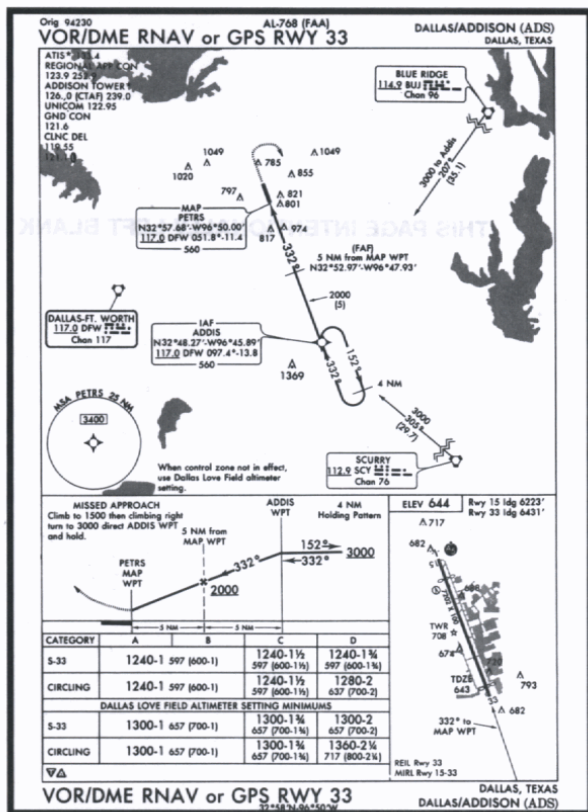
Figure 29.—ILS RWY 16 (EUG) and Excerpt from Airport/Facility Directory.

原始題號:0010870 題組:2 難易度:易 (R20130125)

- (B) 100. (參考Fig18) 以地速90節，在ILS最後進場航線上，那一個下降率可用來維持飛機在ILS下滑道上？(如圖A03\_Fig18)  
 (A)415 呎每分鐘 (B)484 呎每分鐘。 (C)555 呎每分鐘。

原始題號:0010871 題組:1 難易度:易 (R20130125)

題目圖：



原始題號:0010872 題組:2 難易度:易 (R20130125)

(A) 102. (參考Fig19) 針對33號跑道，直接進場程序，只有LNAV供能的飛機，其最低下降高度與能見度之標準為何?(如圖A03\_Fig19)

(A) 1,240呎 (平均海平面) ; 1 英里 (B) 1,280呎 (平均海平面) ; 1-1/4 英里

(C) 1,100呎 (平均海平面) ; 1 英里

題目圖：

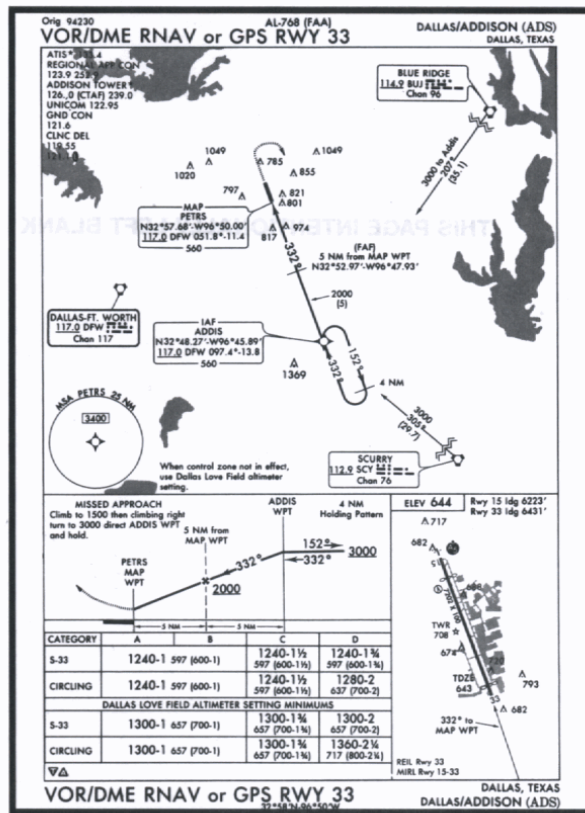


FIGURE 36A.—RNAV RWY 33 (ADS).

原始題號:0010873 題組:1 難易度:易 (R20130125)

(A) 103.(參考Fig20) 機場海拔高 與36左跑道著陸區的海拔高 的差異為 ?(如圖A03\_Fig20)  
(A)15呎 (B)18 呎 (C)22 呎

題目圖：

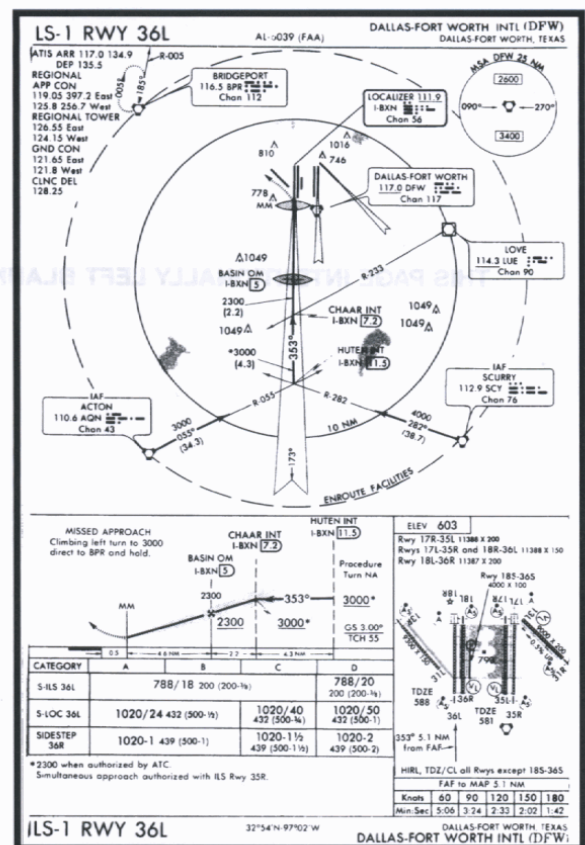


FIGURE 42A.—ILS RWY 36L.

原始題號:0010874 題組:2 難易度:易 (R20130125)



(C) 104.(參考Fig20) 當飛行員選用左右定位台(localizer)的頻道時，可獲得甚麼導航資訊與服務?(如圖A03\_Fig20)

(A)左右定位台與下滑道，測距儀(DME)，太康台(B)左右定位台資訊，自動場站資訊廣播服務(ATIS)，測距儀(DME)(C)左右定位器與下滑道，測距儀(DME)，但沒有語音廣播能力

題目圖：

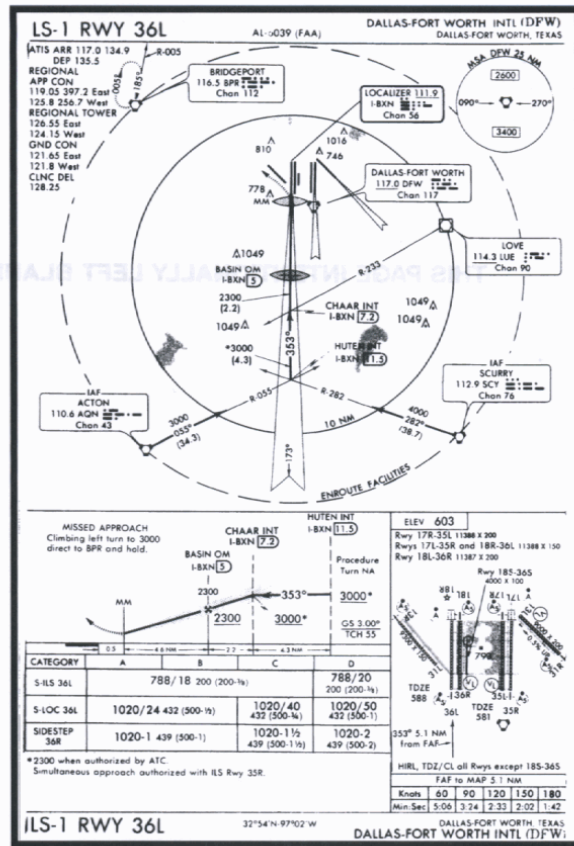


FIGURE 42A.—ILS RWY 36L.

原始題號:0010875 題組:3 難易度:易 (R20130125)

(C) 105.(參考Fig20) 在 ILS RWY 36L 進場程序中，當初期要建立在下滑道(glideslope)上時，你應計劃使用甚麼下降率?(用地速 120 節)(如圖A03\_Fig20)

(A)425呎每分鐘 (B)530呎每分鐘 (C)646呎每分鐘

題目圖：

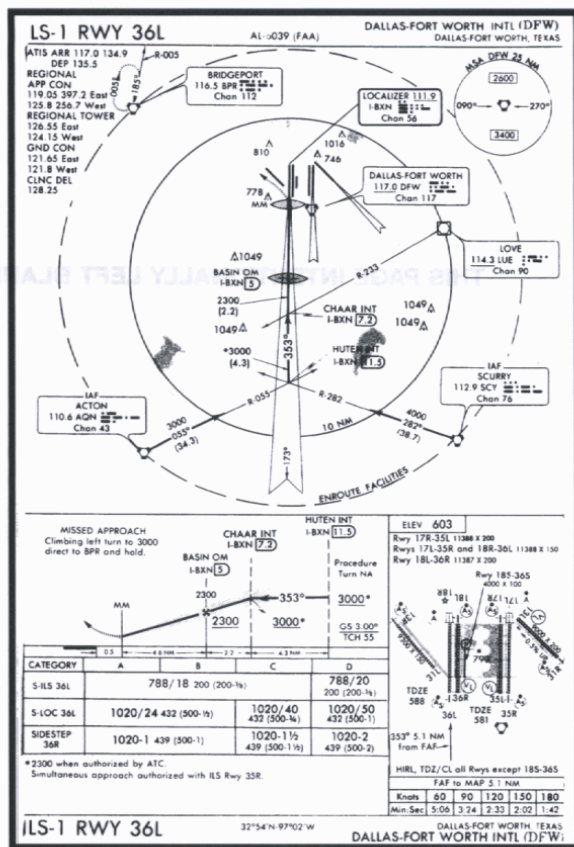


FIGURE 42A.—ILS RWY 36L.

原始題號:0010876 題組:1 難易度:中 (R20130125)

- (B) 106.(參考Fig21) 在Portland International 機場，當直線進入LOC/DME RWY 21進場程序時，其最低下降高度(MDA)與能見度之標準為何?(如圖A03\_Fig21)
- (A)1,100 呎(平均海平面)；能見度1 英里。(B)680 呎(平均海平面)；能見度1 英里  
 (C)680 呎(平均海平面)；能見度1 海里

題目圖：

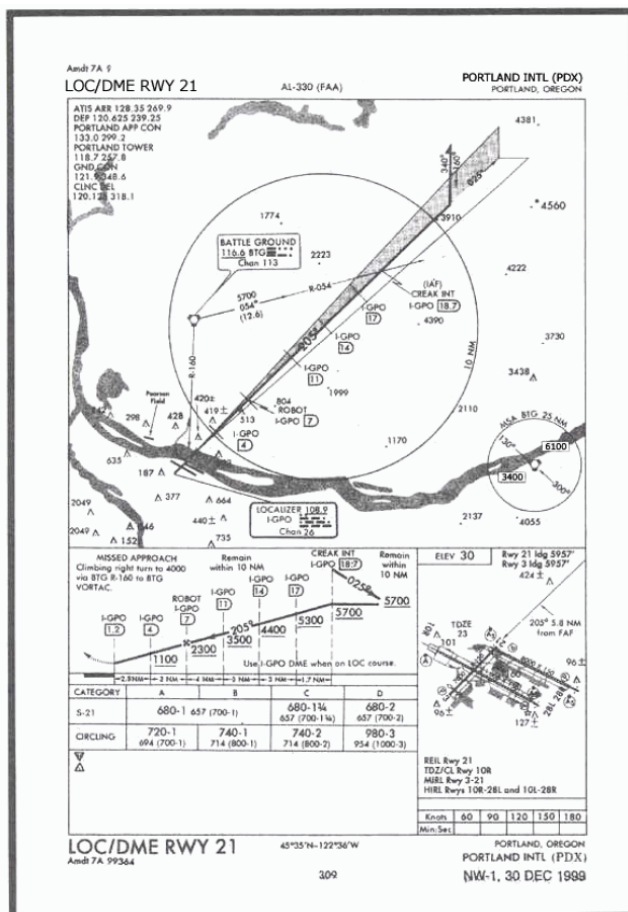


FIGURE 49.—LOC/DME RWY 21 (PDX).

原始題號:0010877 題組:1 難易度:易 (R20130125)

- (A) 107.(參考Fig22) 用地速90節，若要使飛機從6 DME 定位點，2400呎(平均海平面)的高度，下降到最後進場定位點( FAF ) 2000呎(平均海平面)的高度，該用甚麼下降率?(如圖A03\_Fig22)
- (A)200呎每分鐘 (B)400 呎每分鐘 (C)600呎每分鐘

題目圖：

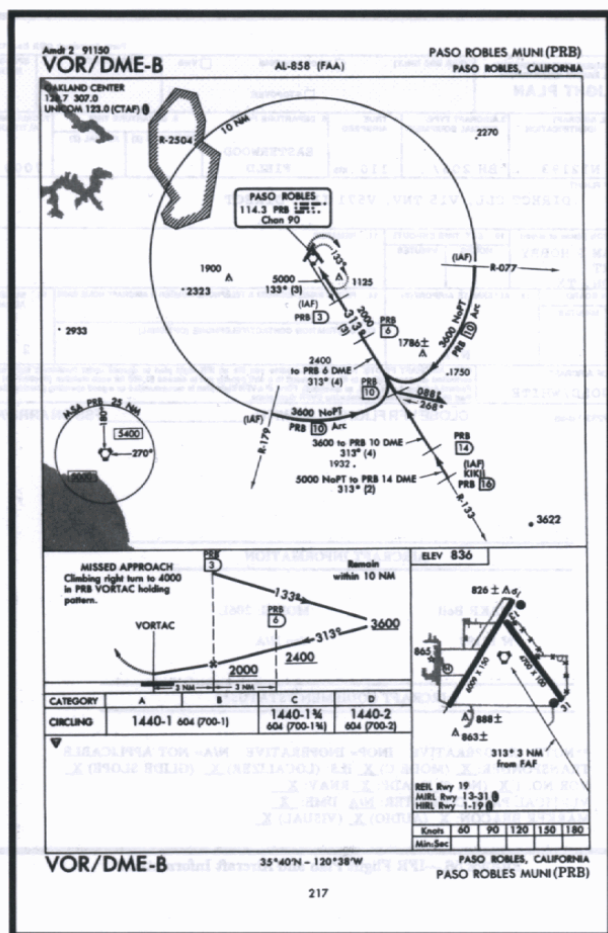


FIGURE 55.—VOR/DME-B (PRB).

原始題號:0010878 題組:1 難易度:易 (R20130125)

- (B) 108.(參考Fig23) ILS RWY 06 儀器進場程序中，攔截下滑道(glideslope)的最低高度是?(如圖A03\_Fig23)
- (A)3,000 呎 (平均海平面) (B)1,800 呎 (平均海平面) (C)1,690 呎 (平均海平面)

原始題號:0010879 題組:2 難易度:易 (R20130125)

30



題目圖：

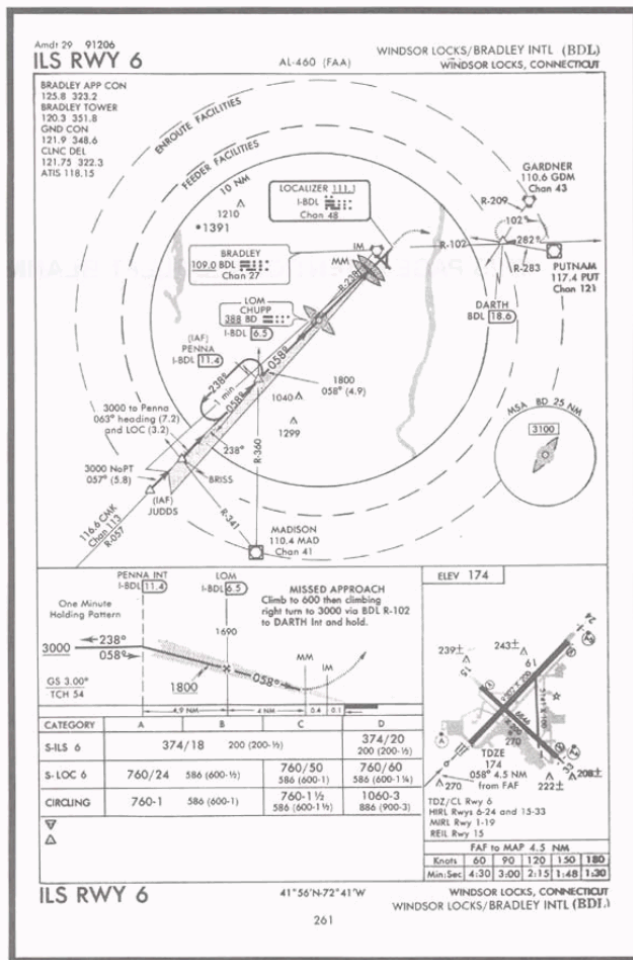


FIGURE 73.—ILS RWY 6 (BDL).

原始題號:0010880 題組:1 難易度:易 (R20131226)

- (B) 110.(參考Fig24) 降落在27R跑道上，著陸區 TDZE 的海拔高為何？(如圖A03\_Fig24)
- (A)3,649 呎 (平均海平面) (B)3,517 呎 (平均海平面) (C)3,450 呎 (平均海平面)

題目圖：

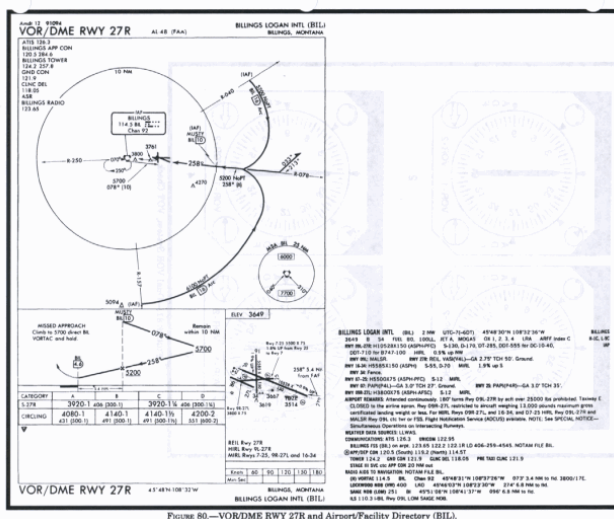


FIGURE 80.—VOR/DME RWY 27R and Airports/Facility Directory (BIL).

原始題號:0010881 題組:1 難易度:易 (R20130125)

- (C) 111.(參考Fig25) 若航管指示許可由OALDY並執行"straight-in LOC" 進場，表示可以:(如圖A03\_Fig25)
- (A)直接進入降落32跑道 (B)依循直接進入降落之降落最低標準 (C)開始做最後進場，但不須做程序轉彎

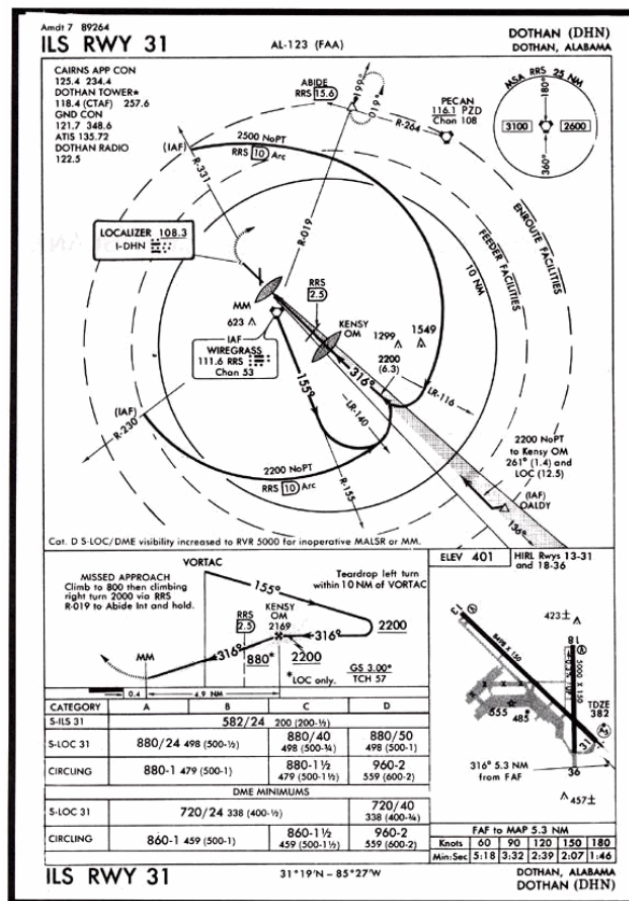


FIGURE 126.—ILS RWY 31, Dothan, Alabama.

原始題號:0010883 題組:1 難易度:中 (R20130125)

- (B) 112.(參考Fig27) 當執行Roanoke Regional 機場LDA RWY / GS 6進場，繞場降落(circle to land)之限制是?(如圖A03\_Fig27)
- (A)24號跑道不可繞場降落 (B)6-24號跑道的西北方不可作繞場 (C)執行繞場進場時，能見度標準要增加1/2英里

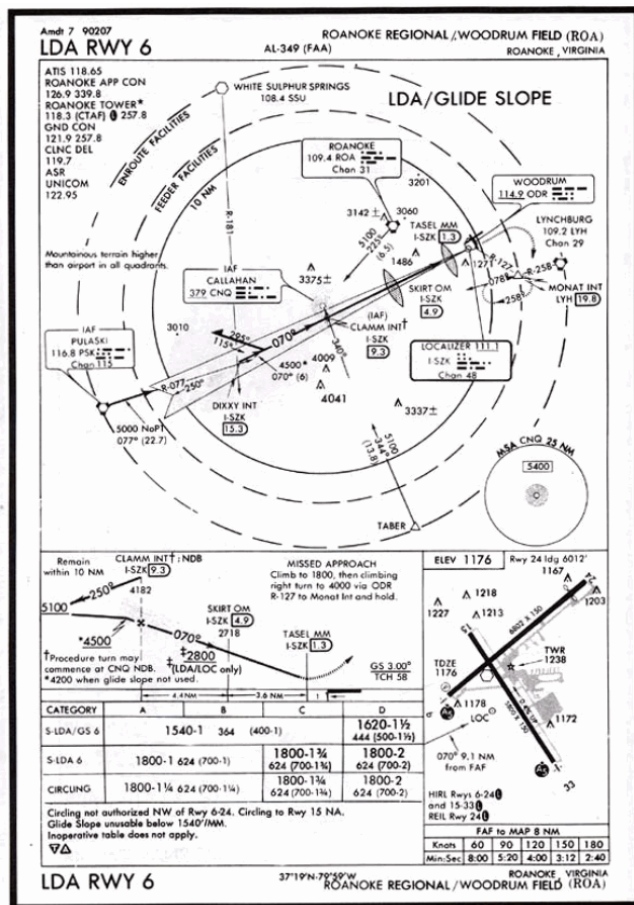


FIGURE 130.—LDA RWY 6 (ROA).

原始題號:0010884 題組:0 難易度:中

(B) 113. 飛機進場速度之分類是基於

- (A)最大總重時之認證進場速度 (B)在最大降落總重以及降落外型時之失速速度的1.3倍 (C)在最大總重時之失速速度的1.3倍

原始題號:0010885 題組:0 難易度:中

(C) 114. 甚麼情況下會獲得觸視進場(contact approach)許可？

- (A)在目視飛行情況下，或你報告已看見跑道，航管就可能會指示執行觸視進場 (B)如果你已低於雲層，能見度最少有一英里，航管就可能會指示執行觸視進場 (C)如果能見度最少有一英里，要在飛行員要求下，航管才會指示執行觸視進場

原始題號:0010886 題組:0 難易度:中

(A) 115. 當有一儀器降落系統之組件故障時，下面那一種替代方式是被容許的？

- (A)compass locator或精確雷達可代替ILS之外信標和中信標 (B)在外信標和中信標的位置上，ADF或VOR提供的方位資訊，可以代替這些信標 (C)在左右定位台之DME，可以替代外信標和中信標

原始題號:0010887 題組:0 難易度:中

(A) 116. 儀器進場程序中規定降落時RVR標準，但是在降落當時，跑道的RVR設備故障，而不能作出報告，下面那一個會是操作的考量？

- (A)把儀器進場程序中的RVR標準應轉換為地面能見度 (B)如果跑道的HIRL系統正常，RVR標準可忽略 (C)如果跑道的ILS系統的所有組件正常，RVR標準可忽略

原始題號:0010888 題組:0 難易度:中

(B) 117. 當有7節的微側風作用在飛機渦流上，會有甚麼效應？

- (A)微側風會快速地減弱飛機渦流的強度 (B)上風邊的飛機渦流會傾向於停留在跑道上 (C)下風邊的飛機渦流會傾向於停流在跑道上

原始題號:0010889 題組:0 難易度:易

(C) 118. 有三排燈的VASI，中間的一排燈，和最遠一排的燈：

(A)如果在上層下滑道，兩者在飛行員眼中會變成白色 (B)使用下層下滑道時，構成兩排的VASI燈 (C)使用上層下滑道時，構成兩排的VASI燈

原始題號:0010890 題組:0 難易度:易

(C) 119. 在何種情況之下，高度錶指示的高度會低於實際飛行高度(真高度true altitude)?

(A)空氣溫度低於標準. (B)大氣壓力低於標準. (C)空氣溫度高於標準.

原始題號:0010891 題組:0 難易度:易

(B) 120. 在何種情況之下，高度錶設定值為29.92英寸汞柱時，真高度(true altitude)會低於指示高度(indicated altitude)?

(A)在溫度高於標準時. (B)在溫度低於標準時. (C)當密度高度(density altitude)高於指示高度時.

原始題號:0010892 題組:0 難易度:易 (R20170926)

(A) 121. 高度錶設定值(撥定值)，為當該值設入(撥入)氣壓高度錶的刻度框時(scale of the pressure altimeter)，高度錶指示將為

(A)機場的真實高度(true altitude). (B)機場的氣壓高度(pressure altitude). (C)海平面的氣壓高度 (pressure altitude).

原始題號:0010893 題組:0 難易度:易

(B) 122. 在海平面上6,500呎的高度，而目前高度錶設定值為30.42" Hg時。壓力高度(pressure altitude)將為

(A)7,500呎 (B)6,000呎 (C)6,500呎

原始題號:0010894 題組:0 難易度:易

(B) 123. 壓力高度(pressure altitude)為高度錶所讀的高度，當儀表調到指示的高為高於\_\_\_\_\_時。

(A)海平面. (B)標準基準面(standard datum plane). (C)地面.

原始題號:0010895 題組:0 難易度:易

(C) 124. 航行於飛行高度290 (FL290)，高度錶設定(撥定)正確，但在下降時並未設定(撥定)至當地的高度錶設定值30.57" Hg。如果機場標高是650呎，而且高度錶功能適當，則落地時高度錶指示大約為

(A)715 呎. (B)1,300 呎 (C)海平面.

原始題號:0010896 題組:0 難易度:易

(B) 125. 當飛行於飛行高度250(FL250)時，你聽到航管控制員給予在你的區域的高度錶設定(撥定)值28.92" Hg。那麼你飛行的壓力高度(pressure altitude)為何？

(A)24,000 呎 (B)25,000 呎 (C)26,000 呎

原始題號:0010897 題組:0 難易度:易

(C) 126. 如果飛離某一機場而不能得到高度錶設定(撥定)值時，你應該將高度錶設定(撥定)

(A)為29.92" Hg. (B)為目前所知之機場氣壓. (C)到機場高度(airport elevation).

原始題號:0010898 題組:0 難易度:易



- ( B ) 127. 一個功能適當的陀螺儀(gyro)，它之所以能夠操作是依據一個特性為  
(A)它能抵消偏移(precession)該偏移與所施任何外力成90度角。(B)自轉中的輪子或輪盤能抵消偏移。(C)自轉中的輪子或輪盤的角速度所發展偏移力。

原始題號:0010899 題組:0 難易度:易

- ( C ) 128. 如果作一個向右轉的180度急轉彎(steeep turn)，然後利用目視參考點改出(rolling out)回復到直線水平(straight and level)飛行時，姿態儀(attitude indication)將  
(A)應立即顯示直線水平飛行。(B)顯示少許外側滑(skid)以及向右的爬昇。(C)顯示少許爬昇以及轉彎。

原始題號:0010900 題組:0 難易度:易

- ( A ) 129. 在滑行期間，於下列何種情況之顯示時，姿態儀為無法信賴？  
(A)在作滑行轉彎時水平線(horizon bar)偏斜5度以上。(B)在暖機期間水平線(horizon bar)會振動。(C)水平線(horizon bar)不會在暖機期後與小飛機對準成一線。

原始題號:0010901 題組:0 難易度:易

- ( C ) 130. 當巡航於160節(浬/時)速度的時候，你希望建立一個130節(浬/時)的爬升速度。當在全部儀錶面板(full panel)狀況下，進入爬升，合宜的作法為一開始時將升降舵向後的壓力增加以產生仰角的改變 壓力增加直到  
(A)姿態儀，空速錶以及垂直速率錶顯示出爬升。(B)垂直速率錶達到預先預先決定的爬升率。(C)姿態儀顯示大約的仰角相稱適當於130節(浬/時)的爬升速度。

原始題號:0010902 題組:0 難易度:易

- ( B ) 131. 在滑行(taxiing)期間向左轉彎時，飛行員將在轉彎協調器 (turn coordinator)觀察到什麼指示？  
(A)小飛機(miniature aircraft)會顯示向左轉彎以及球維持在中心 (B)小飛機(miniature aircraft)會顯示向左轉彎以及球向右邊移動 (C)坡度(angle of bank)

原始題號:0010903 題組:0 難易度:易

- ( A ) 132. 在轉彎協調器 (turn coordinator)上的小飛機(miniature aircraft)指示何種顯示  
(A)滾轉率及轉彎率。(B)直接指示出坡度及俯仰角。(C)間接指示出坡度及俯仰角。

原始題號:0010904 題組:0 難易度:易

- ( C ) 133. 在等坡度(bank)及高度的轉彎時，增加速度對轉彎率及轉彎半徑的影響為何  
(A)轉彎率將增加及轉彎半徑將減少。(B)轉彎率將減少及轉彎半徑將減少 (C)轉彎率將減少及轉彎半徑將增加

原始題號:0010905 題組:0 難易度:易

- ( C ) 134. 磁羅盤往北偏轉誤差的原因為  
(A)中緯度的柯氏力(Coriolis force) (B)離心力作用於羅盤卡 (C)磁傾斜之特性

原始題號:0010906 題組:0 難易度:易

- (A) 135. 在直線飛行增加動力(推力)(power)而進入500英尺每分鐘的爬昇率時，何者為俯仰角(pitch)，坡度(bank)，動力(推力)(power)的主要儀表  
(A)姿態儀(attitude indicator), 方向儀(航向指示器)(Heading indicator), 及歧管壓力計(manifold pressure gauge)或轉速表(tachometer). (B)垂直速率錶(VSI), 姿態儀(attitude indicator), 及空速錶(airspeed indicator). (C)空速錶(airspeed indicator), 姿態儀(attitude indicator), 及歧管壓力計(manifold pressure gauge)或轉速表(tachometer).

原始題號:0010907 題組:0 難易度:易

- (C) 136. 高度修正少於100英尺的修正方式為用  
(A)姿態儀(attitude indicator)內2個bar寬(two bar widths). (B)姿態儀(attitude indicator)內少於1個bar寬(two bar widths). (C)姿態儀(attitude indication)內少於半個bar寬(two bar widths).

原始題號:0010908 題組:0 難易度:易

- (C) 137. 在平飛時減少動力(推力)(power)從高速到低速的巡航時，何者為俯仰角(pitch)，坡度(bank)，動力(推力)(power)的主要儀表？  
(A)姿態儀(attitude indicator), 方向儀(航向指示器)(Heading indicator), 及歧管壓力計(manifold pressure gauge)或轉速表(tachometer). (B)高度錶(Altimeter), 姿態儀(attitude indicator), 及空速錶(airspeed indicator). (C)高度錶(Altimeter), 方向儀(航向指示器)(Heading indicator), 及歧管壓力計(manifold pressure gauge)或轉速表(tachometer).

原始題號:0010909 題組:0 難易度:易

- (C) 138. 除了姿態儀(attitude indicator)之外，那些是俯仰角儀表(pitch instruments)？  
(A)只有高度錶(Altimeter)及空速錶(airspeed indicator) (B)只有高度錶(Altimeter)及垂直速率錶(VSI) (C)高度錶(Altimeter), 空速錶(airspeed indicator) 及垂直速率錶(VSI)

原始題號:0010910 題組:0 難易度:易

- (A) 139. 在平飛轉彎改變速度達預期的速度時，何者為動力(推力)(power)的主要儀表？  
(A)空速錶(airspeed indicator). (B)姿態儀(attitude indicator). (C)高度錶(Altimeter).

原始題號:0010911 題組:0 難易度:易

- (C) 140. 當你已偏離指定的高度時，要用那個儀表作俯仰角的修正(pitch correction)  
(A)高度錶(altimeter)及垂直速率錶(VSI) (B)歧管壓力計(manifold pressure gauge) 及垂直速率錶(VSI) (C)姿態儀(attitude indicator), 高度錶(altimeter), 及垂直速率錶(VSI)

原始題號:0010912 題組:0 難易度:易

- (A) 141. 維持平飛時所需求的俯仰姿態(pitch attitude)是由那些條件來決定  
(A)空速, 空氣密度, 機翼設計, 及攻角. (B)飛行路線, 風速(wind velocity), 及攻角. (C)相對風(relative wind), 壓力高度, 及垂直昇力分量.

原始題號:0010913 題組:0 難易度:易

- (A) 142. 爬升至某特定高度時，要用指示高度的何種百分比提前改平  
(A)百分之10. (B)百分之20. (C)百分之25.

原始題號:0010914 題組:0 難易度:易

- (C) 143. 從特高頻多向導航臺(VOR)航線正中線的全刻度偏移(full-scale deflection)為幾度  
(A)4度. (B)5度. (C)10度.

原始題號:0010915 題組:0 難易度:易

- (C) 144. 當用特高頻多向導航臺(VOR)航行時，那一個才認為是通過電台？  
(A)當飛機進入模糊區(zone of confusion)而航線偏差指示器(CDI)開始動時. (B)至從顯示器(TO-FROM indicator)變成空白那一瞬間. (C)TO-FROM indicator的指示完全反換過來

原始題號:0010916 題組:0 難易度:易

- (B) 145. 在離電台30哩上在一個有五個點靈敏度的VOR接收器，顯示三個點的偏移，飛機將偏移所選航線線距該線多遠  
(A)2哩 (B)3哩 (C)5哩

原始題號:0010917 題組:0 難易度:易

- (B) 146. 在離一個特高頻多向導航臺(VOR)30哩上，航線偏差指示器(CDI)顯示偏移半個刻度表，該飛機將偏離所選擇的航線多遠  
(A)1.5哩. (B)2.5哩. (C)3.5哩.

原始題號:0010918 題組:0 難易度:易

- (C) 147. 當通過多向導航太康臺(VORTAC)時，航線偏差指示器(CDI)顯示偏移右側半個刻度表，如果於一段期間偏移保持不變這種狀況是表示  
(A)飛機逐漸接近該輻射向線(radial). (B)全向選擇鈕(OBS)為錯誤地設在反向的航向. (C)飛機逐漸遠離該輻射向線(radial).

原始題號:0010919 題組:0 難易度:易

- (C) 148. 對作一個儀器飛行時，來確定高度錶系統是經過檢測及符合14 CFR part 91的要求，是誰要負責的  
(A)所有權者(owner). (B)經營者(operator). (C)正駕駛員(pilot-in-command).

原始題號:0010920 題組:0 難易度:易

- (C) 149. 您的飛機在今年一月五日做過靜壓系統及高度錶的測試及檢查，結果符合FAA標準，這些系統必須要在何時再做檢查及通過許可才能在管制空域內作儀器飛行  
(A)明年一月五日. (B)明年一月五日. (C)後年一月三十一日.

原始題號:0010921 題組:0 難易度:易

- (C) 150. 當維持於半個標準率轉彎(half-standard rate turn)後，作個360度轉彎需要多久  
(A)1分鐘. (B)2分鐘. (C)4分鐘.

原始題號:0010922 題組:0 難易度:易

- (A) 151. 當維持一個標準率轉彎(standard rate turn)後，作個180度轉彎需要多久  
(A)1分鐘. (B)2分鐘. (C)3分鐘.

原始題號:0010923 題組:0 難易度:易 (R20141126)

- (A) 152. 在直線水平穩定的等率爬升時，何者是支援的坡度儀器？  
(A)姿態儀(attitude indicator)以及轉彎協調器(turn coordinator). (B)方向儀(航向指示器)(Heading indicator)以及姿態儀(attitude indicator). (C)方向儀(航向指示器)(Heading indicator)以及轉彎協調器(turn coordinator).

原始題號:0010924 題組:0 難易度:易

( B ) 153. 姿態儀器飛行的三個基本技巧是那些?

- (A)儀錶判讀 (instrument interpretation), 微調(trim)之運用, 以及操控飛機. (B)交互檢查(cross-check), 儀錶判讀 (instrument interpretation), 以及操控飛機. (C)交互檢查(cross-check), 聚集強調, 以及操控飛機 .

原始題號:0010925 題組:0 難易度:易

( C ) 154. 在平飛轉彎改變速度時對俯仰角方面何者是支援的儀器(supporting instruments)?

- (A)空速錶 (airspeed indicator)以及垂直速率錶 (Vertical Speed Indicator). (B)高度錶(Altimeter)以及姿態儀(attitude indicator) . (C)姿態儀(attitude indicator)以及垂直速率錶 (VSI).

原始題號:0010926 題組:0 難易度:易

( C ) 155. 在從不尋常姿態(unusual attitudes)改正期間時, 在達到水平飛行(level)的那一瞬間是當

- (A)姿態儀(attitude indicator) 上的水平線與小飛機重疊. (B)垂直速率錶 (VSI)指示零爬升率. (C)高度錶以及速度指針往反方向移動前停住時.

原始題號:0010927 題組:0 難易度:易

( A ) 156. 飛行員在作特高頻多向導航臺(VOR)操作使用檢查時, 何種記錄應記在飛機記錄冊或其他永久記錄本上?

- (A)日期, 地點, 方位誤差, 以及簽名. (B)日期, 甚高頻全向導航台(VOR)或甚高頻全向導航測試裝備(VOT)的頻率, 從上次檢查至今之飛行小時數, 以及簽名. (C)日期, 地點, 方位誤差, 飛機總使用時間, 以及簽名.

原始題號:0010928 題組:0 難易度:易

( C ) 157. 當用甚高頻全向導航測試裝備(VOT)來做甚高頻全向導航台(VOR)檢測時, 航線偏差指示器(CDI)指針應在中間以及全向選擇指示器應顯示飛機位在

- (A)090輻射向線(radial)上 . (B)180輻射向線(radial)上. (C)360輻射向線(radial)上.

原始題號:0010929 題組:0 難易度:易

( B ) 158. 當在做空中特高頻多向導航臺(VOR)檢測時, 航線偏差指示器(CDI)指針在中間, 這時全向選擇鈕(OBS)以及全向選擇指示器應該讀為

- (A)所選的輻射向線(radial)4度之內. (B)所選的輻射向線(radial)6度之內. (C)0度 "至"(FR) 但只有當在甚高頻全向導航台(VOR)的南方時.

原始題號:0010930 題組:0 難易度:易

( C ) 159. 從一個多向導航太康臺(VORTAC)大約每隔30秒只收到一次的單一編碼識別時, 該訊號所代表的意義為

- (A)甚高頻全向導航台(VOR)以及測距儀(DME)部份皆有作用. (B) 甚高頻全向導航台(VOR)以及測距儀台(DME)兩部份皆有作用但聲音識別訊號是無法提供服務. (C)測距儀(DME)部份有作用以及甚高頻全向導航台(VOR)沒有作用.

原始題號:0010931 題組:0 難易度:易



- (A) 160. 下列何者為在B類空域內運行的飛機需要有的裝備？  
 (A)4096碼的回應器(transponder)以及自動壓力高度報告裝備. (B)甚高頻全向導航台(VOR)接收器以及測距儀(DME). (C)4096碼的回應器(transponder).

原始題號:0010932 題組:0 難易度:易

- (C) 161. 當檢測特高頻多向導航臺(VOR)的靈敏度時，旋轉全向選擇鈕使得航線偏差指示器(CDI)指針偏移從中間至任何一側的最側的點時，應該是介於幾度之間  
 (A)5度及6度. (B)8度及10度. (C)10度及12度.

原始題號:0010933 題組:0 難易度:易

- (B) 162. 某飛機磁航向350相對方向270(MH350, RB270)那麼磁方向至電台是幾度？  
 (A)060度. (B)260度. (C)270度.

原始題號:0010934 題組:1 難易度:易 (R20130125)

- (B) 163. (參考Fig28)各飛機的航線選擇鈕是設在360度，那一架飛機的至從顯示器(TO-FROM indicator)是顯示從FROM的指示以及航線偏差指示器(CDI)指向中線的左側(如圖A03\_Fig28)  
 (A)1 (B)2 (C)3

題目圖：

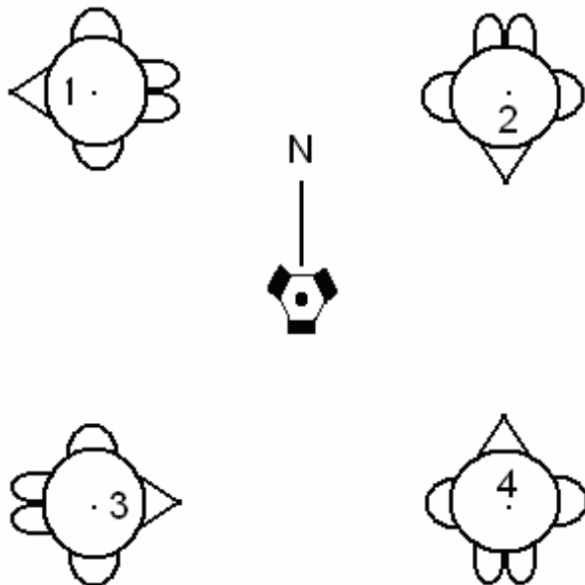


figure E1-3 (106)

原始題號:0010935 題組:1 難易度:易 (R20130125)

- (C) 164. (參考Fig29)相對於從VORTAC的方向來看，飛機是位於VORTAC的何方向？(如圖A03\_Fig29)  
 (A)東北. (B)東南. (C)西北.

題目圖：

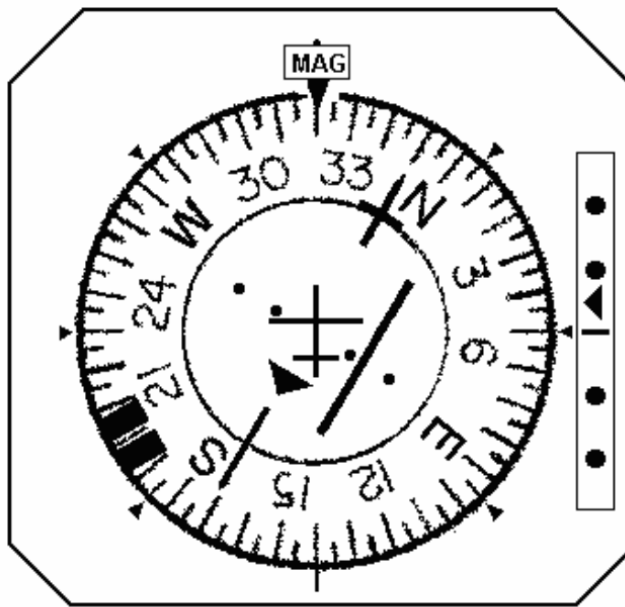


figure E1-1 (111)

原始題號:0010936 題組:0 難易度:易 (R20131108)

- (A) 165. 在已建立之航路以外而低於18000呎作儀器飛行(IFR flight)時，特高頻多向導航臺(VOR)航行設施所描述的飛行路徑應不大於  
(A)間距80哩. (B)間距40哩. (C)間距70哩.

原始題號:0010937 題組:0 難易度:易

- (B) 166. 航線偏差指示器(CDI)上的全刻度偏移(full-scale deflection)是當  
(A)偏移從刻度表左側到刻度表右側. (B)偏移從刻度表中間到刻度表任何一側之遠端.  
(C)偏移從刻度表左半到刻度表右半.

原始題號:0010938 題組:0 難易度:易

- (C) 167. 飛行員如何知道一個市政府的機場的測距儀(DME)是沒有作用(inoperative)的？  
(A)機上的測距儀顯示是永遠為零. (B)機上的測距儀在搜索狀態但不會鎖住. (C)機上的測距儀將正常但沒有識別碼的音調.

原始題號:0010939 題組:1 難易度:易 (R20130125)

- (A) 168. (參考Fig30)當系統是在自由陀螺模式(free gyro mode)按下順時鐘手動航向轉鈕時，將會使遠端顯示羅盤卡轉向往(如圖A03\_Fig30)  
(A)右以抵消右羅盤卡誤差. (B)右以抵消左羅盤卡誤差. (C)左以抵消左羅盤卡誤差.

題目圖：

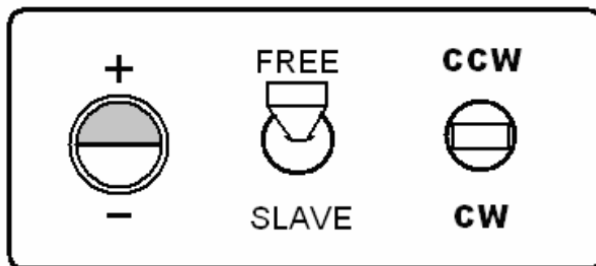


figure E1-2 (143)

原始題號:0010940 題組:2 難易度:易 (R20130125)

- (C) 169. (參考Fig30)在遠端顯示羅盤(remote indicating compass)上的航向是在所需航向的左邊5度，要怎麼做才能轉到所需的航向？(如圖A03\_Fig30)
- (A)選擇從動陀螺模式(slaved gyro mode)及按下順時鐘航向轉鈕。 (B)選擇自由陀螺模式(free gyro mode)及按下順時鐘航向轉鈕。 (C)選擇自由陀螺模式(free gyro mode)及按下逆時鐘航向轉鈕。

題目圖：

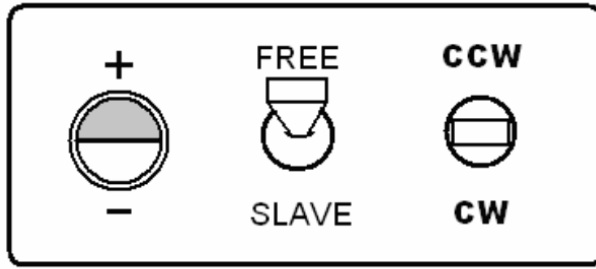


figure E1-2 (143)

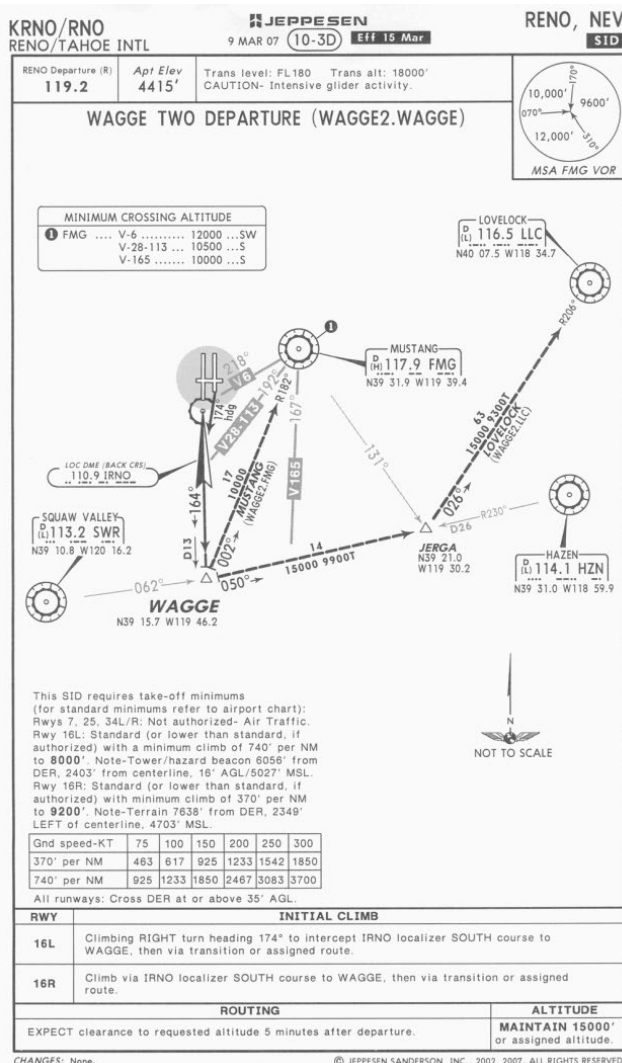
原始題號:0010941 題組:0 難易度:易

- (A) 170. 在轉彎協調器 (turn coordinator)上的小飛機(miniature aircraft)可以直接讀出所顯示的
- (A)滾轉率及轉彎率。 (B)坡度(angle of bank)及轉彎率。 (C)小飛機(miniature aircraft)及球皆維持在中心。

原始題號:0010942 題組:2 難易度:中 (R20130125)

- (C) 171. (參考Fig31) 當執行WAGGE TWO DEPARTURE, MUSTANG TRANSITION, 要連接V165航路往南飛行，於FMG VOR之最低通過高度為何?(如圖A03\_Fig31)
- (A)12000呎MSL (B)10500 呎 MSL (C)10000 呎 MSL

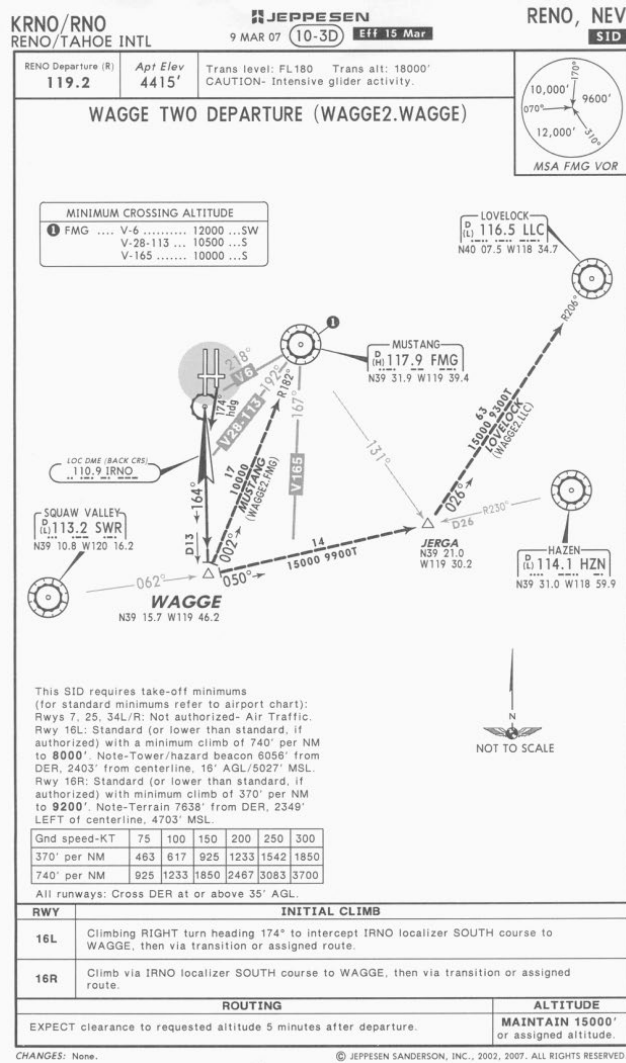
題目圖：



原始題號:0010943 題組:3 難易度:中 (R20181115)

- ( B ) 172.(參考Fig31) 若真空速160節, 頂風10節, 從16左跑道起飛, 在 8,000 呎 MSL 之前最低爬升率應為何?(如圖A03\_Fig31)
- (A)925 呎/分鐘 (B)1,850 呎/分鐘 (C)1,233 呎/分鐘

題目圖：

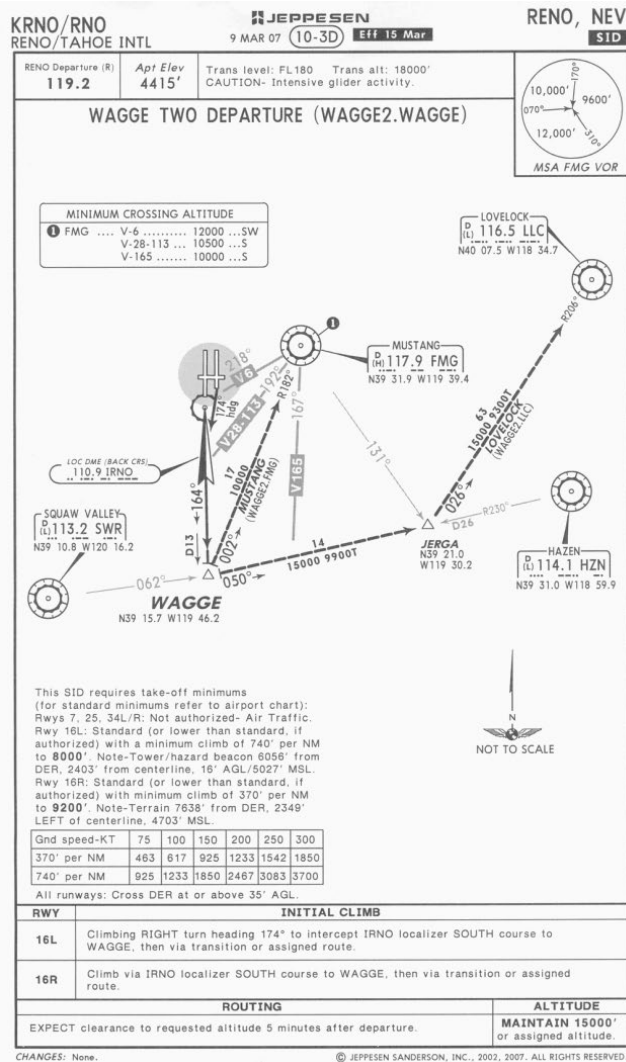


原始題號:0010944 題組:4 難易度:中 (R20130125)

- ( B ) 173.( 參考Fig31 ) WAGGE TWO 離場程序加LOVELOCK 轉換程序之電腦代碼為何?(如圖 A03\_Fig31)
- (A)WAGGE2. WAGGE (B)WAGGE2. LLC (C)WAGGE2. WAGGE+ WAGGE2. LLC



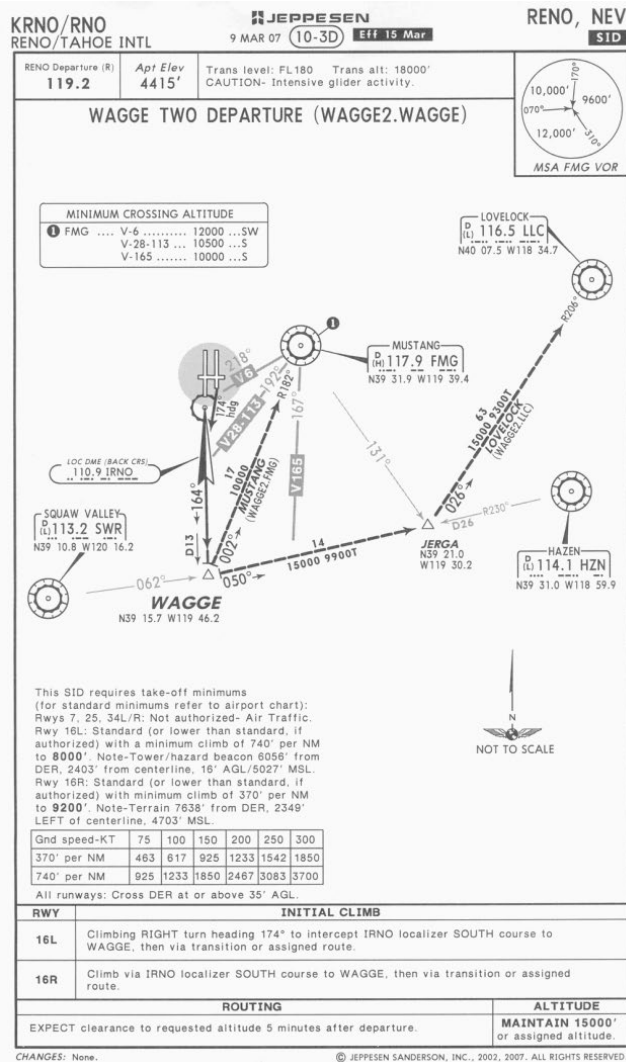
題目圖：



原始題號:0010945 題組:5 難易度:中 (R20130125)

(C) 174.(參考Fig31) 從WAGGE 航點到LOVELOCK VOR之距離為何?(如圖A03\_Fig31)  
(A)14 哩 (B)63哩 (C)77哩

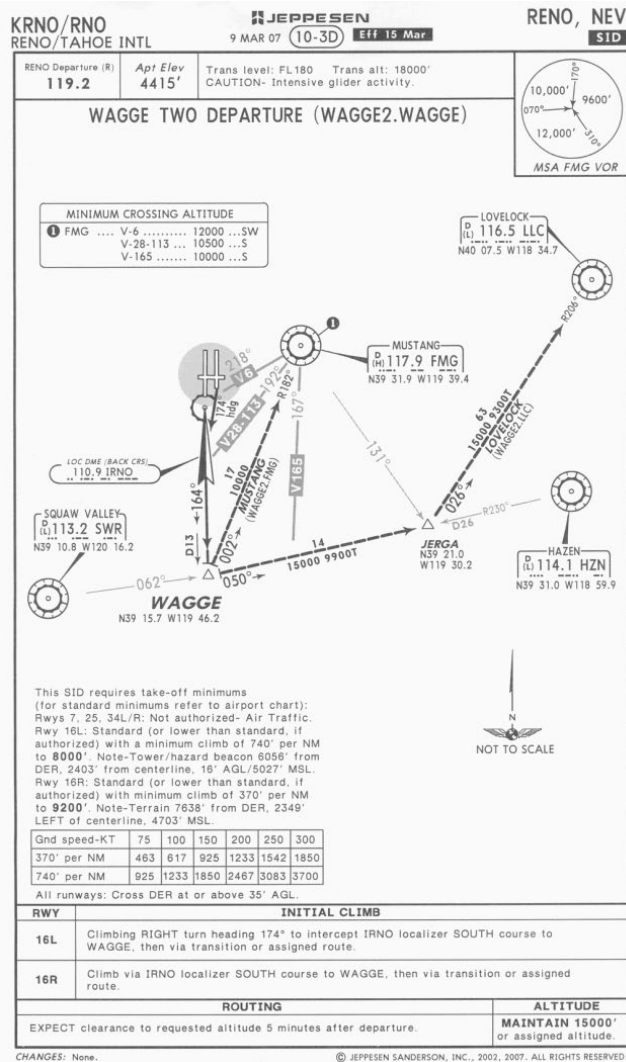
題目圖：



原始題號:0010946 題組:6 難易度:中 (R20130125)

(C) 175.(參考Fig31) 從WAGGE 航點飛到JERGA 航點應使用什麼助航設施?(如圖A03\_Fig31)  
(A)SWR VOR (B)LLC VOR (C)HZN VOR

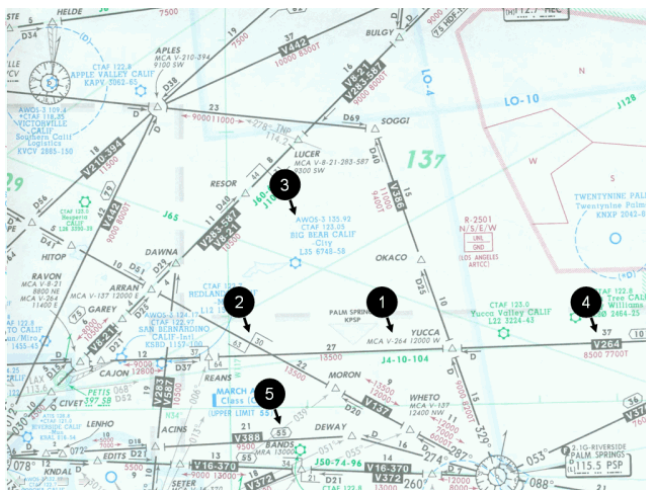
題目圖：



原始題號:0010947 題組:1 難易度:易 (R20130125)

- (C) 176. (參考Fig32) 在位置1處, 有關“MCA V264 12000W”之標示, 下列何者為真? : (如圖A03\_Fig32)
- (A) 在V264航路往東飛, 最低通過高度為12000呎 MSL (B) 在V264航路往西飛, 最高通過高度為12000呎 MSL (C) 在V264航路往西飛, 最低通過高度為12000呎 MSL

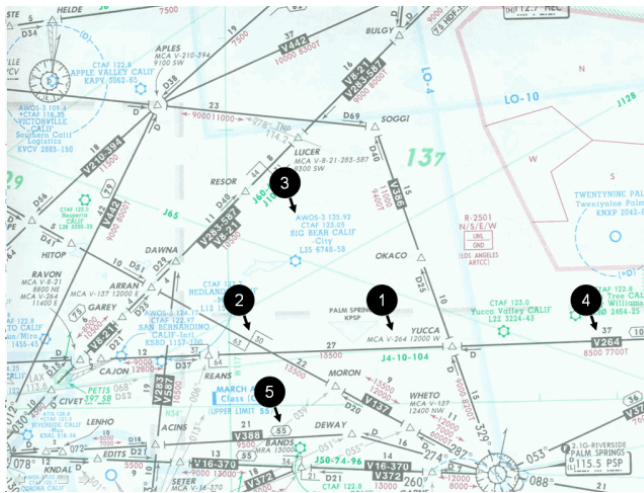
題目圖：



原始題號:0010948 題組:2 難易度:易 (R20131108)

- (B) 177. (參考Fig32) 在位置2處之標示, 下列何者為真? : (如圖A03\_Fig32)
- (A) 最低航路高度自6300呎變更為3000呎 (B) 在兩個VOR之間轉換頻率之距離 (C) 在V137航路上往東飛於MORON航點以西63海哩處改用PSP VOR

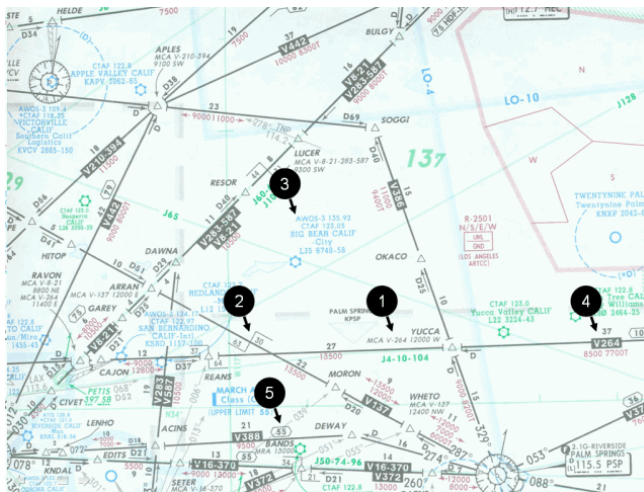
題目圖：



原始題號:0010949 題組:3 難易度:易 (R20130913)

- ( B ) 178.( 參考Fig32 ) 在位置3處 Big Bear City Airport之跑道長度為 ? :(如圖A03\_Fig32)  
 (A)3500呎 (B)5800呎 (C)6748呎

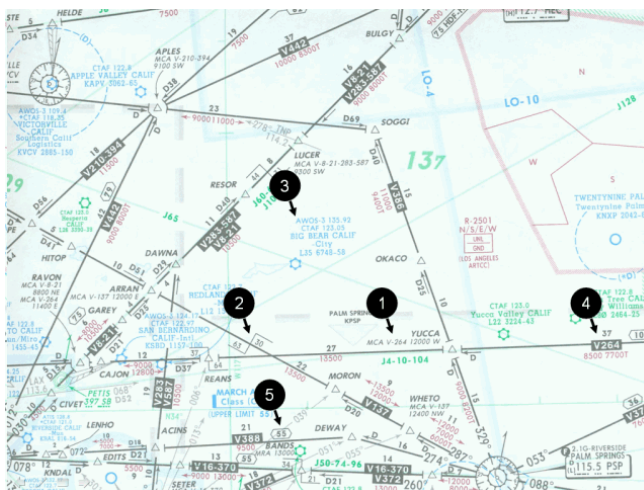
題目圖：



原始題號:0010950 題組:4 難易度:易 (R20130125)

- ( A ) 179.( 參考Fig32 ) 在位置4處 , 下列何者為真 ? :(如圖A03\_Fig32)  
 (A)在V264航路上飛行高度7700呎MSL可保證障礙物隔離, 但不能保證22浬外之VOR訊號接收  
 (B)在V264航路上飛行高度8500呎MSL可保證障礙物隔離, 但不能保證22浬外之VOR訊號接收  
 (C)在V264航路上飛行高度7700呎MSL可保證障礙物隔離, 但不能保證25浬外之VOR訊號接收

題目圖：



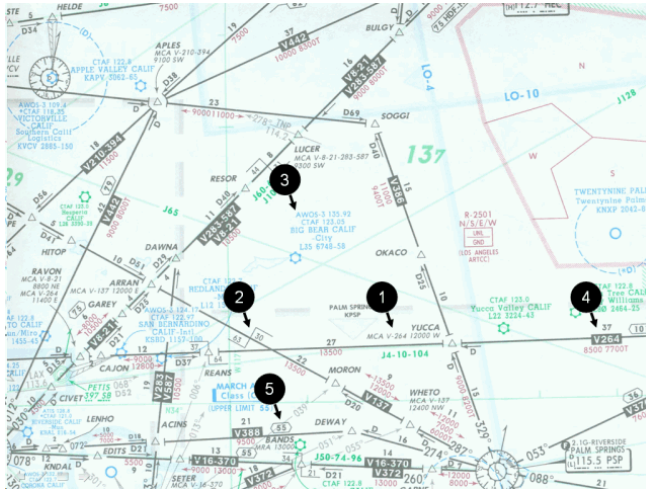
原始題號:0010951 題組:5 難易度:易 (R20130125)



( B ) 180.( 參考Fig32 ) 在位置5處之符號表示 :(如圖A03\_Fig32)

(A)V388航路之總距離 (B)在該段航路上兩個VOR 之距離 (C)DEWAY 航點和ACINS航點的距離為55哩

題目圖：



原始題號:0010952 題組:0 難易度:易

( A ) 181.在儀器天氣條件或模擬儀器飛行時，執行長時間等轉彎率轉彎，若飛行員頭部有劇烈搖動會導致？

(A)飛行員產生空間迷向 (B)參考錯誤的水平線 (C)誤以為飛機在升降

原始題號:0010953 題組:0 難易度:易

( C ) 182.傾斜的雲層，被遮蔽地平線，和夜幕下散佈的燈光與星光會造成什麼樣的錯覺？

(A)誤以為飛機在升降 (B)自動運動 (C)參考錯誤的水平線

原始題號:0010954 題組:0 難易度:易

( A ) 183.飛機突然從爬升改變到平飛的姿態會造成何種錯覺？

(A)向後翻 (B)機鼻仰角抬高 (C)雙翼水平的狀態下下降

原始題號:0010955 題組:0 難易度:易

( B ) 184.起飛的過程中急切的加速會造成何種錯覺？

(A)往相反方向旋轉 (B)機鼻在抬高的姿態 (C)向地面俯衝

原始題號:0010956 題組:0 難易度:易

( B ) 185.為何缺氧症對飛航員在飛行時，特別具有危險性？

(A)夜間的視覺會受影響，所以飛航員無法看到其他的飛機。(B)缺氧的症狀很難在缺氧發生之前，就被飛航員察覺而做出反應處置。(C)飛航員即使戴上了氧氣面罩，也可能無法操控飛機。

原始題號:0010957 題組:0 難易度:易

( C ) 186.在儀器飛行狀態時，飛航員依據本身的感覺來飛行而導致空間迷向，這種感覺：

(A)常發生在剛學習儀器飛行的飛航員身上，但不會發生在已具有相當儀器飛行經驗的飛航員身上。(B)常發生在剛從目視飛行轉換到儀器飛行的期間。(C)必須要壓制，並且要完全倚賴飛行儀錶的指示。

原始題號:0010958 題組:0 難易度:易

( C ) 187.一位使用儀器駕駛的飛行員，如何解決空間迷向的問題？

(A)靠本身的動能感知。(B)快速的交叉確認。(C)解讀儀器上的資訊，並做出相對應的處置動作。

原始題號:0010959 題組:0 難易度:易



(C) 188. 下列何種狀況容易導致飛行員空間迷向：

- (A) 忽略動覺感知 (B) 在交叉檢查飛行儀表時，眼睛要頻繁運動 (C) 用身體的感覺來解讀飛行姿態

原始題號:0010960 題組:0 難易度:易

(C) 189. 何種方式可用以預防或克服空間迷向：

- (A) 儘可能減少頭部或眼球運動 (B) 仰賴動覺感知 (C) 仰賴飛行儀器的數據

原始題號:0010961 題組:0 難易度:易

(B) 190. 要是有換氣過度 (hyperventilation) 的情況發生，應採取何種措施？

- (A) 藉由深呼吸來減緩呼吸速度 (B) 有意識的減緩呼吸速度，使其低於正常呼吸速度 (C) 有意識的強迫自己深呼吸，且增快呼吸速度至高於正常呼吸速度

原始題號:0010962 題組:0 難易度:易

(C) 191. 如果空速管的動壓輸入孔及排水孔均被堵住，當飛機增加動力並開始爬升要離開嚴重的結冰狀態，你會發現速度表有何種反應？

- (A) 當爬升時，速度表會顯示減速 (B) 速度表會下降且停留在零 (C) 在真正爬升之前不會改變，然後速度表會增加

原始題號:0010963 題組:0 難易度:易

(B) 192. 在滑行左轉時，轉彎協調儀 (turn coordinator) 會有什麼指示？

- (A) 小飛機會轉向左邊，球不動。 (B) 小飛機會轉向左邊，球會移動到右邊。 (C) 小飛機與球都在中間不動。

原始題號:0010964 題組:0 難易度:易

(C) 193. 在滑行檢查時，磁羅盤應該會：

- (A) 以相反方向旋轉，當轉離開北時。 (B) 傾斜，而傾斜角度與緯度相同。 (C) 自由的擺動，並指向已知航向。

原始題號:0010965 題組:0 難易度:易

(A) 194. 在地面上滑行的時候，哪一種情況反應出姿態儀不可靠？

- (A) 在滑行轉彎時地平線 (horizontal bar) 傾斜大於五度 (B) 在暖機 (warmup) 時地平線指示 (horizontal bar) 震動 (C) 在暖機之後水平線指示未與小飛機標示對齊

原始題號:0010966 題組:0 難易度:易

(A) 195. 轉彎協調儀 (turn coordinator) 的小飛機標示代表了什麼訊息？

- (A) 側滾率 (rate of roll) 與轉彎率 (rate of turn) (B) 側滾坡度與轉彎率 (C) 側滾坡度

原始題號:0010967 題組:0 難易度:易

(C) 196. 在儀器飛行時，起飛前該如何準備檢查姿態儀？

- (A) 當暖機時，水平線不會震動 (B) 小飛機歸正的並在五分鐘內穩定 (C) 水平線歸正，並在五分鐘穩定

原始題號:0010968 題組:0 難易度:易 (R20170815)

(B) 197. 當飛機處於外側滑 (skidding) 右轉彎時，升力、離心力與負載因子 (load factor) 的關係為何？

- (A) 離心力小於水平升力、負載因子增加 (B) 離心力大於水平升力、負載因子增加 (C) 離心力等於水平升力、負載因子減少

原始題號:0010969 題組:0 難易度:易

(A) 198. 轉彎協調儀(Turn Coordinator)的小飛機指標所顯示的是?

(A)翻轉率與轉向率 (B)直接測量翻轉角及仰角 (C)間接測量翻轉角及仰角

原始題號:0010970 題組:0 難易度:易

(A) 199. 當空速管的充壓入口及排水口同時被堵塞時, 空速表的指數會有什麼影響?

(A)空速表會有與高度表同樣的變化 (B)當高度上升時, 空速表指數會下滑 (C)當爬升或是下降時, 空速表不會有任何反應

原始題號:0010971 題組:0 難易度:易

(A) 200. 在轉彎協調器裡的小飛機指示的是甚麼?

(A)間接指示側滾姿態 (B)直接指示側滾姿態與轉彎品質 (C)轉彎品質

原始題號:0010972 題組:0 難易度:易 (R20170815)

(C) 201. 在真空驅動的姿態儀正常運轉期間, 從180度 外側滑( skidding) 轉彎轉出, 改為直線水平且協調的飛行, 你應該會看到甚麼姿態指示?

(A)直線平飛協調的飛行指示 (B)指示機頭抬升, 比平飛來得高 (C)小飛機顯示轉向相反方向

原始題號:0010973 題組:0 難易度:易

(B) 202. 在協調轉彎的情況下, 從180度的大轉彎回正到直線水平飛行的狀態時, 你會因陀螺儀的逆動性而發現怎樣的誤差?

(A)水平. 直線且協調的飛行 (B)水平儀裡的小飛機會顯示輕微偏左的指示 (C)水平儀裡的小飛機會顯示雙翼水平且輕微下降的指示

原始題號:0010974 題組:0 難易度:易

(A) 203. 請問可從音速錶中得到那些資訊?

(A)飛機的真空速與音速的比值 (B)飛機的指示空速與音速的比值 (C)飛機的相當空速(已校正儀器誤差)與音速的比值

原始題號:0010975 題組:0 難易度:易

(B) 204. 在一個較為協調的轉向中, 離心力和水平昇力分量是什麼關係?

(A)水平昇力超過離心力 (B)水平昇力同等於離心力 (C)離心力超過水平昇力

原始題號:0010976 題組:0 難易度:易

(C) 205. 是什麼力量使飛機轉向?

(A)垂直軸線周圍尾舵的壓力或力量 (B)垂直昇力的分量 (C)水平昇力的分量

原始題號:0010977 題組:0 難易度:易

(C) 206. 在北半球飛行時, 當你朝東方向左轉進(roll in) 標準轉彎時, 磁力羅盤應該如何顯示?

(A)羅盤一開始將顯示右轉 (B)羅盤在短時間內將維持向東, 接著漸漸跟上飛機的磁航向 (C)如果平順轉進, 羅盤將會大略指向正確的磁航向

原始題號:0010978 題組:0 難易度:易

(C) 207. 假設靜壓管已經結冰, 自水平飛行以實際每分鐘500呎的下降率下降, 垂直速度指示器將如何顯示?

(A)將會顯示與實際下降率相反(每分鐘500呎爬升) (B)一開始會顯示爬升, 接著顯示500呎的下降率 (C)不論實際的下降率, 垂直速度指示器會維持零

原始題號:0010979 題組:0 難易度:易

( C ) 208. IFR飛行前應該要如何檢查高度表？

(A)設定高度表符合現在溫度，利用高度表指示數值和現在溫度求得校正高度，並與場面標高比較。(B)先設定高度表至29.92Hg-in，再設定至正確的數值，高度表指示應該要隨著設定的更改而變化。(C)設定高度表至正確的設定，其指示在標高  $\pm 75$  呎內為接受的誤差範圍。

原始題號:0010980 題組:0 難易度:易

( C ) 209. 在啟動發動機前，電力陀螺儀應該要執行哪一種測試？

(A)檢查電線正確的連接在儀表背面。(B)在啟動電源前檢查姿態儀指示是否水平。(C)打開電源並聽是否有任何不正常或不規則的機械噪音。

原始題號:0010981 題組:0 難易度:易

( B ) 210. 發動引擎前，你應該檢查針球儀( turn and slip indicator)來決定

(A)針是否正確依機翼位置對向水平面 (B)指針在中央，且管中充滿液體 (C)當飛機在滾行時球會自由在兩邊移動

原始題號:0010982 題組:0 難易度:易

( A ) 211. 在滑行時你應該注意針球儀( turn and slip indicator)有何變化？

(A)球自由來回移動並往相反方向偏移，指針偏向轉彎方向 (B)針往轉彎方向偏但球維持中央 (C)球往轉彎反方向偏，但針維持在中央

原始題號:0010983 題組:0 難易度:易

( A ) 212. 準備儀器飛行時，對真空航向儀應該做怎樣的起飛前檢查？

(A)5分鐘後，調整真空航向儀，轉至飛機的磁航向，然後滑行轉彎後再檢查是否指示正確。(B)5分鐘後，檢查航向是否行自動校準和飛機的磁航向相同。(C)五分鐘內，確定在地面操作時，航向誤差不超過兩度。

原始題號:0010984 題組:0 難易度:易

( C ) 213. 在北半球飛機航向向東，以標準右轉彎率轉彎後，磁羅盤會顯示成以下哪一項？

(A)羅盤開始會顯示左轉。(B)羅盤會指向南邊保持一段時間，之後會慢慢追回到飛機的磁航向。(C)若滾轉慢，羅盤將顯示大約正確的磁航向。

原始題號:0010985 題組:0 難易度:易

( A ) 214. 在北半球飛機航向向南，以標準右轉彎率轉彎後，磁羅盤會顯示成以下那一項？

(A)A. 羅盤會顯示右轉但轉彎率會比實際上的快 (B)B. 羅盤開始時會顯示左轉 (C)C. 羅盤會指向南邊保持一段時間，之後會慢慢追回到飛機的磁航向。

原始題號:0010986 題組:0 難易度:易

( B ) 215. 以下那一個航向為最正確的磁羅盤讀數當以大約15度坡度做一個360度平飛轉彎？

(A)A. 135度到225度 (B)B. 090度與 270 度 (C)C. 180度與 000 度

原始題號:0010987 題組:0 難易度:易 (R20140212)

( C ) 216. 下列那一項為造成磁羅盤向北方遲滯的原因

(A)中緯度的科氏力 (B)離心力作用於磁羅盤 (C)磁傾現象

原始題號:0010988 題組:0 難易度:易 (R20170815)

( A ) 217. 在北半球朝南方飛行，以標準轉彎率向左轉，此時磁羅盤的顯示為？

(A)羅盤跟著左轉，但變化率較實際轉彎快 (B)羅盤指針一開始會先指示右轉 (C)羅盤指示短暫停留在原方位，再慢慢跟上飛機轉彎速度

原始題號:0010989 題組:0 難易度:易

- (C) 218. 在北半球從朝西的航向以標準轉彎右轉，磁羅盤會有何指示？  
(A)A. 磁羅盤會先指示反向之轉彎，接著指示轉向北方，但是會比飛機正確航向延遲顯示。(B)B. 磁羅盤會先短時間的保持向西之航向，接著會漸漸的跟上正確航向。(C)C. 如果轉彎操作柔和，磁羅盤會顯示大約正確的磁航向。

原始題號:0010990 題組:0 難易度:易

- (B) 219. 在北半球從朝北的航向以標準轉彎右轉，磁羅盤會有何指示？  
(A)A. 磁羅盤會指示向右轉，但是轉向右轉之速率會比實際速率大。(B)B. 磁羅盤會先指示向左轉。(C)C. 磁羅盤會短時間的指向北，並漸漸的跟上飛機之詞航向。

原始題號:0010991 題組:0 難易度:易

- (C) 220. 在北半球從西方的航向往左用標準轉彎率、磁羅盤的顯示為何？  
(A)羅盤初始顯示是往右轉 (B)羅盤在西方的航向停留一段時間、漸漸的跟上飛行的磁航向 (C)轉彎如果柔和、羅盤顯示大約是正確的航向

原始題號:0010992 題組:0 難易度:易

- (B) 221. 在北半球從北方的航向往左用標準轉彎率、磁羅盤的顯示為何？  
(A)羅盤顯示是往左轉、但是比際轉彎的速率還大 (B)羅盤初始顯示是往右轉 (C)羅盤在北方的航向停留一段時間、漸漸的跟上飛行的磁航向

原始題號:0010993 題組:0 難易度:易

- (C) 222. 如果維持半個標準轉彎率時，轉360度需多少時間？  
(A)一分鐘 (B)二分鐘 (C)四分鐘

原始題號:0010994 題組:0 難易度:易

- (A) 223. 如果維持標準轉彎率時，轉180度需多少時間？  
(A)一分鐘 (B)二分鐘 (C)三分鐘

原始題號:0010995 題組:0 難易度:易

- (B) 224. 如果維持半個標準轉彎率時，需多少時間從航向九十度順時針方轉到航向一百八十度？  
(A)三十秒 (B)一分鐘 (C)一分鐘三十秒

原始題號:0010996 題組:0 難易度:易

- (A) 225. 姿態儀上顯示高攻角狀態時，飛機通常用多大的坡度改正？  
(A)180度轉彎 (B)270度轉彎 (C)360度轉彎

原始題號:0010997 題組:0 難易度:易

- (C) 226. 如果用小轉彎向右轉180°，並且用目視的方式改平時，姿態儀上會如何顯示？  
(A)應該立即顯示平直飛行 (B)將顯示輕微向右打滑爬升 (C)可能顯示輕微的爬升和轉彎

原始題號:0010998 題組:0 難易度:易 (R20180611)

- (C) 227. 如果保持半標準轉彎率，轉135°需要多少時間？  
(A)1分鐘 (B)1分鐘20秒 (C)1分鐘30秒

原始題號:0010999 題組:0 難易度:易

- (C) 228. 如果保持標準轉彎率，從目前的航向090°左轉至航向300°，需要多少時間？  
(A)30秒 (B)40秒 (C)50秒

原始題號:0011000 題組:0 難易度:易

( B ) 229. 一個在正常運作下的陀螺, 有一特性如下

(A)任一輸入的力, 將會被抵消偏移90° (B)抵消旋轉中的滾輪或轉盤的偏離力 (C)陀螺旋轉力來自於轉子的角速度

原始題號:0011001 題組:0 難易度:易

( A ) 230. 如果保持標準轉彎率, 從航向090°右轉到航向270°需花多少時間?

(A)1分鐘 (B)2分鐘 (C)3分鐘

原始題號:0011002 題組:0 難易度:易

( C ) 231. 假設當平飛, 機內變得需要使用替代靜壓口資料時, 下列何種情況是可能發生的?

(A)與陀螺儀相關的儀表無作用 (B)高度表及空速表無作用 (C)垂直速度短暫爬升

原始題號:0011003 題組:0 難易度:易

( A ) 232. 飛行中, 若空速管被積冰堵塞時, 下列何種儀表將受到影響?

(A)僅空速表 (B)空速表及高度表 (C)空速表、高度表及垂直速度表

原始題號:0011004 題組:0 難易度:易

( B ) 233. 飛行員在特定區域應使用當地之高度表撥定值, 其主要目的為:

(A)排除因非標準天氣造成之高度表誤差 (B)較佳之飛機垂直隔離 (C)在山區有較佳之地障隔離

原始題號:0011005 題組:0 難易度:易

( B ) 234. 高度6500呎MSL, 高度表撥定值30.42 In-Hg, 則壓力高度應為:

(A)7500呎 (B)6000 呎 (C)6500 呎

原始題號:0011006 題組:0 難易度:易

( B ) 235. 如果在儀器飛行中遭遇嚴重亂流, 飛機必須減速至操作速度, 因為

(A)操作穩定性會增加 (B)施加於機翼的負荷會減少 (C)飛機會在比較低的攻角失速, 增加安全範圍

原始題號:0011007 題組:0 難易度:易

( A ) 236. 當飛機加速時, 某些姿態儀會產生什麼誤差及不正確的指示

(A)爬升 (B)下降 (C)右轉

原始題號:0011009 題組:0 難易度:易

( C ) 237. 在協調轉彎過程中, 轉彎協調儀之小飛機翼尖移動將

(A)指示坡度 (B)不論空速大小, 均保持固定之坡度 (C)隨著坡度增加而增加

原始題號:0011010 題組:0 難易度:易

( B ) 238. 當高度表設定到高度表設定值(QNH)時, 高度表會顯示?

(A)壓力高度在海平面 (B)機場的真高度 (C)當地的壓力高度

原始題號:0011011 題組:0 難易度:易

( B ) 239. 壓力高度( Pressure Altitude)是指當高度表設定成為指示出高於\_\_\_\_\_的高度

(A)海平面 (B)標準基準面 (C)地面

原始題號:0011012 題組:0 難易度:易



- (B) 240. 平飛時，若必須使用艙內的備用靜壓裝置，飛行員應預期儀器上有下列何種的變化？  
(A)高度計與速度表的讀數比一般狀況低；垂直速度表短暫地顯示航機下降。(B)高度計與速度表的讀數比一般狀況高；垂直速度表短暫地顯示航機爬升。(C)高度計的讀數比一般狀況低；速度表的讀數比一般狀況高；垂直速度表短暫地顯示航機爬升，然後下降。

原始題號:0011013 題組:0 難易度:易

- (A) 241. 當DME加裝於ILS並註明於進場程序時，DME可用作  
(A)代替外信標 (B)代替能見度需求 (C)判斷離著陸區的距離

原始題號:0011014 題組:0 難易度:易

- (A) 242. 飛行員如何決定DME是否可由ILS/LOC獲得  
(A)儀器進場圖中LOC頻率格中會指出DME/TACAN頻道 (B)由低空航路圖頻率表中登出"LOC/DME" (C)由航空資訊手冊(Aeronautical Information Manual)中取得

原始題號:0011015 題組:0 難易度:易

- (B) 243. 對於平行儀降進場 (Parallel ILS approach)，下列敘述何者為真？  
(A)平行儀降進場 (Parallel ILS approach)跑道中心線間距至少4,300呎；其相鄰之跑道提供標準儀器飛行隔離 (B)平行儀降進場 (Parallel ILS approach)提供與其相鄰跑道之左右定位台航道上接續之飛機，雷達區隔至少1 1/2 哩 (C)其鄰近跑道之最低降落限度(minimums)將比主跑道高，但比繞場降落之公告最低降落限度低

原始題號:0011016 題組:0 難易度:易 (R20180611)

- (A) 244. 當收到進場許可雷達引導ILS進場時，何時你可以離開航管最後給予的高度，下降至更低的高度限制？  
(A)當飛機已經飛在發佈的航路上或是起始進場點上。(B)可以立刻下降到航圖發佈的下滑道。(C)除非航管有另外的指示，飛機必須要建立在最後進場階段才可以下降。

原始題號:0011017 題組:0 難易度:易

- (C) 245. 為了要保持在ILS的下滑道，下降率必須要  
(A)減少如果空速增加 (B)減少如果地速增加 (C)增加如果地速增加

原始題號:0011018 題組:0 難易度:易

- (C) 246. ILS在下滑道上所需保持的下降速率：  
(A)必需增加，若地速減少 (B)保持不變，若指示空速維持不變 (C)必須減少，假使地速減少

原始題號:0011019 題組:0 難易度:易

- (B) 247. 當經過ILS正向(front course)航道上設置的內信標台(inner marker)時，飛行員會接收到什麼顯示？  
(A)每秒一個"短聲"的提示音及持續黃燈顯示 (B)每秒六個"短聲"的提示音及閃爍的白燈 (C)"長聲"(DASH)的提示音 及藍燈交替出現

原始題號:0011020 題組:0 難易度:易

- (C) 248. 進場下滑道之下降率是根據  
(A)真空速 (B)修正空速 (C)地速

原始題號:0011021 題組:0 難易度:易

- ( B ) 249. 儀器進場下滑道於中信標台(Middle Marker)上方高度大約多少?  
(A)100 呎 (B)200呎 (C)300呎

原始題號:0011022 題組:0 難易度:易

- ( A ) 250. SDF和LDA設施有何不同?  
(A)SDF之航道訊號寬度為6度或12度;LDA航道訊號寬度約5度 (B)SDF沒有下滑道指示, LDA則有 (C)SDF沒有信標而LDA至少有外信標

原始題號:0011023 題組:1 難易度:易 (R20180329)

- ( B ) 251. (參考圖請向監考人員索取)A-1航路由後龍VOR至馬公VOR之距離為  
(A)79 浬 (B)83 浬 (C)50 浬 (D)99 浬

原始題號:0011024 題組:2 難易度:易 (R20180329)

- ( A ) 252. (參考圖請向監考人員索取)高雄近場管制台在TNN VORTAC之VHF通信頻率為  
(A)124.7MHZ (B)121.1MHZ (C)363.8MHZ (D)328.7MHZ

原始題號:0011025 題組:3 難易度:易 (R20180329)

- ( C ) 253. (參考圖請向監考人員索取)B-591航路由TINHO飛往綠島之航向及距離為  
(A)199°/100浬 (B)222°/85浬 (C)199°/105浬 (D)200°/120浬

原始題號:0011026 題組:4 難易度:易 (R20180329)

- ( B ) 254. (參考圖請向監考人員索取)在台中區域使用轉換航路飛行之航空器,聯絡頻率為  
(A)135.9MHZ (B)130.1MHZ (C)114.9MHZ (D)128.1MHZ

原始題號:0011027 題組:5 難易度:易 (R20180329)

- ( A ) 255. (參考圖請向監考人員索取)W-4航路由HLG VORTAC飛往TNN VORTAC之航路高度為  
(A)4000呎 (B)5000呎 (C)8000呎 (D)7000呎

原始題號:0011028 題組:6 難易度:易 (R20180329)

- ( C ) 256. (參考圖請向監考人員索取)W-2航路是  
(A)由松山至金門NDB (B)由松山至南竿NDB/DME (C)由APU VOR至南竿NDB/DME (D)由GENIE點至南竿NDB/DME

原始題號:0011029 題組:7 難易度:易 (R20180329)

- ( A ) 257. (參考圖請向監考人員索取)W-6航路高度為特別規定的話,應保持  
(A)5000呎 (B)6000呎 (C)8000呎 (D)10000呎

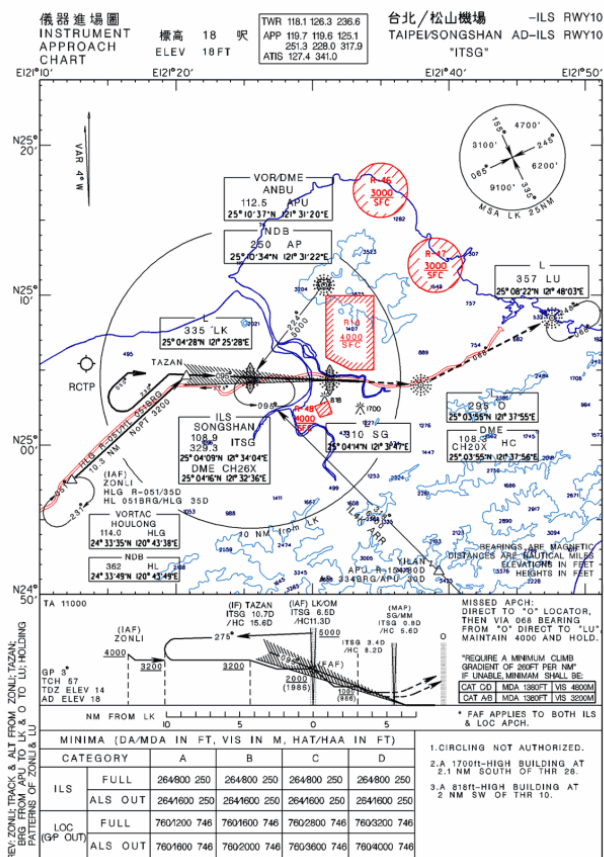
原始題號:0011030 題組:8 難易度:易 (R20180329)

- ( B ) 258. (參考圖請向監考人員索取)W-8航路由APU電台至馬祖為  
(A)目視航路 (B)儀器航路 (C)特種航路

原始題號:0011031 題組:1 難易度:易 (R20170926)

- ( B ) 259. (參考Fig34)本圖中壠(ZONLI)待命點之位置是在(如圖A03\_Fig34)  
(A)TIA R-196 /10DME (B)HLG R-051/35DME (C)ITSG R-260/25DME

題目圖：

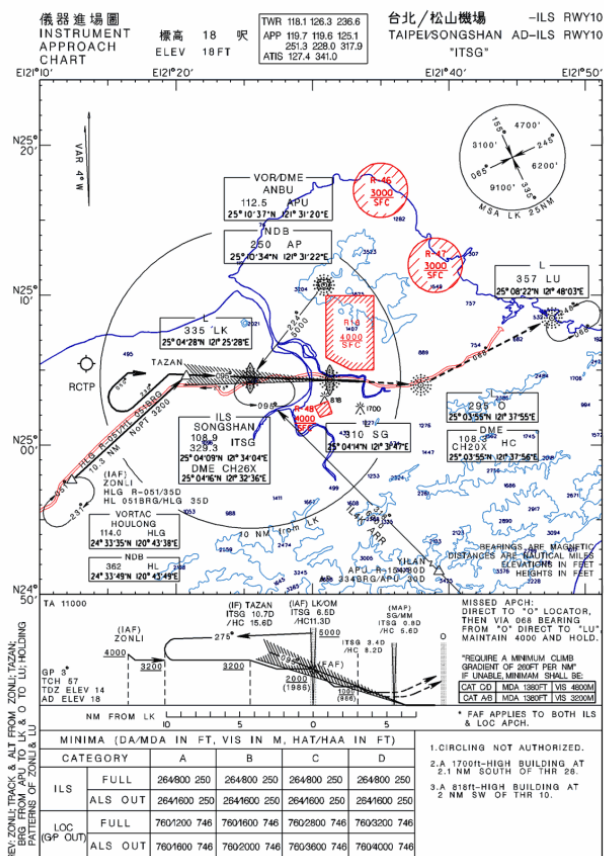


原始題號:0011032 題組:10 難易度:易 (R20130125)

(A) 260.(參考Fig34)松山ILS RWY10進場是(如圖A03\_Fig34)

(A)精確進場 (B)非精確進場

題目圖：

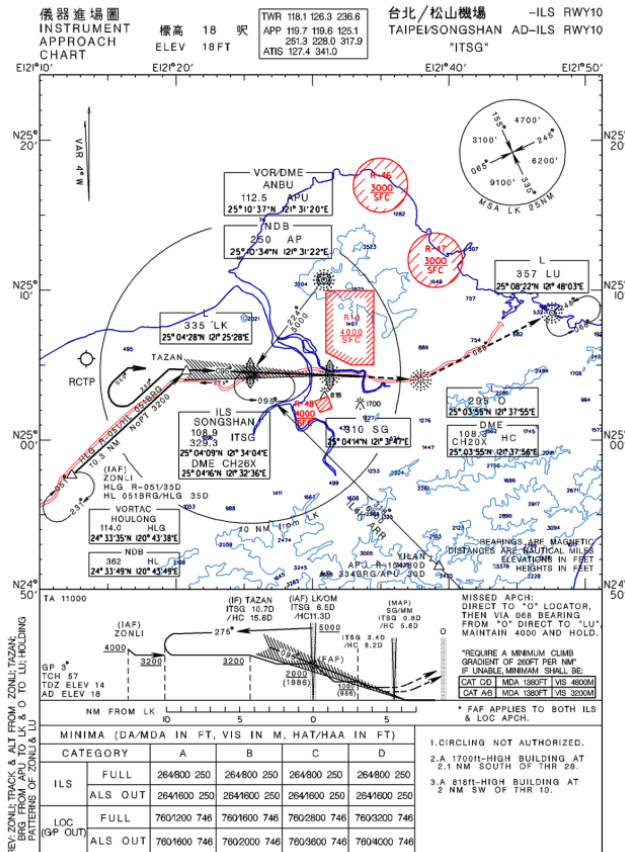


原始題號:0011033 題組:11 難易度:易 (R20130125)

(B) 261. (參考Fig34)松山機場-ILS RWY10穿降圖之最低安全高度象限圖之中心點為(如圖A03\_Fig34)

(A)跑道中心點 (B)LK電台 (C)APU電台

題目圖：

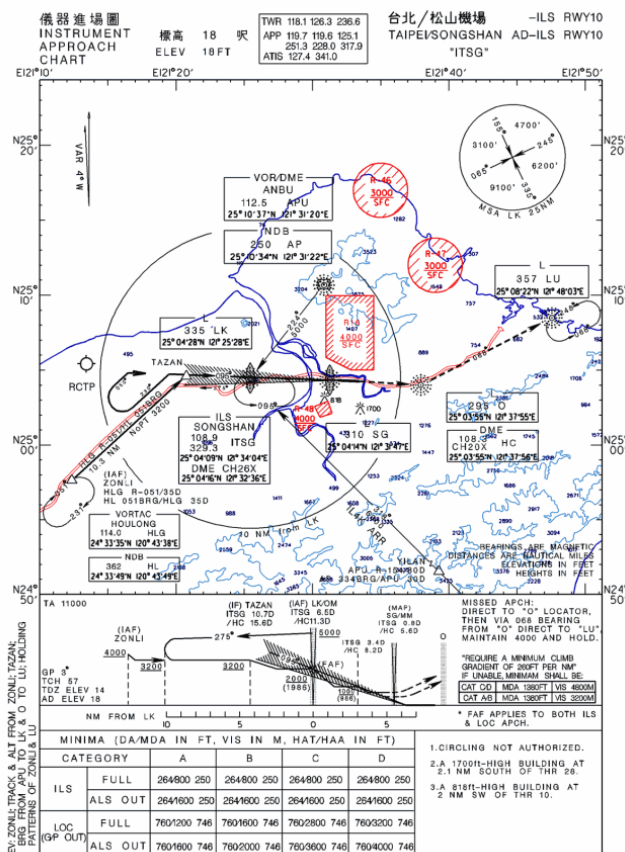


原始題號:0011034 題組:12 難易度:易 (R20130125)

(D) 262. (參考Fig34)松山ILS RWY10迷失進場加入LU待命航線之方式為(如圖A03\_Fig34)

(A)直接加入 (B)淚滴加入 (C)平行加入 (D)平行或淚滴型加入

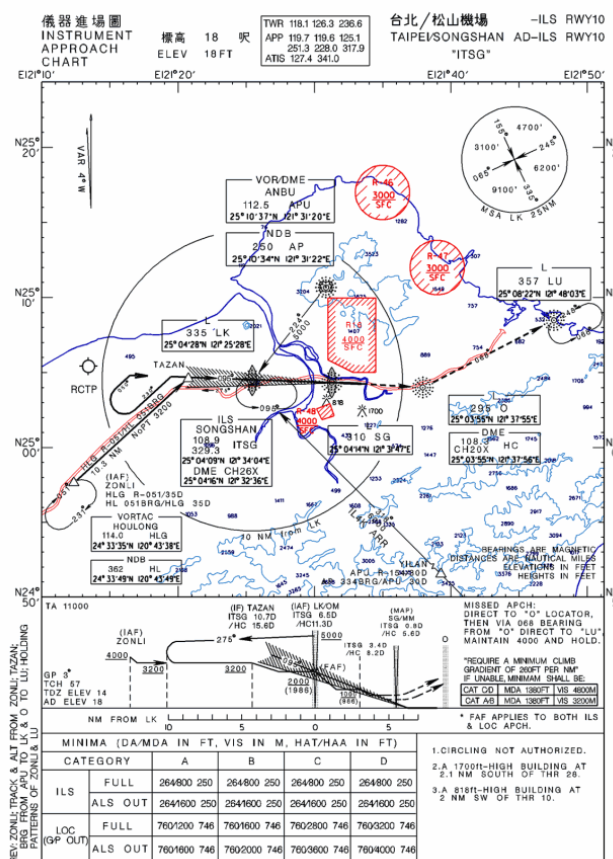
題目圖：



原始題號:0011035 題組:13 難易度:易 (R20130125)

- (B) 263. (參考Fig34)本圖中宜蘭(YILAN)待命點之位置是在(如圖A03\_Fig34)  
(A)LK R-138/30DME (B)APU R-154/80DME (C) AP R-154/30DME

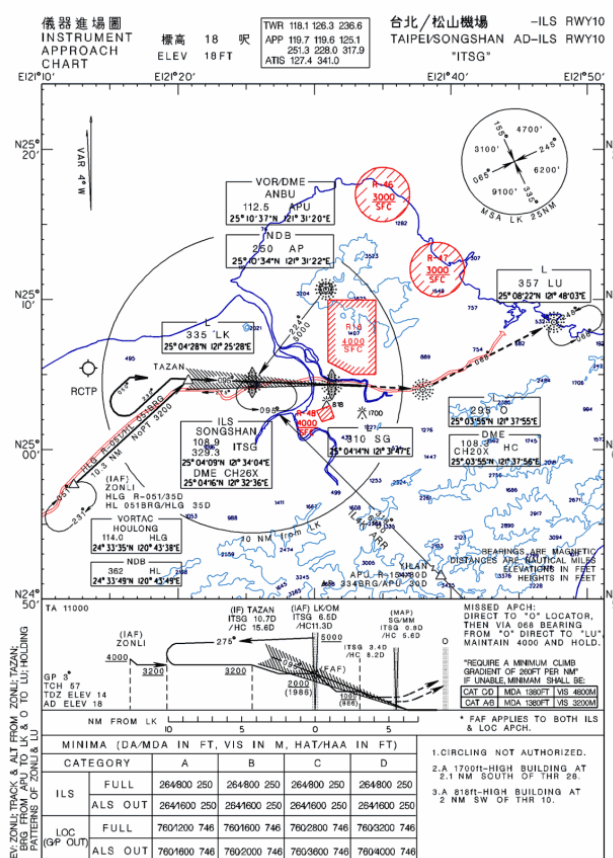
題目圖：



原始題號:0011036 題組:14 難易度:易 (R20130125)

- (B) 264. (參考Fig34)中壢(ZONLI)待命航線是在中壢待命點之(如圖A03\_Fig34)  
(A)東南 (B)西南 (C)南面

題目圖：





(D) 265. (參考Fig34)由宜蘭(YILAN)待命點至LK電台之飛行高度6000呎是(如圖A03\_Fig34)  
(A)上限高度 (B)下限高度 (C)建議高度 (D)最低儀航高度

**儀器進場圖**  
**INSTRUMENT APPROACH CHART**

臺北市松山機場  
 TAIPEI SONGSHAN AD-ILS RWY10

高度 18 呎  
 ELEV 18 FT

TWR 181.236 236.6  
 APP 181.7 180.3 125.1  
 251.3 228.0 317.9  
 ATIS 127.4 341.0

“ITSG”

E12°10'0" E12°20'0" E12°40'0" E12°50'0"

N25°20'0" N25°10'0" N25°00'0" N25°50'0"

TA 11000

GP 57  
 TCH 57  
 TDZ ELEV 14  
 AD ELEV 18

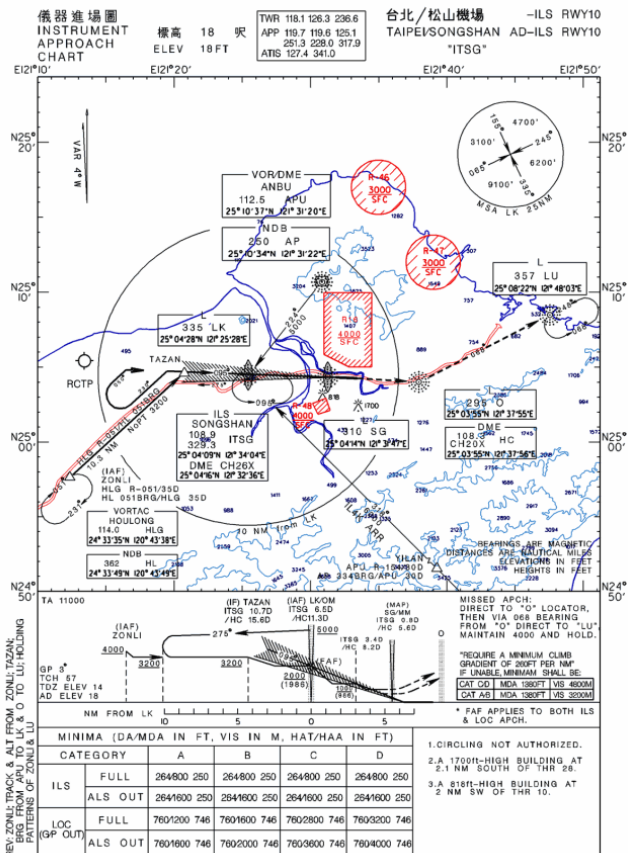
MINIMA (DA/MDA IN FT, VIS IN M, HAT/HAA IN FT)

| CATEGORY | A           | B           | C           | D           |
|----------|-------------|-------------|-------------|-------------|
| ILS      |             |             |             |             |
| FULL     | 264600 250  | 264900 250  | 264900 250  | 264900 250  |
| ALS OUT  | 2641600 250 | 2641600 250 | 2641600 250 | 2641600 250 |
| LOC      |             |             |             |             |
| FULL     | 7601200 746 | 7602800 746 | 7602800 746 | 7603200 746 |
| GP OUT   |             |             |             |             |
| ALS OUT  | 7601600 746 | 7602000 746 | 7603600 746 | 7604000 746 |

1. CIRCULING NOT AUTHORIZED.  
 2. A 1700H-HIGH BUILDING AT 2.1 NM SOUTH OF THR 28.  
 3. A 318H-HIGH BUILDING AT 2 NM SW OF THR 10.

(B) 266. (參考Fig34)在LK待命之飛航高度是(如圖A03\_Fig34)  
(A)5000呎 (B)下限5000呎 (C)4000呎

題目圖：



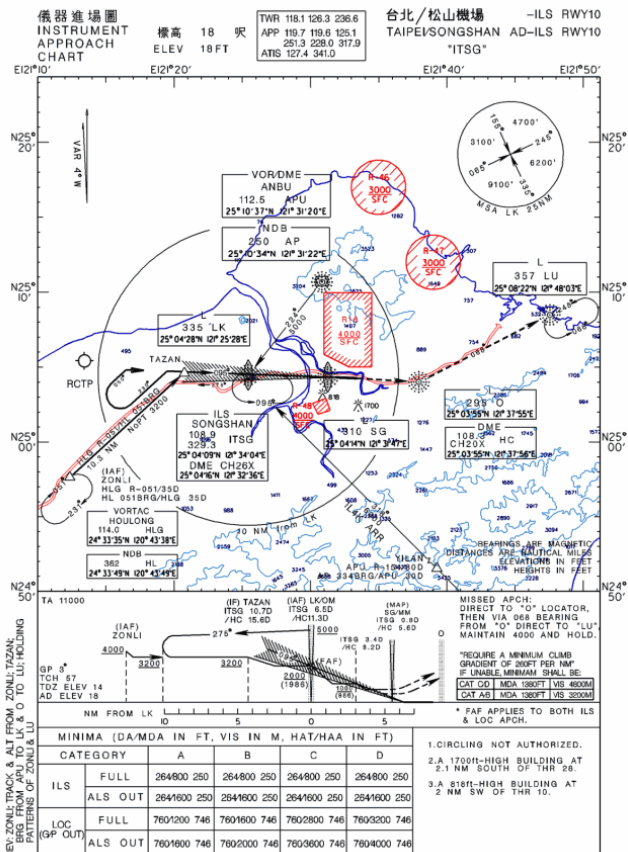
原始題號:0011039 題組:17 難易度:易 (R20130125)

(C) 267.(參考Fig34)由ILAN沿LK-138 BRG飛往LK加入待命之方式為

(如圖A03\_Fig34)

(A)平行加入 (B)淚滴加入 (C) 直接加入

題目圖：

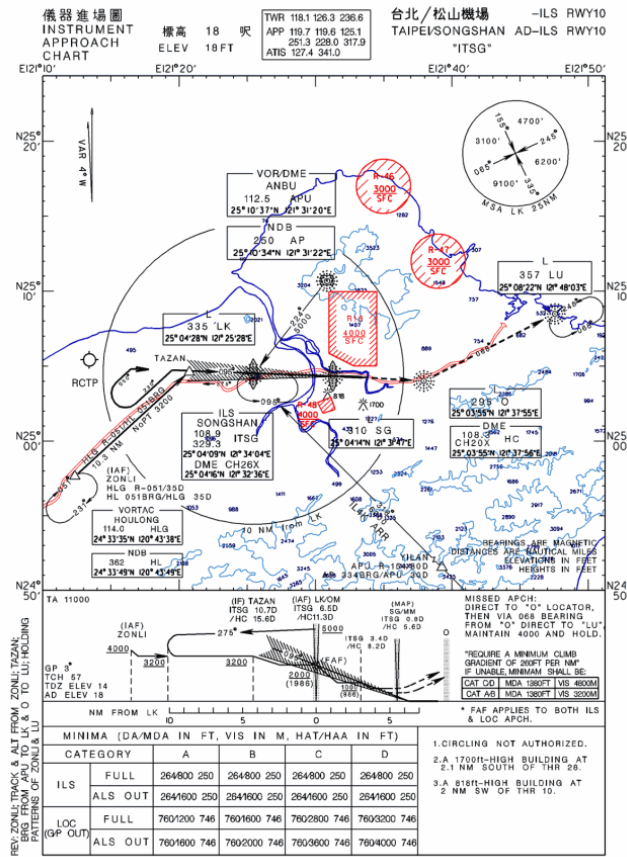


原始題號:0011040 題組:2 難易度:易 (R20170815)

(B) 268.(參考Fig34)松山 ILS RWY10進場，如無下滑道指示時，D類航空器之最低天氣限制為(如圖A03\_Fig34)

(A)MDA264/VIS1600 (B) MDA760/VIS3200 (C)MDA1120/VIS4800

題目圖：

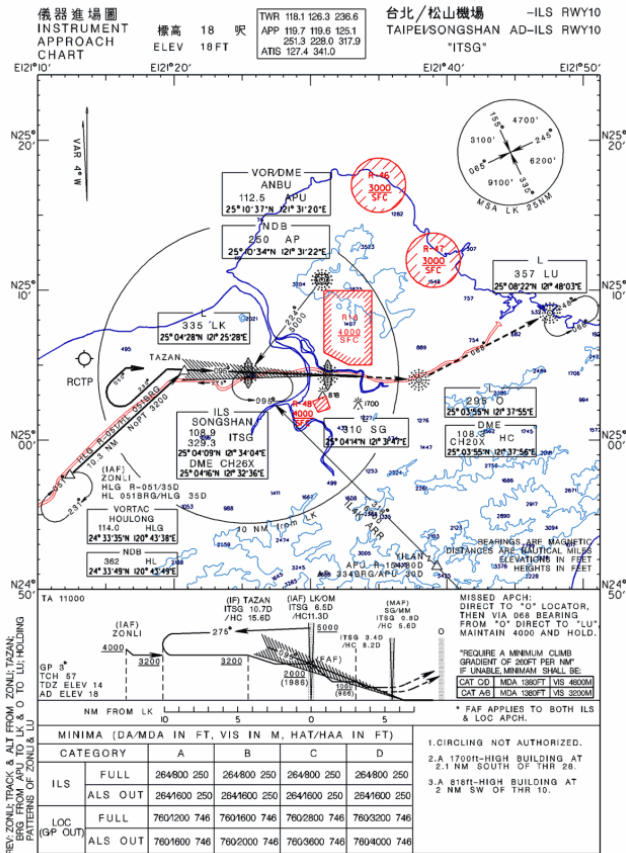


原始題號:0011041 題組:3 難易度:易 (R20130125)

(B) 269.(參考Fig34)松山 ILS RWY10之下滑道為(如圖A03\_Fig34)

(A)2° (B)3° (C)5°

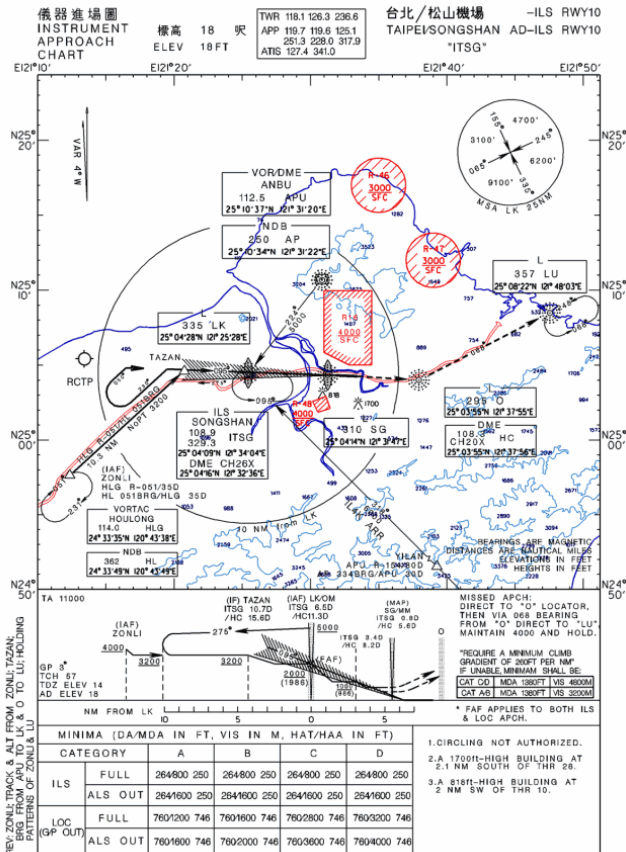
題目圖：



原始題號:0011042 題組:4 難易度:易 (R20150715)

(C) 270.(參考Fig34)松山機場之落地區標高與機場標高相差(如圖A03\_Fig34)  
(A)13呎 (B)18呎 (C)4呎

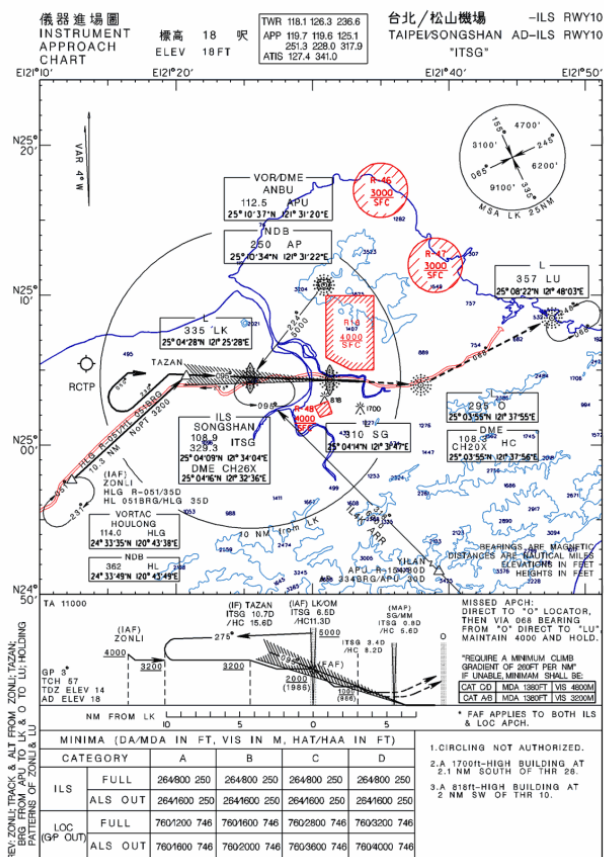
題目圖：



原始題號:0011043 題組:5 難易度:易 (R20140424)

(B) 271.(參考Fig34)本圖中R16限航區高度4000呎是(如圖A03\_Fig34)  
(A)下限 (B)上限 (C)建議高度

題目圖：

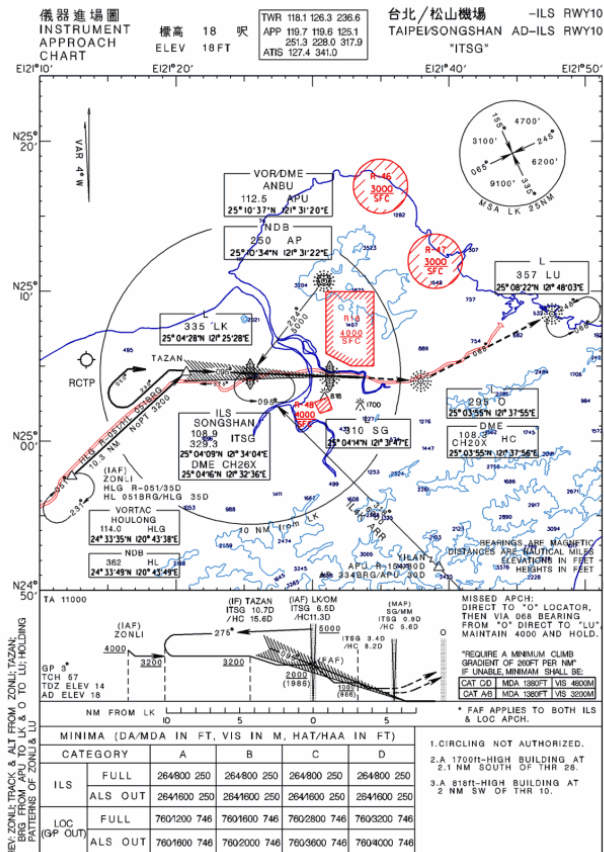


原始題號:0011044 題組:6 難易度:易 (R20130125)

(B) 272.(參考Fig34)由中壢(ZONLI)待命點進場之飛機(如圖A03\_Fig34)

(A)可實施程序轉彎 (B)不可實施程序轉彎

題目圖：



原始題號:0011045 題組:7 難易度:易 (R20130125)

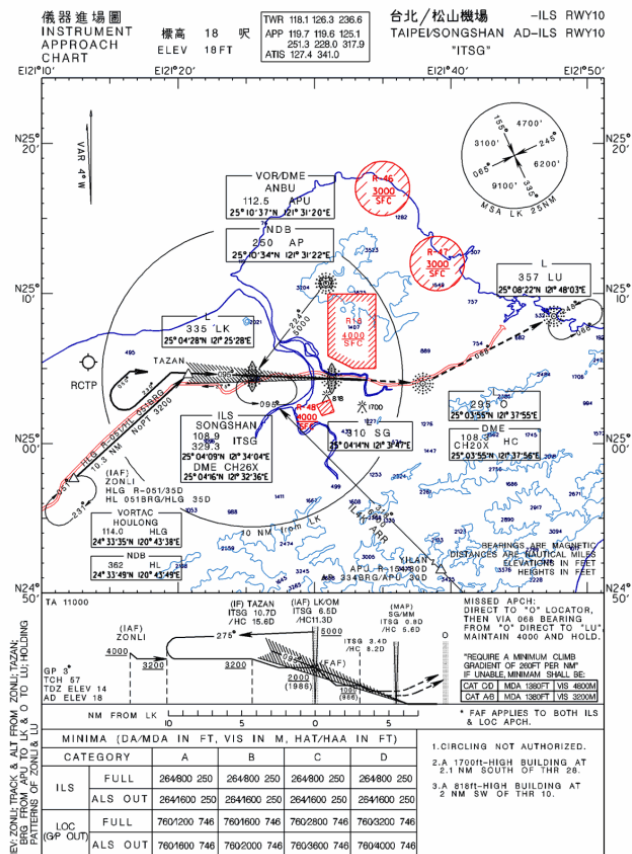


(A) 273.(參考Fig34)松山機場-ILS RWY10圖示之磁差為

(如圖A03\_Fig34)

(A)偏西4° (B)偏東4° (C)沒有磁差

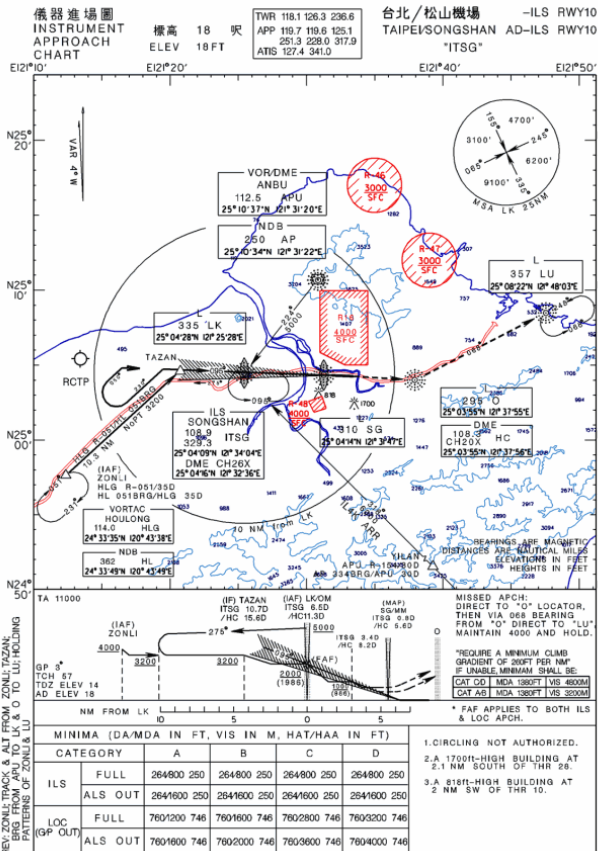
題目圖：



原始題號:0011046 題組:8 難易度:易 (R20130125)

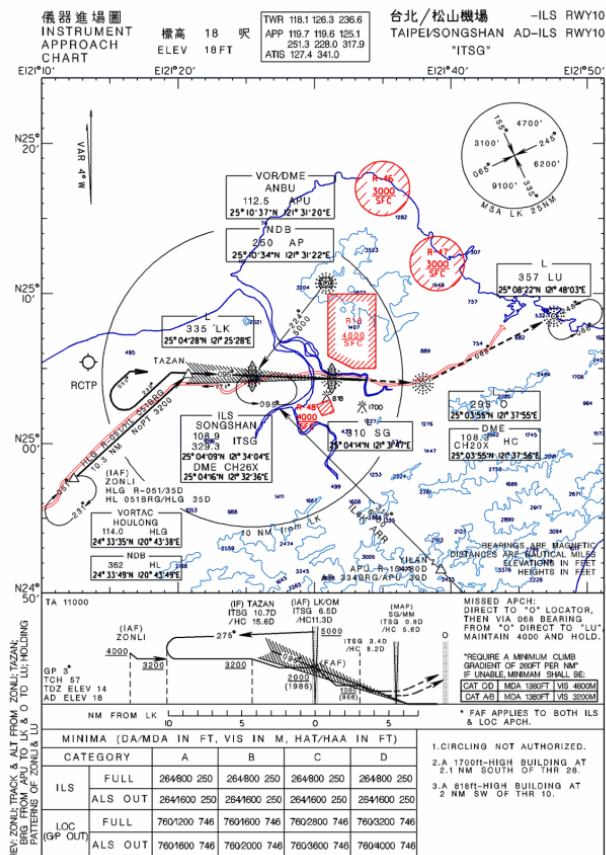
(B) 274.(參考Fig34)在LK待命之飛機，如正好在轉入背電台邊(095°)獲得許可進場時(如圖A03\_Fig34)

(A)可直接穿降進場 (B)仍須轉入向電台邊完成程序轉彎 (C)視狀況而定



原始題號:0011047 題組:9 難易度:易 (R20140424)

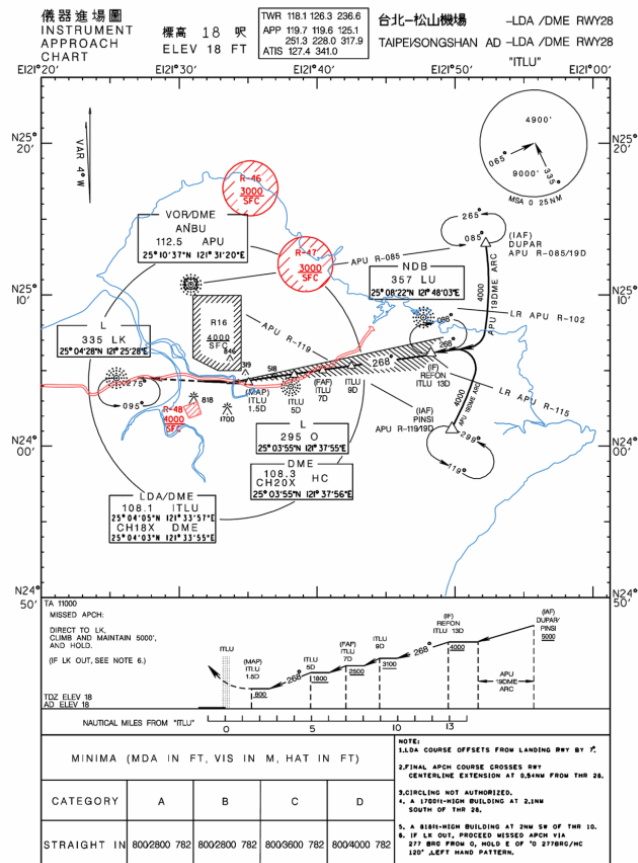
(A) 275. (參考Fig34)松山 ILS RWY10進場之進場燈故障時，最低能見度限制為(如圖A03\_Fig34)  
(A)1600公尺 (B)1200公尺 (C)800公尺



原始題號:0011048 題組:1 難易度:中 (R20130125)

(參考Fig35)本進場圖攔截下滑道之頻率為(如圖A03\_Fig35)  
(A)112.5MHZ (B)108.1MHZ (C)335KHZ (D)250KHZ

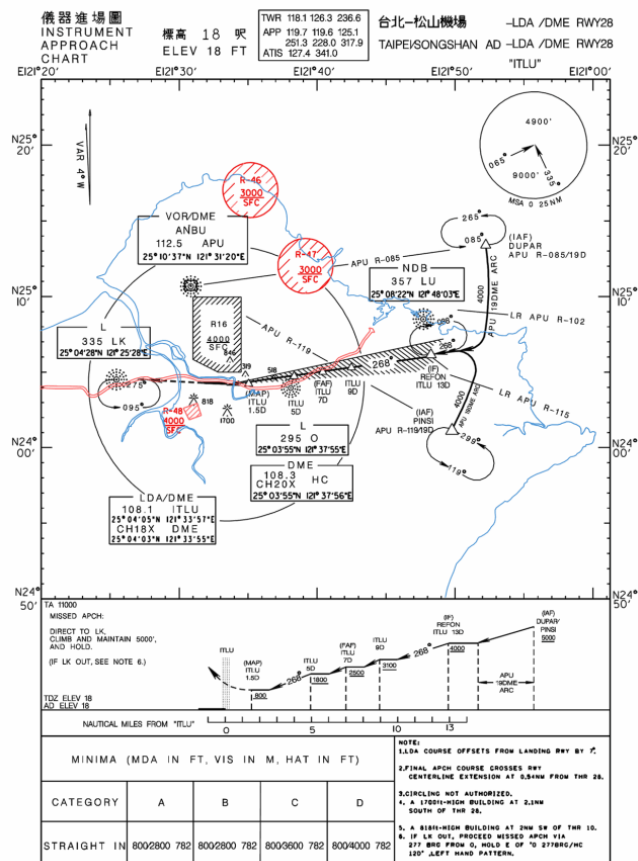
題目圖：



原始題號:0011049 題組:2 難易度:中 (R20131108)

(D) 277. (參考Fig35)本進場圖之下滑道與跑道方向(如圖A03\_Fig35)  
(A)偏南10° (B)偏北10° (C)偏南7° (D)偏北7°

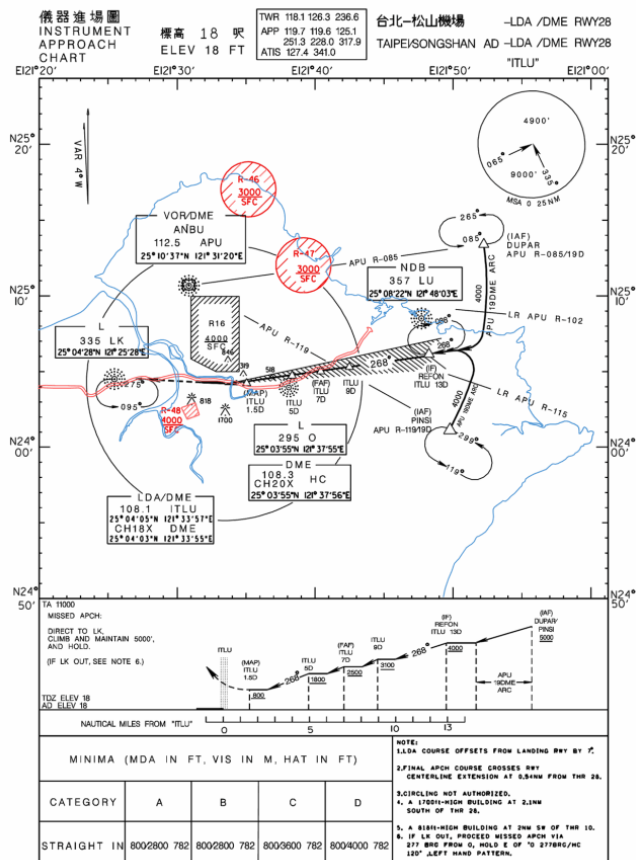
題目圖：



原始題號:0011050 題組:3 難易度:中 (R20181115)

- ( C ) 278.(參考Fig35)本進場下滑道上，ITLU 五哩以內有一障礙物高度為(如圖A03\_Fig35)  
(A)319 呎 (B)846 呎 (C)518 呎

題目圖：



原始題號:0011051 題組:4 難易度:中 (R20130125)

- ( A ) 279.(參考Fig35)本進場之最低下降高度(MDA)為(如圖A03\_Fig35)  
(A)800呎 (B)787呎 (C)1200呎

**儀器進場圖**  
INSTRUMENT  
APPROACH  
CHART

權高 18 FT  
ELEV 18 FT

ATIS 127.4 341.0

台北—松山機場

TAIPEI/SONGSHAN AD -LDA /DME RWY28

"TLU"

2°20'
E121°30'
E121°40'
E121°50'
E121°00'

4900'

085°

9000'

MSA 0 25NM

TA 11000

MISSED APCH:

DIRECT TO LX,  
CLIMB AND MAINTAIN 5000';  
AND HOLD.

(IF LX OUT, SEE NOTE 6)

TDZ ELEV 18  
ASD ELEV 18

NAUTICAL MILES FROM "TLU"

0 5 10 13

NOTE:

1. AREA COURSE OFFSETS FROM LANDING RRY BY 1°. 2. FINAL APCH COURSE CROSSES RRY CENTERLINE EXTENSION AT 0.5NM FROM THR 28.

3. CIRCLING NOT AUTHORIZED.

4. A 170M-HIGH BUILDING AT 2.1NM SOUTH OF THR 28.

5. A 81M-HIGH BUILDING AT 2NM SW OF THR 10.

6. IF LX OUT, PROCEED MISSED APCH VIA 037 RISE FROM G, HOLD E OF "D" STRIKE/CL 120°, LEFT HAND PATTERN.

| MINIMA (MDA IN FT, VIS IN M, HAT IN FT) |              |              |              |              |
|---|--------------|--------------|--------------|--------------|
| CATEGORY                                | A            | B            | C            | D            |
| STRAIGHT IN                             | 800/2800 782 | 800/2800 782 | 800/3600 782 | 800/4000 782 |





## (A03) 儀器飛航

最近更新日期：110/12/27 ~ 110/12/27；更新題號：

0010797, 0010802, 0010808, 0010943, 0010998, 0011016, 0011023, 0011024, 0011025, 0011026, 0011027, 0011028, 0011029, 0011030, 0011050

原始題號:0010766 題組:0 難易度:中

- ( A ) 1. What information does a Mach meter present?  
(A) The ratio of aircraft true airspeed to the speed of sound. (B) The ratio of aircraft indicated airspeed to the speed of sound. (C) The ratio of aircraft equivalent airspeed, corrected for installation error, to the speed of sound.

原始題號:0010767 題組:0 難易度:易

- ( B ) 2. Under which condition will pressure altitude be equal to true altitude?  
(A) When the atmospheric pressure is 29.92" Hg. (B) When standard atmospheric conditions exist. (C) When indicated altitude is equal to the pressure altitude.

原始題號:0010768 題組:0 難易度:中

- ( C ) 3. If the outside air temperature increases during a flight at constant power and at a constant indicated altitude, the true airspeed will  
(A) decrease and true altitude will increase. (B) increase and true altitude will decrease. (C) increase and true altitude will increase.

原始題號:0010769 題組:0 難易度:中

- ( B ) 4. The local altimeter setting should be used by all pilots in a particular area, primarily to provide for  
(A) the cancellation of altimeter error due to nonstandard temperatures aloft. (B) better vertical separation of aircraft. (C) more accurate terrain clearance in mountainous areas

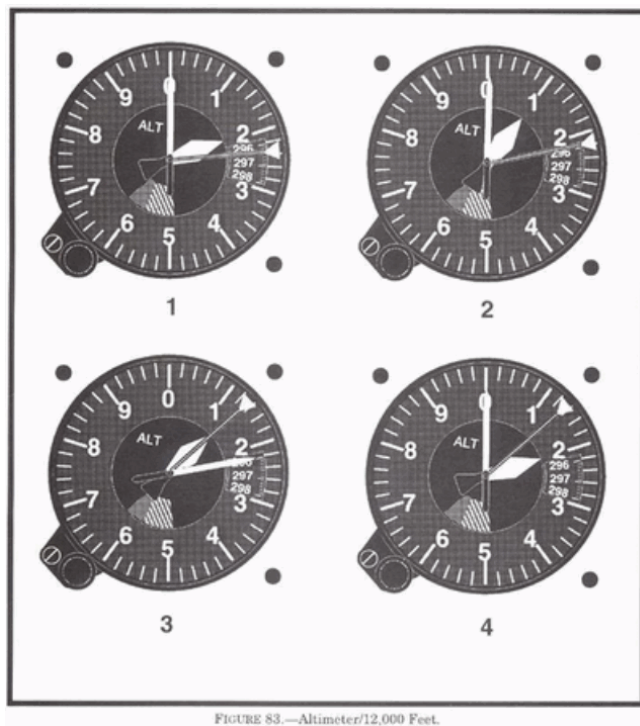
原始題號:0010770 題組:0 難易度:易

- ( C ) 5. How should you preflight check the altimeter prior to an IFR flight?  
(A) Set the altimeter to the current temperature. With current temperature and the altimeter indication, determine the calibrated altitude to compare with the field elevation. (B) Set the altimeter first with 29.92" Hg and then the current altimeter setting. The change in altitude should correspond to the change in setting. (C) Set the altimeter to the current altimeter setting. The indication should be within 75 feet of the actual elevation for acceptable accuracy.

原始題號:0010771 題組:1 難易度:易 (R20130125)

- ( C ) 6. (Refer to Figure 1.) Which altimeter depicts 12,000 feet?(如圖A03\_Fig1)  
(A) 2 (B) 3 (C) 4

題目圖：



原始題號:0010773 題組:0 難易度:中

- ( C ) 7. During normal operation of a vacuum-driven attitude indicator, what attitude indication should you see when rolling out from a 180° skidding turn to straight-and-level coordinated flight?
- (A) A straight-and-level coordinated flight indication. (B) A nose-high indication relative to level flight. (C) The miniature aircraft shows a turn in the direction opposite the skid.

原始題號:0010774 題組:0 難易度:中

- ( A ) 8. When an aircraft is accelerated, some attitude indicators will precess and incorrectly indicate a
- (A) climb. (B) descent. (C) right turn.

原始題號:0010775 題組:0 難易度:易

- ( C ) 9. What force causes an airplane to turn?
- (A) Rudder pressure or force around the vertical axis. (B) Vertical lift component (C) Horizontal lift component.

原始題號:0010776 題組:0 難易度:中

- ( A ) 10. When airspeed is decreased in a turn, what must be done to maintain level flight?
- (A) Decrease the angle of bank and/or increase the angle of attack. (B) increase the angle of bank and/or decrease the angle of attack. (C) increase the angle of attack.

原始題號:0010777 題組:0 難易度:中

- ( B ) 11. During standard-rate turns, which instrument is considered "primary" for bank?
- (A) Heading indicator. (B) Turn and slip indicator or turn coordinator. (C) Attitude indicator.

原始題號:0010778 題組:0 難易度:易

- ( A ) 12. If a standard rate turn is maintained, how long would it take to turn 180\*?  
(A)1 minute. (B)2 minutes. (C)3 minutes.

原始題號:0010779 題組:0 難易度:易

- ( A ) 13. What pretakeoff check should be made of a vacuum-driven heading indicator in preparation for an IFR flight?  
(A)After 5 minutes, set the indicator to the magnetic heading of the aircraft and check for proper alignment after taxi turns. (B)After 5 minutes, check that the heading indicator card aligns itself with the magnetic heading of the aircraft. (C)Determine that the heading indicator does not precess more than 2\* in 5 minutes of ground operation.

原始題號:0010780 題組:0 難易度:易

- ( C ) 14. On the taxi check, the magnetic compass should  
(A)swing opposite to the direction of turn when turning from north. (B)exhibit the same number of degrees of dip as the latitude. (C)swing freely and indicate known headings.

原始題號:0010781 題組:0 難易度:易

- ( A ) 15. What should be the indication on the magnetic compass as you roll into a standard rate turn to the right from a south heading in the Northern Hemisphere?  
(A)The compass will indicate a turn to the right, but at a faster rate than is actually occurring. (B)The compass will initially indicate a turn to the left. (C)The compass will remain on south for a short time, then gradually catch up to the magnetic heading of the aircraft.

原始題號:0010782 題組:0 難易度:中

- ( A ) 16. What indication should a pilot observe if an airspeed indicator ram air input and drain hole are blocked?  
(A)The airspeed indicator will react as an altimeter. (B)The airspeed indicator will show a decrease with an increase in altitude. (C)No airspeed indicator change will occur during climbs or descents.

原始題號:0010783 題組:0 難易度:易

- ( C ) 17. What would be the indication on the VSI during entry into a 500 FPM actual descent from level flight if the static ports were iced over?  
(A)The indication would be in reverse of the actual rate of descent (500 FPM climb). (B)The initial indication would be a climb, then descent at a rate in excess of 500 FPM. (C)The VSI pointer would remain at zero regardless of the actual rate of descent.

原始題號:0010784 題組:0 難易度:易

- ( A ) 18. During flight, if the pitot tube becomes clogged with ice, which of the following instruments would be affected?  
(A)The airspeed indicator only. (B)The airspeed indicator and the altimeter.  
(C)The airspeed indicator, altimeter, and Vertical Speed Indicator.

原始題號:0010785 題組:0 難易度:易

- ( B ) 19. If while in level flight, it becomes necessary to use an alternate source of static pressure vented inside the airplane, which of the following variations in instrument indications should the pilot expect?  
(A)The vertical speed to momentarily show a descent. (B)The altimeter to read higher than normal. (C)The vertical speed to show a climb.

原始題號:0010786 題組:0 難易度:中

- ( C ) 20. What is the correct sequence in which to use the three skills used in instrument flying?  
(A)Aircraft control, cross-check, and instrument interpretation. (B)Instrument interpretation, cross-check, and aircraft control. (C)Cross-check, instrument interpretation, and aircraft control.

原始題號:0010787 題組:0 難易度:中

- ( B ) 21. What effect will a change in wind direction have upon maintaining a 3\* glide slope at a constant true airspeed?  
(A)When ground speed decreases, rate of descent must increase. (B)When ground speed increases, rate of descent must increase. (C)Rate of descent must be constant to remain on the glide slope.

原始題號:0010788 題組:0 難易度:易

- ( C ) 22. The rate of descent on the glide slope is dependent upon  
(A>true airspeed. (B)calibrated airspeed. (C)ground speed.

原始題號:0010789 題組:0 難易度:中

- ( B ) 23. What is the primary bank instrument once a standard rate turn is established?  
(A)Attitude indicator. (B)Turn coordinator. (C)Heading indicator.

原始題號:0010790 題組:0 難易度:中

- ( C ) 24. What is the primary pitch instrument during a stabilized climbing left turn at cruise climb airspeed?  
(A)Attitude indicator. (B)VSI. (C)Airspeed indicator.

原始題號:0010791 題組:0 難易度:易

- ( A ) 25. What is the primary pitch instrument when establishing a constant altitude standard rate turn?  
(A)Altimeter. (B)VSI. (C)Airspeed indicator.

原始題號:0010792 題組:0 難易度:中



- ( C ) 26. To enter a constant-airspeed descent from level cruising flight, and maintain cruising airspeed, the pilot should  
(A)first adjust the pitch attitude to a descent using the attitude indicator as a reference, then adjust the power to maintain the cruising airspeed. (B)first reduce power, then adjust the pitch using the attitude indicator as a reference to establish a specific rate on the VSI. (C)simultaneously reduce power and adjust the pitch using the attitude indicator as a reference to maintain the cruising airspeed.

原始題號:0010793 題組:0 難易度:中

- ( A ) 27. While recovering from an unusual flight attitude without the aid of the attitude indicator, approximate level pitch attitude is reached when the  
(A)airspeed and altimeter stop their movement and the VSI reverses its trend. (B)airspeed arrives at cruising speed, the altimeter reverses its trend, and the vertical speed stops its movement. (C)altimeter and vertical speed reverse their trend and the airspeed stops its movement.

原始題號:0010794 題組:0 難易度:中

- ( B ) 28. Which is the correct sequence for recovery from a spiraling, nose-low, increasing airspeed, unusual flight attitude?  
(A)Increase pitch attitude, reduce power, and level wings. (B)Reduce power, correct the bank attitude, and raise the nose to a level attitude. (C)Reduce power, raise the nose to level attitude, and correct the bank attitude.

原始題號:0010795 題組:0 難易度:易

- ( A ) 29. Which distance is displayed by the DME indicator?  
(A)Slant range distance in NM. (B)Slant range distance in SM. (C)Line-of-sight direct distance from aircraft to VORTAC in SM.

原始題號:0010796 題組:0 難易度:易

- ( B ) 30. Which DME indication should you receive when you are directly over a VORTAC site at approximately 6,000 feet AGL?  
(A)0 (B)1 (C)1.3

原始題號:0010797 題組:0 難易度:中 (R20180611)

- ( B ) 31. As a rule of thumb, to minimize DME slant range error, how far from the facility should you be to consider the reading as accurate?  
(A)Two miles or more for each 1,000 feet of altitude above the facility. (B)One or more miles for each 1,000 feet of altitude above the facility. (C)No specific distance is specified since the reception is line-of-sight.

原始題號:0010798 題組:0 難易度:易

- ( B ) 32. When a VOR/DME is collocated under frequency pairings and the VOR portion is inoperative, the DME identifier will repeat at an interval of  
(A)20 second intervals at 1020 Hz. (B)30 second intervals at 1350 Hz. (C)60 second intervals at 1350 Hz.

原始題號:0010799 題組:0 難易度:中

- ( A ) 33. When installed with the ILS and specified in the approach procedures, DME may be used  
(A) in lieu of the OM. (B) in lieu of visibility requirements. (C) to determine distance from TDZ.

原始題號:0010800 題組:0 難易度:中

- ( A ) 34. When making an airborne VOR check, what is the maximum allowable tolerance between the two indicators of a dual VOR system (units independent of each other except the antenna)?  
(A) 4° between the two indicated radials of a VOR. (B) Plus or minus 4° when set to identical radials of a VOR. (C) 6° between the two indicated radials of a VOR.

原始題號:0010801 題組:0 難易度:中

- ( B ) 35. How should the pilot make a VOR receiver check when the aircraft is located on the designated checkpoint on the airport surface?  
(A) Set the OBS on 180° plus or minus 4°; the CDI should center with a FROM indication. (B) Set the OBS on the designated radial. The CDI must center within plus or minus 4° of that radial with a FROM indication. (C) With the aircraft headed directly toward the VOR and the OBS set to 000°, the CDI should center within plus or minus 4° of that radial with a TO indication.

原始題號:0010802 題組:0 難易度:中 (R20181115)

- ( C ) 36. In which publication can the VOR receiver ground checkpoint(s) for a particular airport be found?  
(A) Aeronautical Information Manual. (B) En Route Low Altitude Chart. (C) Chart Supplements (previous Airport/Facility Directory).

原始題號:0010803 題組:0 難易度:易

- ( A ) 37. Which is the maximum tolerance for the VOR indication when the CDI is centered and the aircraft is directly over the airborne checkpoint?  
(A) Plus or minus 6° of the designated radial. (B) Plus 6" or minus 4° of the designated radial. (C) Plus or minus 4° of the designated radial.

原始題號:0010804 題組:0 難易度:易

- ( A ) 38. What is the maximum tolerance allowed for an operational VOR equipment check when using a VOT?  
(A) Plus or minus 4°. (B) Plus or minus 6°. (C) Plus or minus 8°.

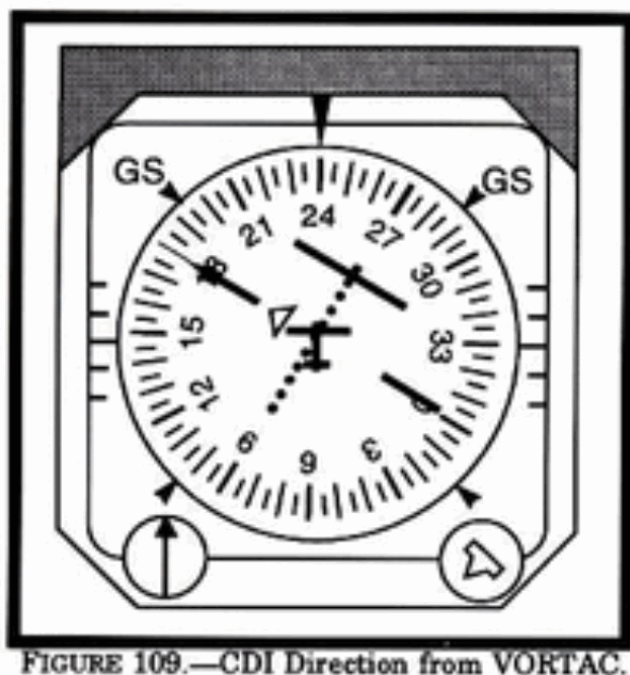
原始題號:0010805 題組:0 難易度:易

- ( A ) 39. What indication should a pilot receive when a VOR station is undergoing maintenance and may be considered unreliable?  
(A) No coded identification, but possible navigation indications. (B) Coded identification, but no navigation indications. (C) A voice recording on the VOR frequency announcing that the VOR is out of service for maintenance.

原始題號:0010806 題組:1 難易度:易 (R20130125)

- ( A ) 40. (Refer to Figure 2.) In which general direction from the VORTAC is the aircraft located? (如圖A03\_Fig2)  
 (A) Northeast. (B) Southeast. (C) Southwest.

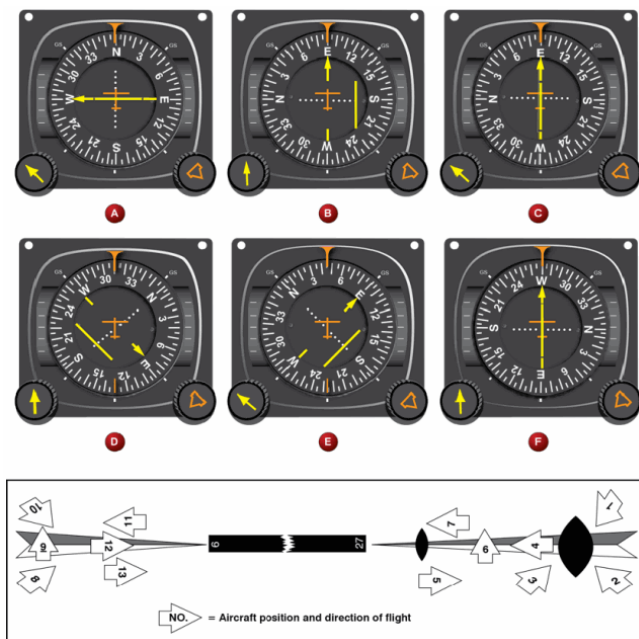
題目圖：



原始題號:0010807 題組:1 難易度:中 (R20130125)

- ( A ) 41. (Refer to table 96 and 97 of Figures 3.) To which aircraft position(s) does HSI presentation "A" correspond? (如圖A03\_Fig3)  
 (A) 9 and 6. (B) 9 only. (C) 6 only.

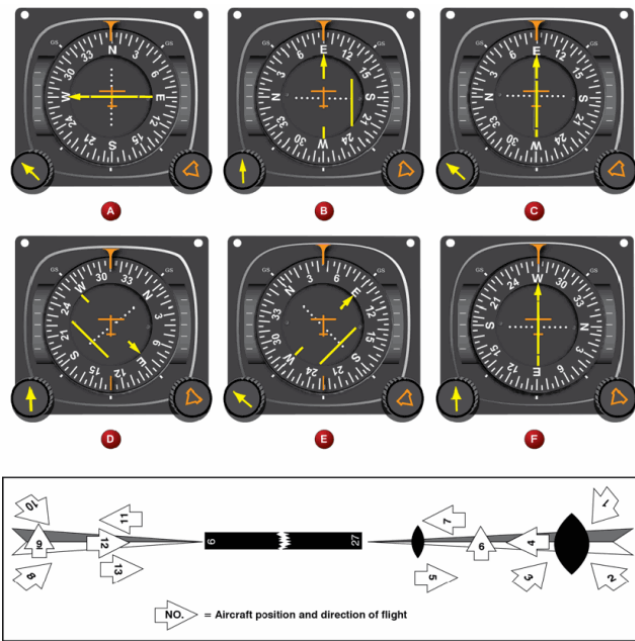
題目圖：



原始題號:0010808 題組:2 難易度:中 (R20211227)

- ( B ) 42. (Refer to table 96 and 97 of Figures 3.) To which aircraft position(s) does HSI presentation "B" correspond? (如圖A03\_Fig3)  
 (A) 11 (B) 5 and 13. (C) 7 and 11.

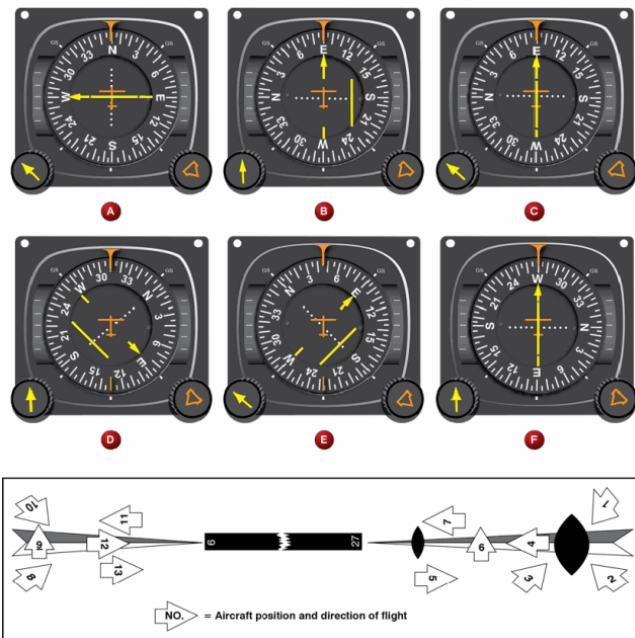
題目圖：



原始題號:0010809 題組:3 難易度:中 (R20130125)

- ( C ) 43.(Refer to table 96 and 97 of Figures 3.) To which aircraft position does HSI presentation "C" correspond?(如圖A03\_Fig3)  
 (A)9 (B)4 (C)12

題目圖：



原始題號:0010810 題組:4 難易度:中 (R20130125)

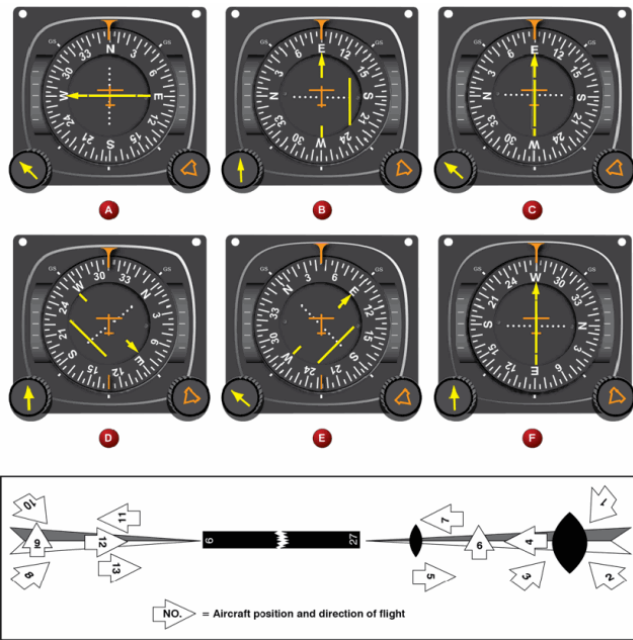
- ( C ) 44.(Refer to table 96 and 97 of Figures 3.) To which aircraft position does HSI presentation "D" correspond?(如圖A03\_Fig3)  
 (A)1 (B)10 (C)2

( C ) 45. (Refer to table 96 and 97 of Figures 3.) To which aircraft position(s) does HSI presentation "E" correspond?(如圖A03\_Fig3)  
(A)8 only. (B)3 only. (C)8 and 3.

( A ) 46. (Refer to table 96 and 97 of Figures 3.) To which aircraft position does HSI presentation "F" correspond?(如圖A03\_Fig3)  
(A)4 (B)11 (C)5



題目圖：



原始題號:0010813 題組:1 難易度:易 (R20130125)

- ( B ) 47. (Refer to Figure 4.) What is the magnetic bearing TO the station as indicated by illustration 4?(如圖A03\_Fig4)  
 (A)285\*. (B)055\*. (C)235\*.

題目圖：

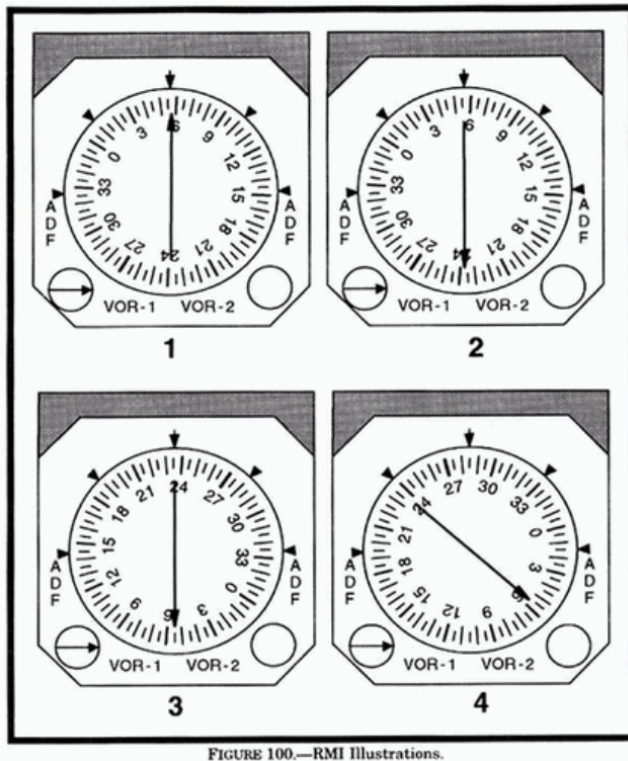


FIGURE 100.—RMI Illustrations.

原始題號:0010814 題組:2 難易度:易 (R20130125)

- ( B ) 48. (Refer to Figure 4) Which RMI illustration indicates the aircraft is located on the 055\* radial of the station and heading away from the station?(如圖A03\_Fig4)  
 (A)1 (B)2 (C)3

題目圖：

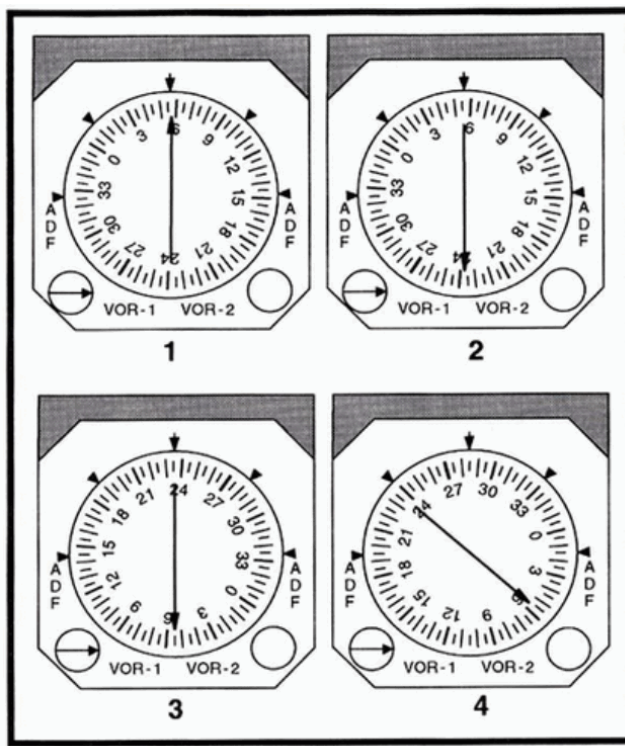


FIGURE 100.—RMI Illustrations.

原始題號:0010815 題組:3 難易度:易 (R20130125)

- (A) 49. (Refer to Figure 4.) Which RMI illustration indicates the aircraft is southwest of the station and moving closer TO the station?(如圖A03\_Fig4)  
(A)1 (B)2 (C)3

題目圖：

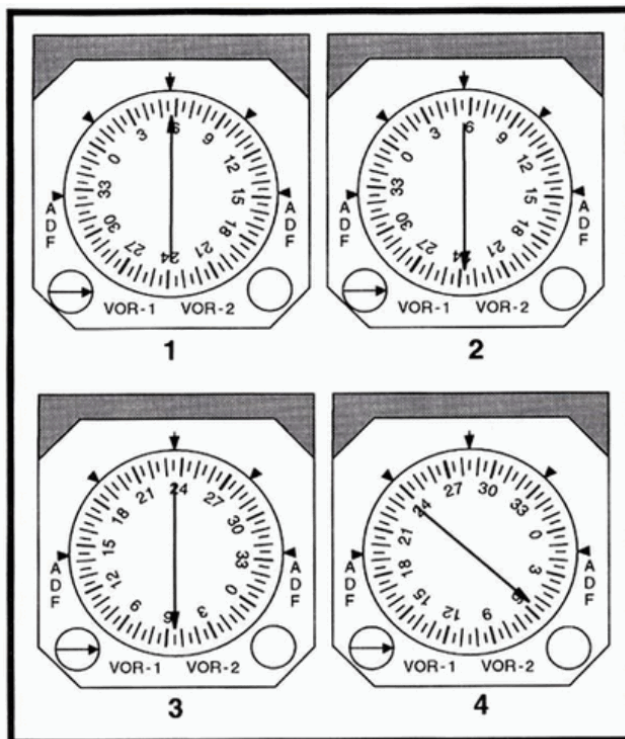


FIGURE 100.—RMI Illustrations.

原始題號:0010816 題組:1 難易度:易 (R20130125)

- (B) 50. (Refer to Figure 5.) Where should the bearing pointer be located relative to the wing-tip reference to maintain the 16 DME range in a right-hand arc with a right crosswind component?(如圖A03\_Fig5)  
(A)Behind the right wing-tip reference for VOR-2. (B)Ahead of the right wing-tip reference for VOR-2. (C)Behind the right wing-tip reference for VOR-1 .

題目圖：

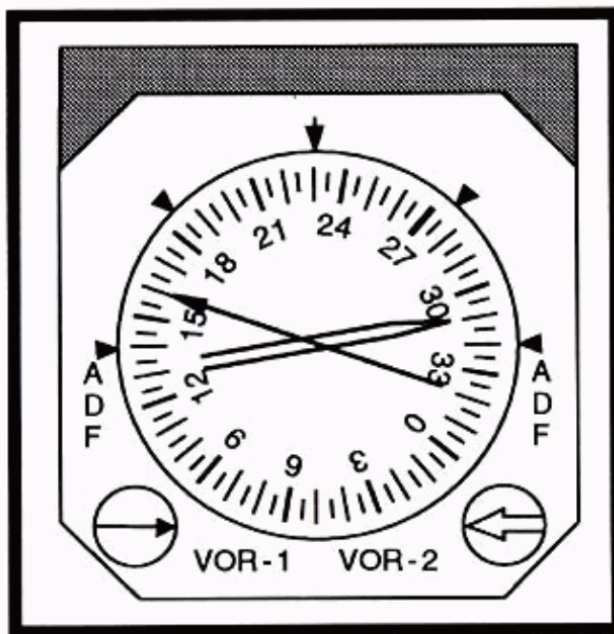


FIGURE 107.—RMI — DME — ARC  
Illustration Wind Component.

原始題號:0010817 題組:2 難易度:易 (R20141127)

- (C) 51. (Refer to Figure 6) Which sequence of marker beacon indicator lights, and their respective codes, will you receive on the ILS RWY 6 approach procedure to the MAP? (如圖 A03\_Fig6)
- (A) Blue-alternate dots and dashes; amber-dashes. (B) Amber-alternate dots and dashes; blue-dashes. (C) Blue-dashes; Amber-alternate dots and dashes.

題目圖：

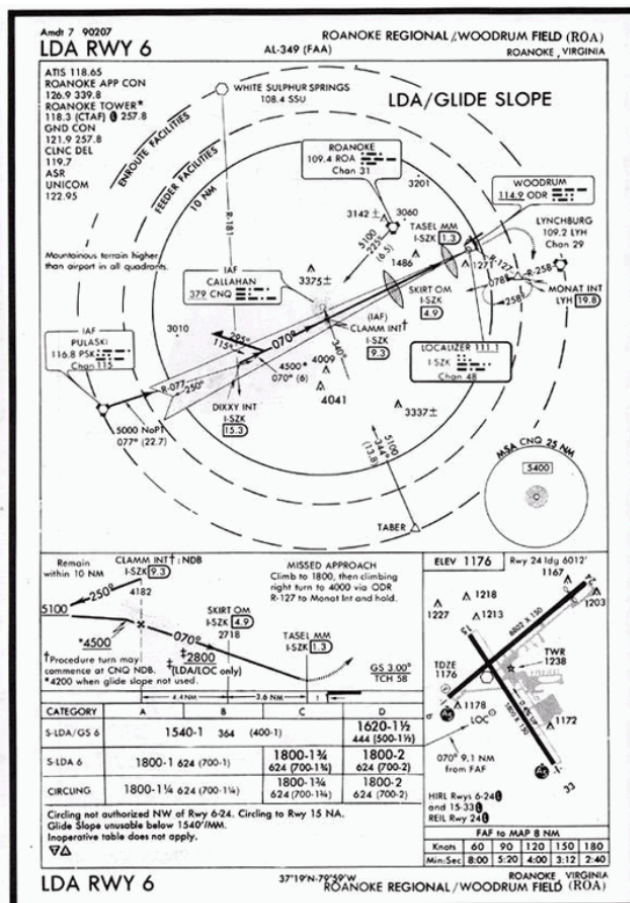


FIGURE 130.—LDA RWY 6 (ROA).

原始題號:0010819 題組:2 難易度:中 (R20130125)

- (B) 52. (Refer to Figure 6) How does an LDA facility, such as the one at Roanoke Regional, differ from a standard ILS approach facility? (如圖A03\_Fig6)  
 (A) The LOC is wider. (B) The LOC is offset from the runway. (C) The GS is unusable beyond the MM.

題目圖：

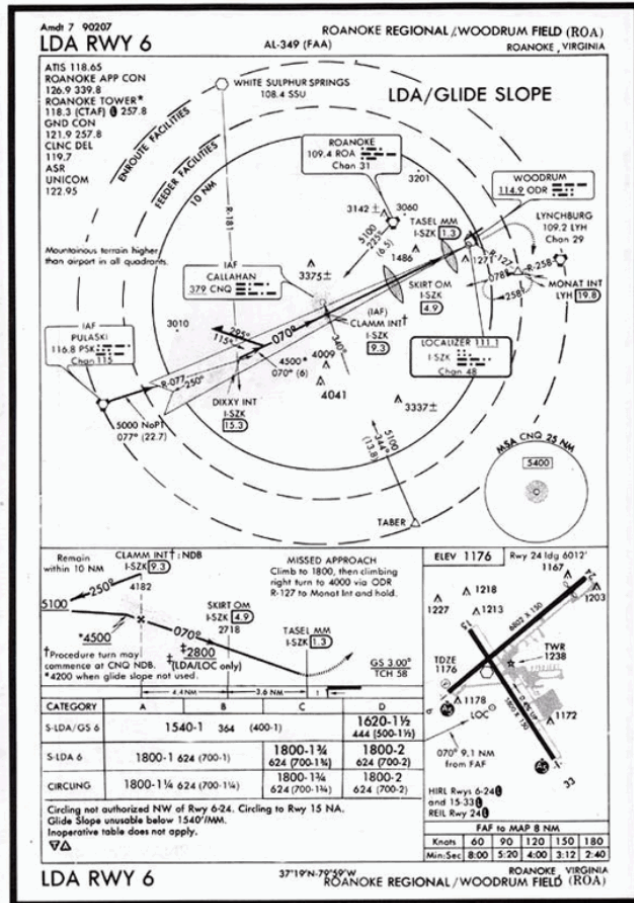


FIGURE 130.—LDA RWY 6 (ROA).

原始題號:0010820 題組:0 難易度:易

- (A) 53. 4069. What is a way point when used for an IFR flight?  
 (A) A predetermined geographical position used for an RNAV route or an RNAV instrument approach. (B) A reporting point defined by the intersection of two VOR radials. (C) A location on a victor airway which can only be identified by VOR and DME signals.

原始題號:0010821 題組:0 難易度:中

- (A) 54. What is a difference between an SDF and an LDA facility?  
 (A) The SDF course width is either 6° or 12° while the LDA course width is approximately 5°. (B) The SDF course has no glide slope guidance while the LDA does. (C) The SDF has no marker beacons while the LDA has at least an OM.

原始題號:0010822 題組:0 難易度:易

- (A) 55. What is the difference between a Localizer-Type Directional Aid (LDA) and the ILS localizer?  
 (A) The LDA is not aligned with the runway. (B) The LDA uses a course width of 6° or 12°, while an ILS uses only 5°. (C) The LDA signal is generated from a VOR-type facility and has no glide slope.

原始題號:0010823 題組:0 難易度:中



- (C) 56. Which range facility associated with the ILS can be identified by a two-letter coded signal?  
(A) Middle marker. (B) Outer marker. (C) Compass locator.

原始題號:0010824 題組:0 難易度:中

- (B) 57. Which indications will a pilot receive where an IM is installed on a front course ILS approach?  
(A) One dot per second and a steady amber light. (B) Six dots per second and a flashing white light. (C) Alternate dashes and a blue light.

原始題號:0010825 題組:0 難易度:易

- (B) 58. Approximately what height is the glide slope centerline at the MM of a typical ILS?  
(A) 100 feet. (B) 200 feet. (C) 300 feet.

原始題號:0010826 題組:0 難易度:易

- (B) 59. Hand-held GPS systems, and GPS systems certified for VFR operation, may be used during IFR operations as  
(A) the principal reference to determine enroute waypoints. (B) an aid to situational awareness. (C) the primary source of navigation.

原始題號:0010827 題組:0 難易度:中

- (C) 60. During IFR operation using an approved GPS system for navigation,  
(A) no other navigation system is required. (B) active monitoring of an alternate navigation system is always required. (C) the aircraft must have an approved and operational alternate navigation system appropriate for the route.

原始題號:0010828 題組:1 難易度:中 (R20130125)

- (B) 61. (Refer to Figure 7.) Which OBS selection on the No. 1 NAV would center the CDI and change the ambiguity indication to a TO? (如圖A03\_Fig7)  
(A) 175°. (B) 165°. (C) 345°.

題目圖：

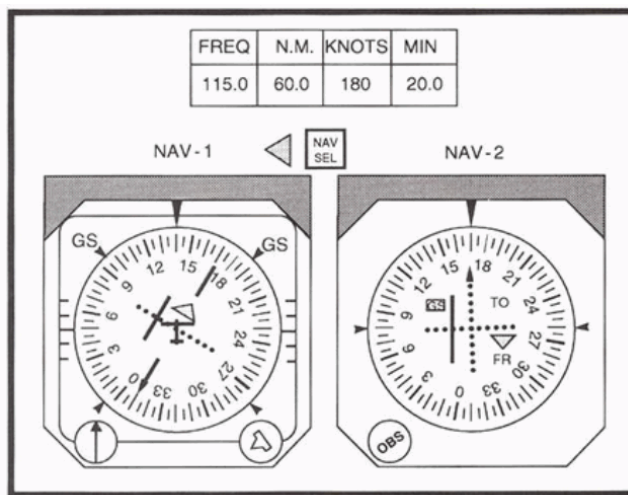


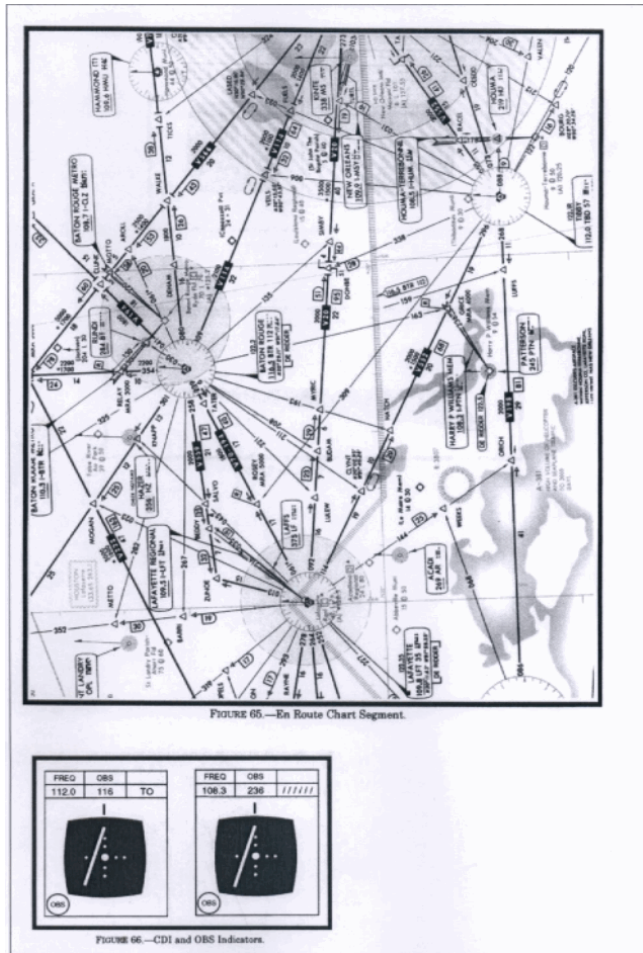
FIGURE 95.—No. 1 and No. 2 NAV Presentation.

原始題號:0010829 題組:1 難易度:中 (R20130125)



- (A) 62. (Refer to table 65J and 66 of Figures 8.) What is your position relative to GRICE intersection?(如圖A03\_Fig8)  
 (A)Right of V552 and approaching GRICE intersection. (B)Right of V552 and past GRICE intersection. (C)Left of V552 and approaching GRICE intersection.

題目圖：



原始題號:0010830 題組:0 難易度:易

- (B) 63. How can an instrument pilot best overcome spatial disorientation?  
 (A)Use a very rapid cross-check. (B)Properly interpret the flight instruments and act accordingly. (C)Avoid banking in excess of 30 degree.

原始題號:0010831 題組:0 難易度:中 (R20141126)

- (C) 64. A sloping cloud formation, an obscured horizon, and a dark scene spread with ground lights and stars can create an illusion known as  
 (A)elevator illusions. (B)autokinesis. (C>false horizons.

原始題號:0010832 題組:0 難易度:易

- (B) 65. Which statement is correct regarding the use of cockpit lighting for night flight?  
 (A) Reducing the lighting intensity to a minimum level will eliminate blind spots  
 (B) The use of regular white light, such as a flashlight, will impair night adaptation. (C) Coloration shown on maps is least affected by the use of direct red lighting.

原始題號:0010833 題組:0 難易度:中

- ( C ) 66. In the case of operations over an area designated as a mountainous area where no other minimum altitude is prescribed, no person may operate an aircraft under IFR below an altitude of  
(A) 500 feet above the highest obstacle. (B) 1,000 feet above the highest obstacle  
(C) 2,000 feet above the highest obstacle.

原始題號:0010834 題組:0 難易度:易

- ( B ) 67. When ATC has not imposed any climb or descent restrictions and aircraft are within 1,000 feet of assigned altitude, pilots should attempt to both climb and descend at a rate of between  
(A) 500 feet per minute and 1,000 feet per minute. (B) 500 feet per minute and 1,500 feet per minute. (C) 1,000 feet per minute and 2,000 feet per minute.

原始題號:0010835 題組:0 難易度:中

- ( A ) 68. What action should you take if your No. 1 VOR receiver malfunctions while operating in controlled airspace under IFR? Your aircraft is equipped with two VOR receivers. The No. 1 receiver has VOR / Localizer / Glide Slope capability, and the No. 2 has only VOR/ Localizer capability.  
(A) Report the malfunction immediately to ATC. (B) Continue the flight as cleared no report is required. (C) Continue the approach and request a VOR or NDB approach.

原始題號:0010836 題組:0 難易度:易

- ( A ) 69. While on an IFR flight, a pilot has an emergency which causes a deviation from an ATC clearance. What action must be taken?  
(A) Notify ATC of the deviation as soon as possible. (B) Squawk 7700 for the duration of the emergency. (C) Submit a detailed report to the chief of the ATC facility within 48 hours.

原始題號:0010837 題組:0 難易度:易 (R20131108)

- ( B ) 70. An abbreviated departure clearance ...Cleared as Filed... will always contain the name  
(A) and number of the STAR to be flown when filed in the flight plan. (B) of the destination airport filed in the flight plan. (C) of the first compulsory reporting point if not in a radar environment.

原始題號:0010838 題組:0 難易度:中

- ( C ) 71. Which clearance procedures may be issued by ATC without prior pilot request?  
(A) DPS, STARS, and contact approaches. (B) Contact and visual approaches. (C) DPS STARS, and visual approaches.

原始題號:0010839 題組:1 難易度:易 (R20130125)

- ( C ) 72. (Refer to Figure 9.) At which minimum altitude should you cross the STAKK intersection?(如圖A03\_Fig9)  
(A) 6,500 feet MSL. (B) 1,400 feet MSL. (C) 10,200 feet MSL.

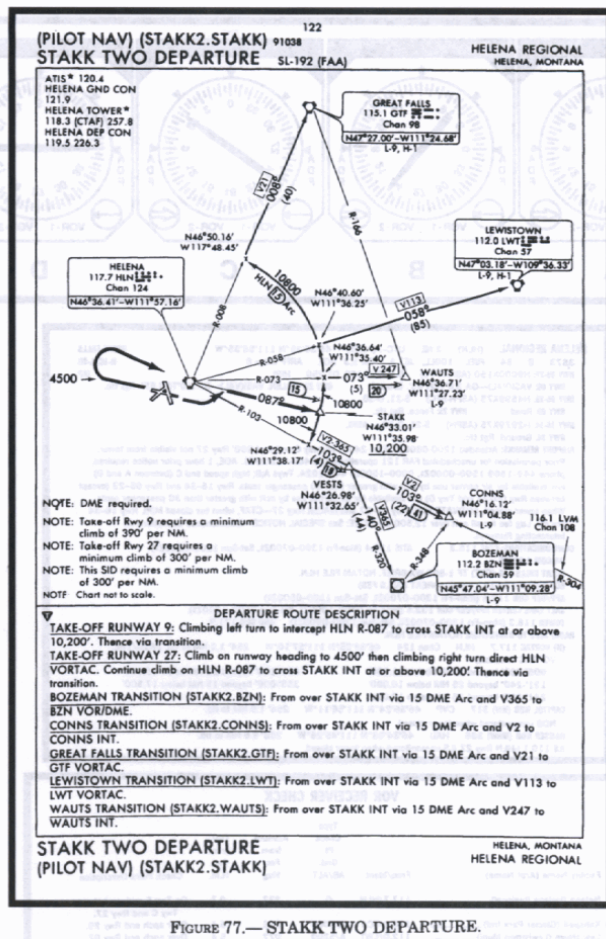


FIGURE 77.— STAKK TWO DEPARTURE.

原始題號:0010840 題組:2 難易度:易 (R20130125)

- (C) 73. (Refer to Figure 9.) Using an average ground speed of 140 knots, what minimum rate of climb would meet the required minimum climb rate per NM as specified on the instrument departure procedure?(如圖A03\_Fig9)
- (A)350 feet per minute. (B)475 feet per minute. (C)700 feet per minute.

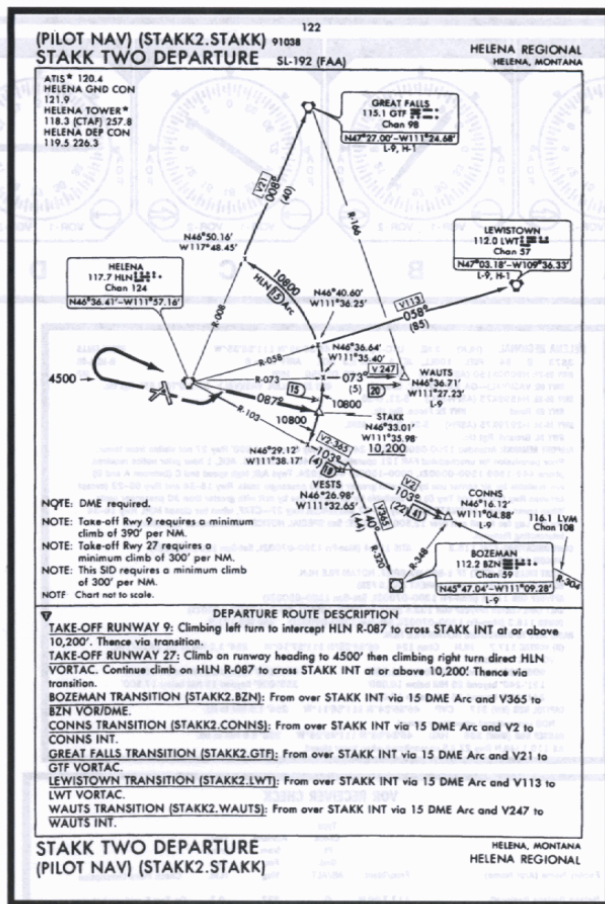


FIGURE 77.— STAKK TWO DEPARTURE.

原始題號:0010841 題組:0 難易度:中

- (C) 74. A particular instrument departure procedure requires a minimum climb rate of 210 feet per NM to 8,000 feet. If you climb with a ground speed of 140 knots, what is the rate of climb required in feet per minute?  
(A)210 (B)450 (C)490

原始題號:0010842 題組:0 難易度:易

- (B) 75. What does the ATC term "Radar Contact" signify?  
(A)Your aircraft has been identified and you will receive separation from all aircraft while in contact with this radar facility. (B)Your aircraft has been identified on the radar display and radar flight-following will be provided until radar identification is terminated. (C)You will be given traffic advisories until advised the service has been terminated or that radar contact has been lost.

原始題號:0010843 題組:0 難易度:易

- (C) 76. Upon intercepting the assigned radial, the controller advises you that you are on the airway and to "RESUME OWN NAVIGATION." this phrase means that  
(A)you are still in radar contact, but must make position reports. (B)radar services are terminated and you will be responsible for position reports. (C)you are to assume responsibility for your own navigation.

原始題號:0010844 題組:1 難易度:中 (R20140804)

- ( B ) 77.(Refer to Figure 10.) What sign #7 is designated by illustration ?(如圖 A03\_Fig10)  
 (A)Location sign. (B)Mandatory instruction sign. (C)Direction sign.

題目圖：

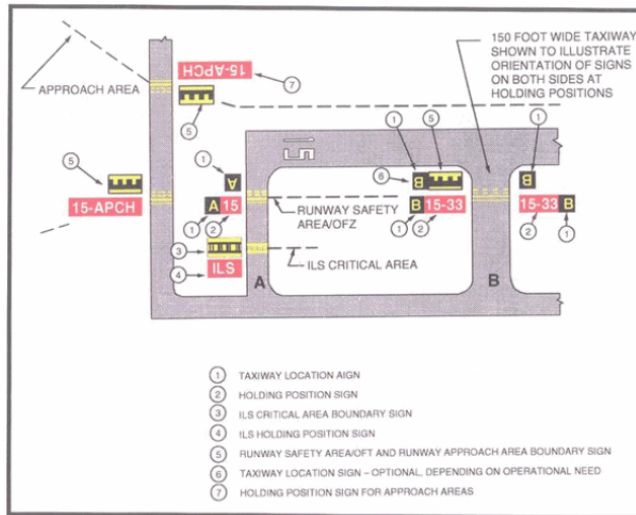


FIGURE 94.—Application Examples for Holding Positions.

原始題號:0010845 題組:0 難易度:中

- ( A ) 78.What is the definition of MEA?  
 (A)The lowest published altitude which meets obstacle clearance requirements and assures acceptable navigational signal coverage. (B)The lowest published altitude which meets obstacle requirements, assures acceptable navigational signal coverage, two-way radio communications, and provides adequate radar coverage. (C)An altitude which meets obstacle clearance requirements, assures acceptable navigation signal coverage, two-way radiocommunications, adequate radar coverage, and accurate DME mileage.

原始題號:0010846 題組:0 難易度:中

- ( A ) 79.Reception of signals from an off-airway radio facility may be inadequate to identify the fix at the designated MEA. In this case, which altitude is designated for the fix?  
 (A)MRA. (B)MCA. (C)MOCA.

原始題號:0010847 題組:0 難易度:中

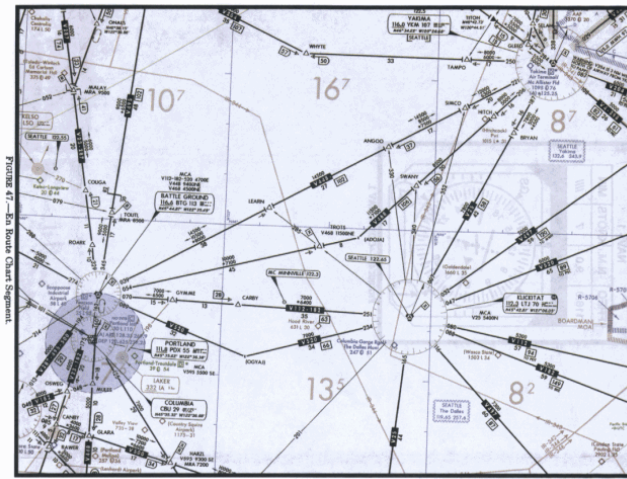
- ( C ) 80.Which condition is guaranteed for all of the following altitude limits: MAA, MCA, MRA, MOCA, and MEA? (Non-mountainous area.)  
 (A)Adequate navigation signals. (B)Adequate communications. (C)1,000-foot obstacle clearance.

原始題號:0010848 題組:1 難易度:易 (R20130125)

- ( C ) 81.(Refer to Figure 11) En route on V112 from BTG VORTAC to LTJ VORTAC, the minimum altitude crossing Gymme intersection is(如圖A03\_Fig11)  
 (A)6,400 feet. (B)6,500 feet. (C)7,000 feet.



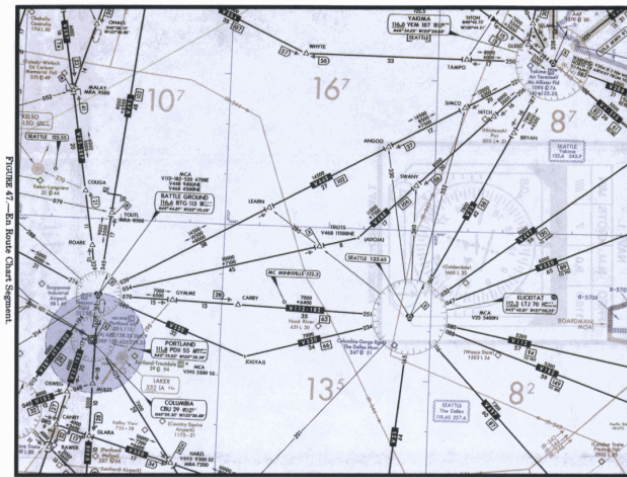
題目圖：



原始題號:0010849 題組:2 難易度:易 (R20130125)

- ( C ) 82.(Refer to Figure 11) En route on V468 from BTG VORTAC to YKM VORTAC, the minimum altitude at TROTS intersection is(如圖A03\_Fig11)  
 (A)7,100 feet. (B)10,000 feet. (C)11,500 feet.

題目圖：



原始題號:0010850 題組:1 難易度:易 (R20130125)

- ( A ) 83.(Refer to Figure 12) Where is the VOR COP on V27 between the GVO and MQO VORTACS?(如圖A03\_Fig12)  
 (A)20 DME from GVO VORTAC. (B)20 DME from MQO VORTAC. (C)30 DME from SBA VORTAC.

題目圖：

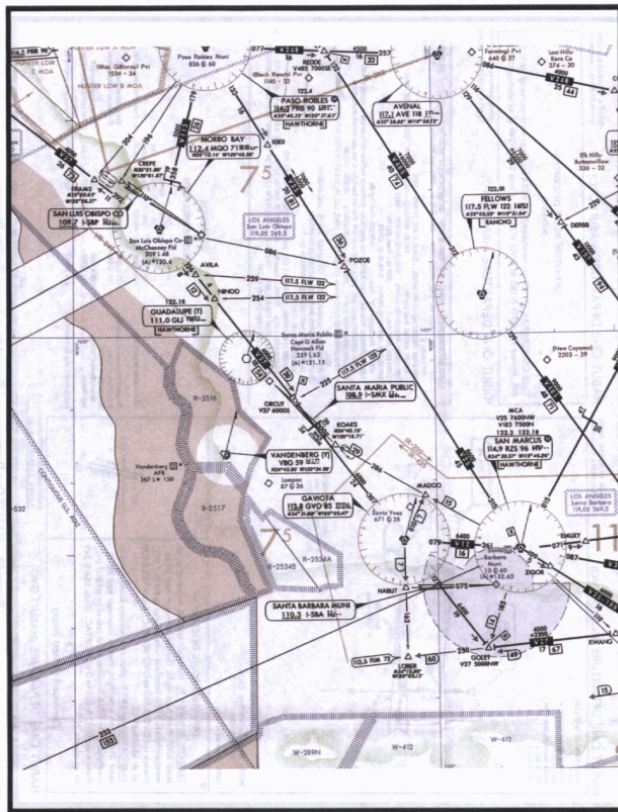


FIGURE 53.—En Route Chart Segment.

原始題號:0010851 題組:1 難易度:易 (R20130125)

- ( B ) 84.(Refer to Figure 13) What is the minimum crossing altitude over the BOZEMAN VORTAC for a flight southeast bound on V86?(如圖A03\_Fig13)  
(A)8,500 feet MSL. (B)9,300 feet MSL. (C)9,700 feet MSL.

題目圖：

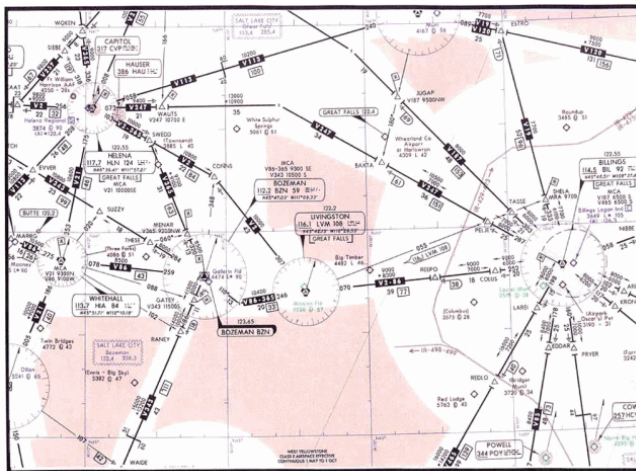


FIGURE 78.—En Route Chart Segment.

原始題號:0010852 題組:1 難易度:中 (R20130125)

- ( A ) 85.(Refer to Figure 14) You receive this ATC clearance: "...HOLD EAST OF THE ABC VORTAC ON THE ZERO NINER ZERO RADIAL, LEFT TURNS..." What is the recommended procedure to enter the holding pattern?(如圖A03\_Fig14)  
(A)Parallel only. (B)Direct only. (C)Teardrop only.

題目圖：

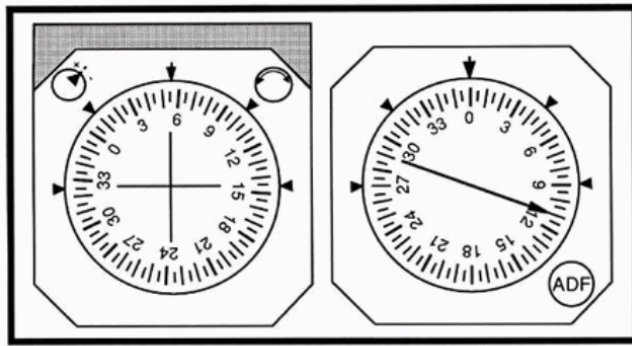


FIGURE 117.—Heading and ADF Indicators.

原始題號:0010853 題組:2 難易度:中 (R20130125)

- ( B ) 86.(Refer to Figure 14) You receive this ATC clearance: "...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL..." What is the recommended procedure to enter the holding pattern?(如圖A03\_Fig14)  
(A)Teardrop only. (B)Direct only. (C)Parallel only.

題目圖：

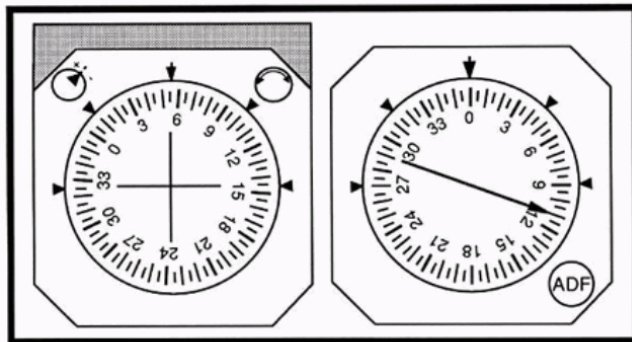


FIGURE 117.—Heading and ADF Indicators.

原始題號:0010854 題組:3 難易度:中 (R20130125)

- ( C ) 87.(Refer to Figure 14) You receive this ATC clearance: "...CLEARED TO THE XYZ VORTAC. HOLD NORTH ON THE THREE SIX ZERO RADIAL, LEFT TURNS..." What is the recommended procedure to enter the holding pattern.(如圖A03\_Fig14)  
(A)Parallel only. (B)Direct only. (C)Teardrop only.

題目圖：

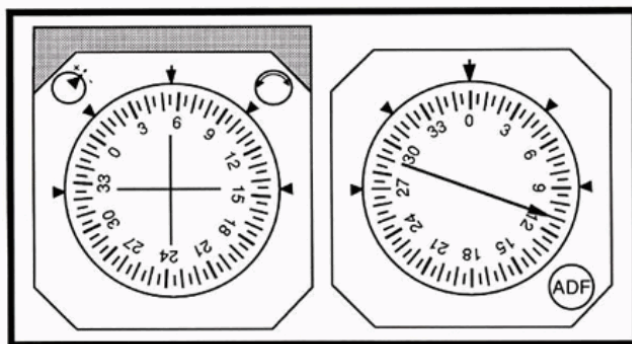


FIGURE 117.—Heading and ADF Indicators.

原始題號:0010855 題組:4 難易度:中 (R20130125)

- ( B ) 88.(Refer to Figure 14) You receive this ATC clearance: "...CLEARED TO THE ABC VORTAC. HOLD WEST ON THE TWO SEVEN ZERO RADIAL..." What is the recommended procedure to enter the holding pattern?(如圖A03\_Fig14)  
(A)Parallel only. (B)Direct only. (C)Teardrop only.



題目圖：

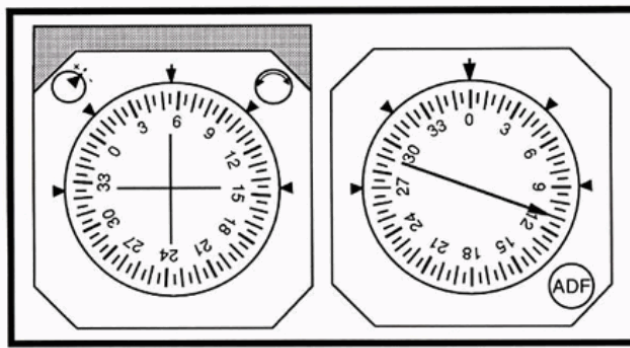


FIGURE 117.—Heading and ADF Indicators.

原始題號:0010856 題組:5 難易度:中 (R20130125)

- ( B ) 89. (Refer to Figure 14) You receive this ATC clearance: "...CLEARED TO THE XYZ NDB. HOLD NORTHEAST ON THE ZERO FOUR ZERO DEGREE BEARING FROM THE NDB. LEFT TURNS..." At station passage you note the indications in Figure 117. What is the recommended procedure to enter the holding pattern? (如圖A03\_Fig14)
- (A) Direct only. (B) Teardrop only. (C) Parallel only.

題目圖：

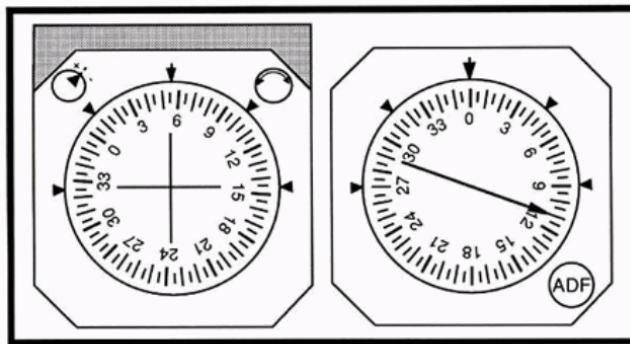


FIGURE 117.—Heading and ADF Indicators.

原始題號:0010857 題組:6 難易度:中 (R20130125)

- ( A ) 90. (Refer to Figure 14) You receive this ATC clearance: "...CLEARED TO THE ABC NDB. HOLD SOUTHWEST ON THE TWO THREE ZERO DEGREE BEARING FROM THE NDB..." At station passage you note the indications in Figure 117. What is the recommended procedure to enter the holding pattern? (如圖A03\_Fig14)
- (A) Direct only. (B) Teardrop only. (C) Parallel only.

題目圖：

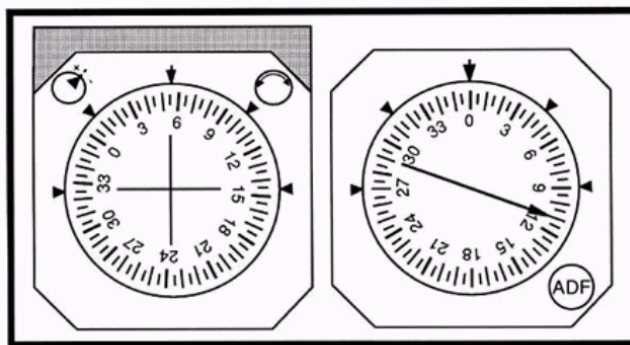


FIGURE 117.—Heading and ADF Indicators.

原始題號:0010858 題組:0 難易度:易

- 原始題號:0010859 題組:0 難易度:中 (R20131108)

- 原始題號:0010860 題組:0 難易度:中

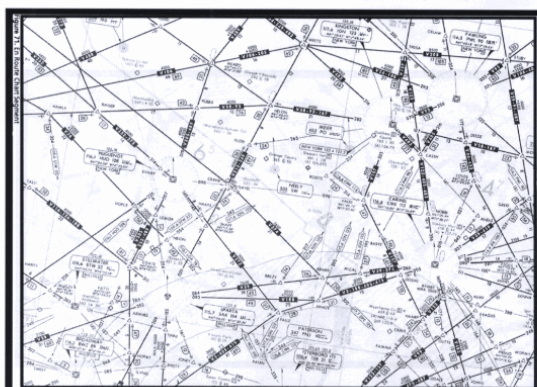
- 原始題號:0010861 題組:1 難易度:易 (R20171011)

- 題目圖：

|  |  |                         |  |                      |  |                   |  |                     |  |
|--|--|-------------------------|--|----------------------|--|-------------------|--|---------------------|--|
| 1. <u>Assignment of Mission</u>          |  | 2. <u>Task and Time</u> |  | 3. <u>Route</u>      |  | 4. <u>Weather</u> |  | 5. <u>Remarks</u>   |  |
| <p align="center"><b>FLIGHT PLAN</b></p> |  |                         |  |                      |  |                   |  |                     |  |
| 6. <u>Altitude</u>                       |  | 7. <u>Speed</u>         |  | 8. <u>Direction</u>  |  | 9. <u>Time</u>    |  | 10. <u>Remarks</u>  |  |
| 11. <u>Altitude</u>                      |  | 12. <u>Speed</u>        |  | 13. <u>Direction</u> |  | 14. <u>Time</u>   |  | 15. <u>Remarks</u>  |  |
| 16. <u>Altitude</u>                      |  | 17. <u>Speed</u>        |  | 18. <u>Direction</u> |  | 19. <u>Time</u>   |  | 20. <u>Remarks</u>  |  |
| 21. <u>Altitude</u>                      |  | 22. <u>Speed</u>        |  | 23. <u>Direction</u> |  | 24. <u>Time</u>   |  | 25. <u>Remarks</u>  |  |
| 26. <u>Altitude</u>                      |  | 27. <u>Speed</u>        |  | 28. <u>Direction</u> |  | 29. <u>Time</u>   |  | 30. <u>Remarks</u>  |  |
| 31. <u>Altitude</u>                      |  | 32. <u>Speed</u>        |  | 33. <u>Direction</u> |  | 34. <u>Time</u>   |  | 35. <u>Remarks</u>  |  |
| 36. <u>Altitude</u>                      |  | 37. <u>Speed</u>        |  | 38. <u>Direction</u> |  | 39. <u>Time</u>   |  | 40. <u>Remarks</u>  |  |
| 41. <u>Altitude</u>                      |  | 42. <u>Speed</u>        |  | 43. <u>Direction</u> |  | 44. <u>Time</u>   |  | 45. <u>Remarks</u>  |  |
| 46. <u>Altitude</u>                      |  | 47. <u>Speed</u>        |  | 48. <u>Direction</u> |  | 49. <u>Time</u>   |  | 50. <u>Remarks</u>  |  |
| 51. <u>Altitude</u>                      |  | 52. <u>Speed</u>        |  | 53. <u>Direction</u> |  | 54. <u>Time</u>   |  | 55. <u>Remarks</u>  |  |
| 56. <u>Altitude</u>                      |  | 57. <u>Speed</u>        |  | 58. <u>Direction</u> |  | 59. <u>Time</u>   |  | 60. <u>Remarks</u>  |  |
| 61. <u>Altitude</u>                      |  | 62. <u>Speed</u>        |  | 63. <u>Direction</u> |  | 64. <u>Time</u>   |  | 65. <u>Remarks</u>  |  |
| 66. <u>Altitude</u>                      |  | 67. <u>Speed</u>        |  | 68. <u>Direction</u> |  | 69. <u>Time</u>   |  | 70. <u>Remarks</u>  |  |
| 71. <u>Altitude</u>                      |  | 72. <u>Speed</u>        |  | 73. <u>Direction</u> |  | 74. <u>Time</u>   |  | 75. <u>Remarks</u>  |  |
| 76. <u>Altitude</u>                      |  | 77. <u>Speed</u>        |  | 78. <u>Direction</u> |  | 79. <u>Time</u>   |  | 80. <u>Remarks</u>  |  |
| 81. <u>Altitude</u>                      |  | 82. <u>Speed</u>        |  | 83. <u>Direction</u> |  | 84. <u>Time</u>   |  | 85. <u>Remarks</u>  |  |
| 86. <u>Altitude</u>                      |  | 87. <u>Speed</u>        |  | 88. <u>Direction</u> |  | 89. <u>Time</u>   |  | 90. <u>Remarks</u>  |  |
| 91. <u>Altitude</u>                      |  | 92. <u>Speed</u>        |  | 93. <u>Direction</u> |  | 94. <u>Time</u>   |  | 95. <u>Remarks</u>  |  |
| 96. <u>Altitude</u>                      |  | 97. <u>Speed</u>        |  | 98. <u>Direction</u> |  | 99. <u>Time</u>   |  | 100. <u>Remarks</u> |  |

| AIRCRAFT INFORMATION |           |
|----------------------|-----------|
| MAKE Cessna          | MODEL 172 |
| N 2142B              | Year 53   |

\*\*\*NOTES: 1. (1)PRIMA TIVE PROOF (1)PROPRIETARY 2. (2)A NOT AFFRANCARE 3. (3)A NOT AFFRANCARE 4. (4)A NOT AFFRANCARE 5. (5)A NOT AFFRANCARE 6. (6)A NOT AFFRANCARE 7. (7)A NOT AFFRANCARE 8. (8)A NOT AFFRANCARE 9. (9)A NOT AFFRANCARE 10. (10)A NOT AFFRANCARE 11. (11)A NOT AFFRANCARE 12. (12)A NOT AFFRANCARE 13. (13)A NOT AFFRANCARE 14. (14)A NOT AFFRANCARE 15. (15)A NOT AFFRANCARE 16. (16)A NOT AFFRANCARE 17. (17)A NOT AFFRANCARE 18. (18)A NOT AFFRANCARE 19. (19)A NOT AFFRANCARE 20. (20)A NOT AFFRANCARE 21. (21)A NOT AFFRANCARE 22. (22)A NOT AFFRANCARE 23. (23)A NOT AFFRANCARE 24. (24)A NOT AFFRANCARE 25. (25)A NOT AFFRANCARE 26. (26)A NOT AFFRANCARE 27. (27)A NOT AFFRANCARE 28. (28)A NOT AFFRANCARE 29. (29)A NOT AFFRANCARE 30. (30)A NOT AFFRANCARE 31. (31)A NOT AFFRANCARE 32. (32)A NOT AFFRANCARE 33. (33)A NOT AFFRANCARE 34. (34)A NOT AFFRANCARE 35. (35)A NOT AFFRANCARE 36. (36)A NOT AFFRANCARE 37. (37)A NOT AFFRANCARE 38. (38)A NOT AFFRANCARE 39. (39)A NOT AFFRANCARE 40. 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[illegible]



原始題號:0010863 題組:1 難易度:中 (R20130125)

- (C) 95. (Refer to Figure 15) What should be the approximate elapsed time from BZN VOR to DBS VORTAC, if the wind is 24 knots from 260 and your intended TAS is 185 knots? (VAR 17 E.)(如圖A03\_Fig15)  
(A)33 minutes. (B)37 minutes. (C)39 minutes.

題目圖：

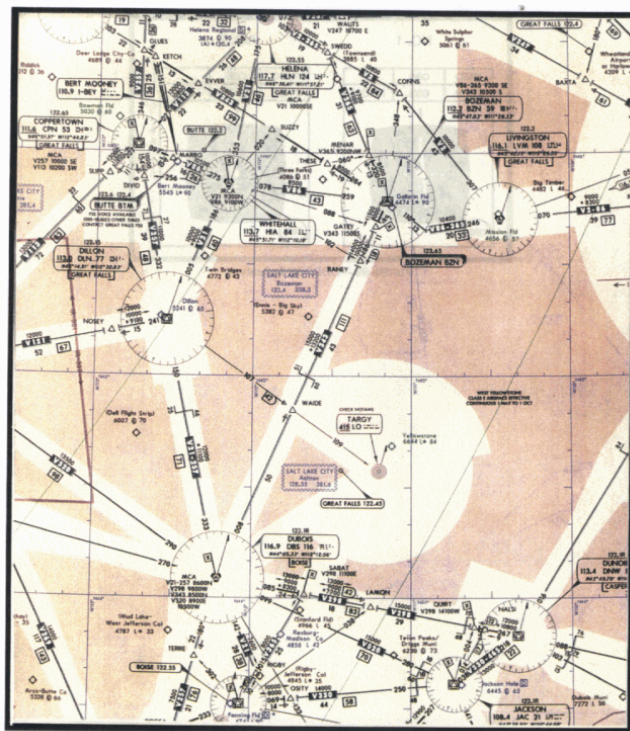


FIGURE 91.—En Route Chart Segment.

原始題號:0010866 題組:1 難易度:中 (R20170926)

- (B) 96. (Refer to Figure 17) At which location or condition does the IGN. JUDDS2 arrival begin?(如圖A03\_Fig17)  
(A)CMK VORTAC. (B)IGN VORTAC. (C)BRIS intersection.

題目圖：

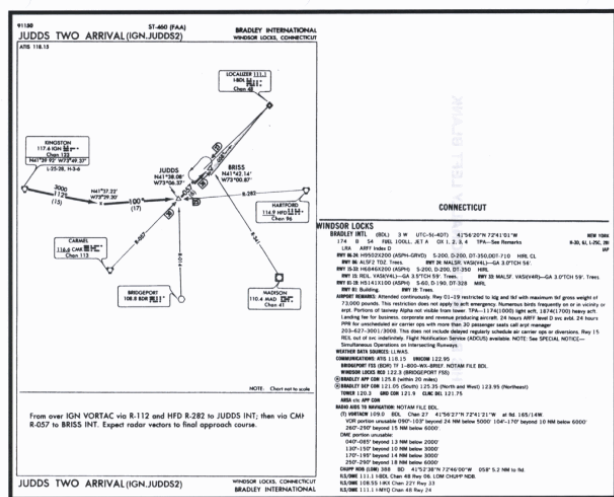


FIGURE 72.—JUDDS TWO ARRIVAL.

原始題號:0010867 題組:0 難易度:易

- (A) 97. When being radar vectored for an ILS approach, at what point may you start a descent from your last assigned altitude to a lower minimum altitude if cleared for the approach?
- (A) When established on a segment of a published route or IAP. (B) You may descend immediately to published glide slope interception altitude. (C) Only after you are established on the final approach unless informed otherwise by ATC.

原始題號:0010868 題組:0 難易度:易

- (C) 98. While being vectored, if crossing the ILS final approach course becomes imminent and an approach clearance has not been issued, what action should be taken by the pilot?
- (A) Turn outbound on the final approach course, execute a procedure turn, and inform ATC. (B) Turn inbound and execute the missed approach procedure at the outer marker if approach clearance has not been received. (C) Maintain the last assigned heading and query ATC.

原始題號:0010869 題組:1 難易度:易 (R20130125)

- (A) 99. (Refer to Figure 18) What is the TDZ elevation for RWY 16 on Eugene/ Mahlon Sweet Field?(如圖A03\_Fig18)
- (A) 363 feet MSL. (B) 365 feet MSL. (C) 396 feet MSL.

題目圖：

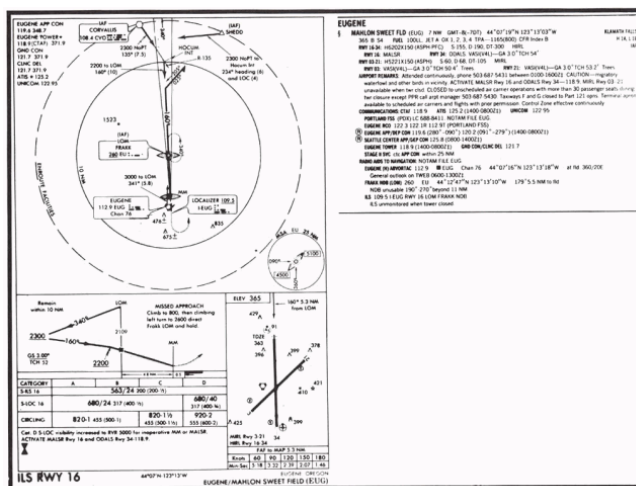
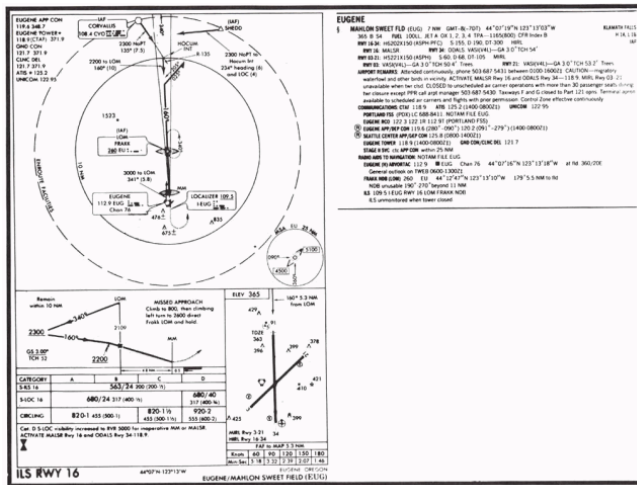


FIGURE 29.—ILS RWY 16 (EUG) and Excerpt from Airport/Facility Directory.

原始題號:0010870 題組:2 難易度:易 (R20130125)

- (B) 100. (Refer to Figure 18) Using a ground speed of 90 knots on the ILS final approach course, what rate of descent should be used as a reference to maintain the ILS glide slope?(如圖A03\_Fig18)
- (A) 415 feet per minute. (B) 484 feet per minute. (C) 555 feet per minute.

題目圖：



原始題號:0010871 題組:1 難易度:易 (R20130125)

- (B) 101. (Refer to Figure 19) Under which condition should the missed approach procedure for the RNAV (GPS) RWY 33 approach be initiated? (如圖 A03\_Fig19)
- (A) Immediately upon reaching the 5.0 DME from the FAF. (B) When passage of the MAP way point RW33 is shown on the GPS receiver. (C) After the MDA is reached and 1.8 DME fix from the MAP way point.

題目圖：

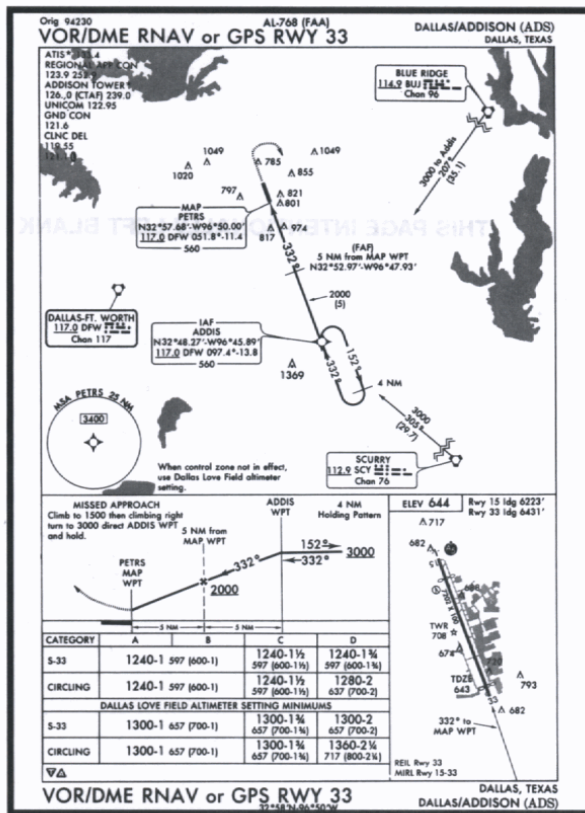


FIGURE 36A.—RNAV RWY 33 (ADS).

原始題號:0010872 題組:2 難易度:易 (R20130125)

- (A) 102. (Refer to Figure 19) If the aircraft has only LNAV function, what is the MDA and visibility criteria respectively for the S-33 approach procedure? (如圖 A03\_Fig19)
- (A) 1,240 feet MSL; 1 SM. (B) 1,280 feet MSL; 1 and 1/4 SM. (C) 1,300 feet MSL; 1 SM.

題目圖：

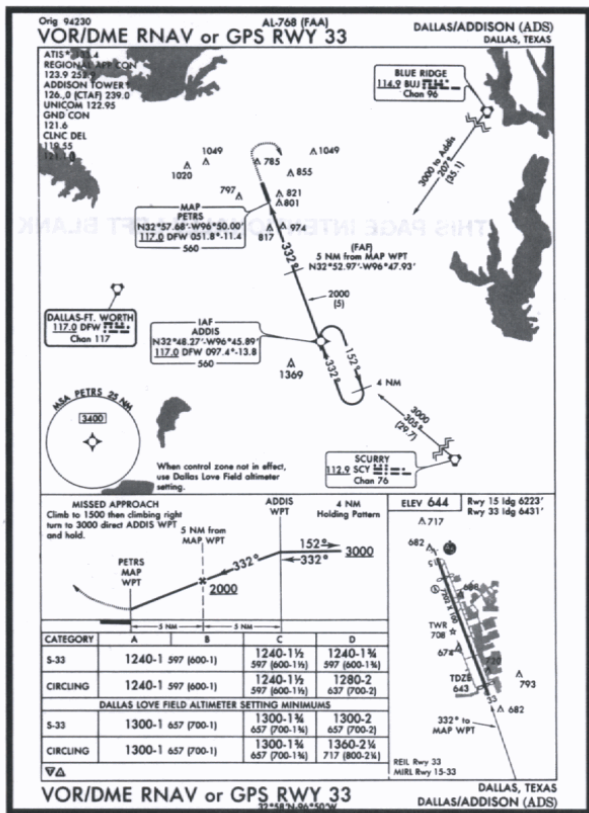


FIGURE 36A.—RNAV RWY 33 (ADS).

原始題號:0010873 題組:1 難易度:易 (R20130125)

( A ) 103. (Refer to Figure 20) What is the difference in elevation ( in feet MSL ) between the airport elevation ( in feet MSL ) between the elevation and TDZE for RWY 36L ?(如圖A03\_Fig20)  
(A)15 feet (B)18 feet (C)22 feet

題目圖：

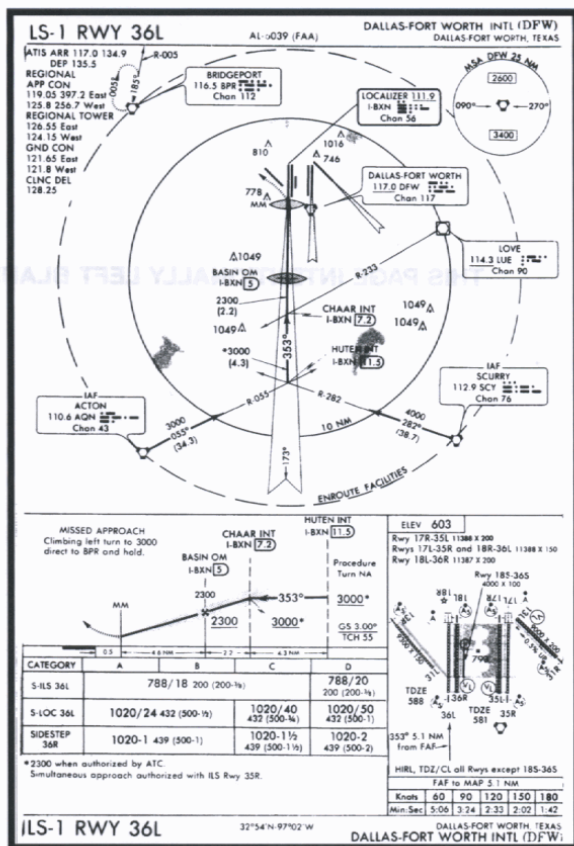


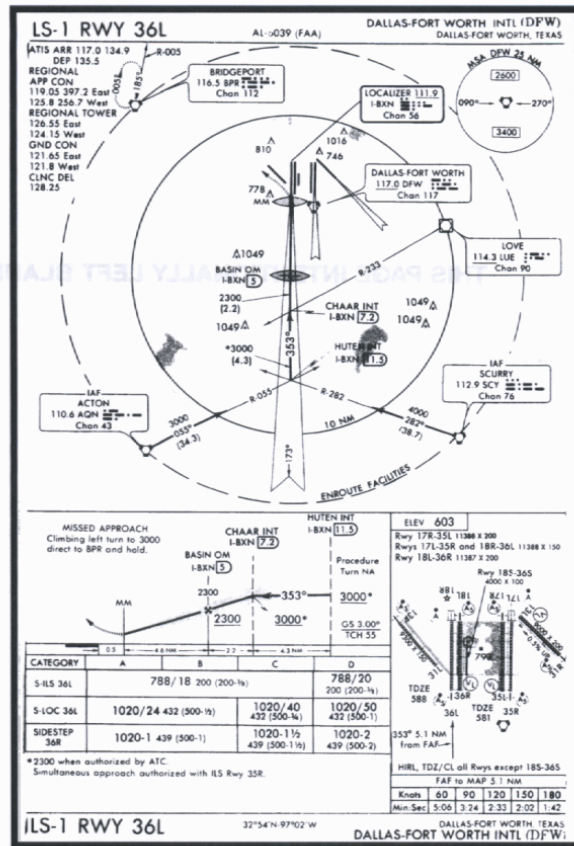
FIGURE 42A.—ILS RWY 36L

原始題號:0010874 題組:2 難易度:易 (R20130125)



- (C) 104. (Refer to Figure 20) Which navigational information and services would be available to the pilot when using the localizer frequency? (如圖A03\_Fig20)
- (A) Localizer and glide slope, DME, TACAN with no voice capability. (B) Localizer information only, ATIS and DME are available. (C) Localizer and glide slope, DME, and no voice capability.

題目圖：



原始題號:0010875 題組:3 難易度:易 (R20130125)

- (C) 105. (Refer to Figure 20) What rate of descent should you plan to use initially to establish the glidepath for the ILS RWY 36L approach? (Use 120 knots ground speed.) (如圖A03\_Fig20)
- (A) 425 feet per minute. (B) 530 feet per minute. (C) 646 feet per minute.



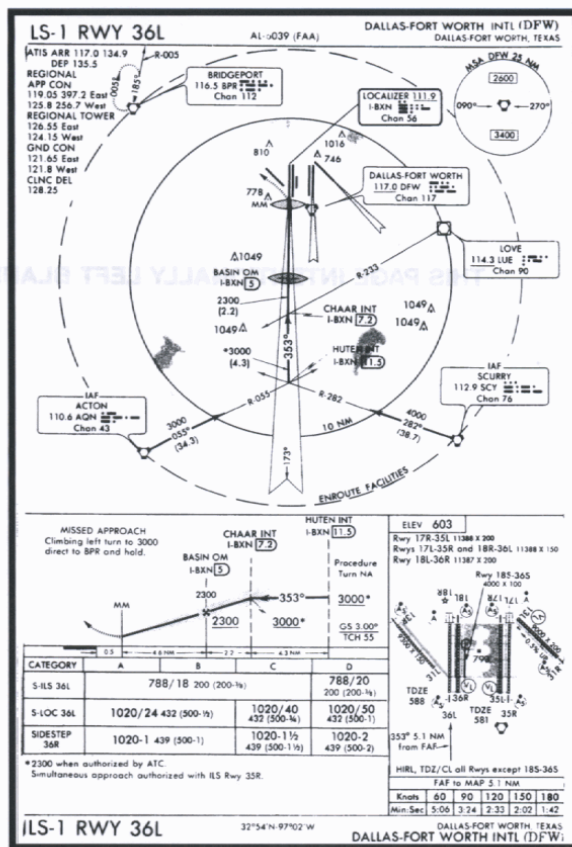


FIGURE 42A.—ILS RWY 36L.

原始題號:0010876 題組:1 難易度:中 (R20130125)

- (B) 106. (Refer to Figures 21) What is the MDA and visibility criteria for a straight-in LOC/DME RWY 21 approach at Portland International?(如圖A03\_Fig21)
- (A)1,100 feet MSL; visibility 1 SM. (B)680 feet MSL; visibility 1 SM. (C)680 feet MSL; visibility 1 NM.

Amdt 7A 9

**LOC/DME RWY 21**

AL-330 (FAA)

**PORTLAND INTL (PDX)**

PORTLAND, OREGON

ATIS ARR 128.35 249.9  
DEP 120.625 239.25  
PORTLAND APP COH  
133.0 299.2  
PORTLAND TOWER  
118.7 257.8  
GND CONN  
121.6 48.6  
CLNC SEL  
120.128 318.1

BATTLE GROUND  
118.8 RTG 113.3  
Chas 113

LOCALIZER 108.9  
I-GPO 108.9  
Chas 26

CREAK INT I-GPO 18.7  
I-GPO 17  
I-GPO 16  
I-GPO 15  
I-GPO 14  
I-GPO 13  
I-GPO 12  
I-GPO 11  
I-GPO 10  
I-GPO 9  
I-GPO 8  
I-GPO 7  
I-GPO 6  
I-GPO 5  
I-GPO 4  
I-GPO 3  
I-GPO 2  
I-GPO 1

MISSED APPROACH  
Climbing right turn to 4000  
via RTG R-160 to RTG  
VORTAC.

Remain  
within 10 NM  
I-GPO 14  
I-GPO 17  
I-GPO 16  
I-GPO 15  
I-GPO 14  
I-GPO 13  
I-GPO 12  
I-GPO 11  
I-GPO 10  
I-GPO 9  
I-GPO 8  
I-GPO 7  
I-GPO 6  
I-GPO 5  
I-GPO 4  
I-GPO 3  
I-GPO 2  
I-GPO 1

CREAK INT I-GPO 18.7  
Remain  
within 10 NM

ELEV 30  
Rwy 21 Hdg 595°  
Rwy 3 Hdg 595°  
424 ± A

REIL Rwy 21  
TDZC Rwy 10R  
MAREL Rwy 3-21  
HIRL Rwy 10R-26L and 10L-28R

| CATEGORY | A                    | B                      | C                    | D                     |
|----------|----------------------|------------------------|----------------------|-----------------------|
| S-21     | 680-1<br>657 (700-1) | 680-14<br>657 (700-14) | 680-2<br>657 (700-2) |                       |
| CIRCLING | 720-1<br>694 (700-1) | 740-1<br>714 (800-1)   | 740-2<br>714 (800-2) | 980-3<br>954 (1000-3) |

KNOWS 60 90 120 150 180  
MIN SET

**LOC/DME RWY 21**

45°35'N-122°56'W

Amdt 7A 99344

309

PORTLAND, OREGON  
**PORTLAND INTL (PDX)**  
NW-1, 30 DEC 1989

原始題號:0010877 題組:1 難易度:易 (R20130125)

- 31

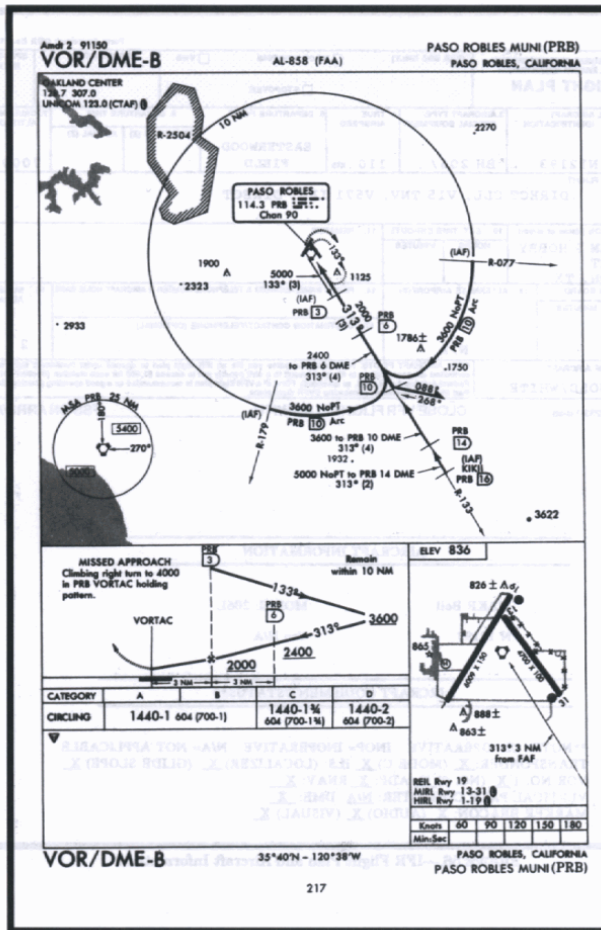


FIGURE 55.—VOR/DME-B (PRB).

原始題號:0010878 題組:1 難易度:易 (R20130125)

- ( B ) 108. (Refer to Figure 23) What is the minimum altitude at which you should intercept the glide slope on the ILS RWY 06 approach procedure ?(如圖A03\_Fig23)
- (A)3,000 feet MSL. (B)1,800 feet MSL. (C)1,690 feet MSL.

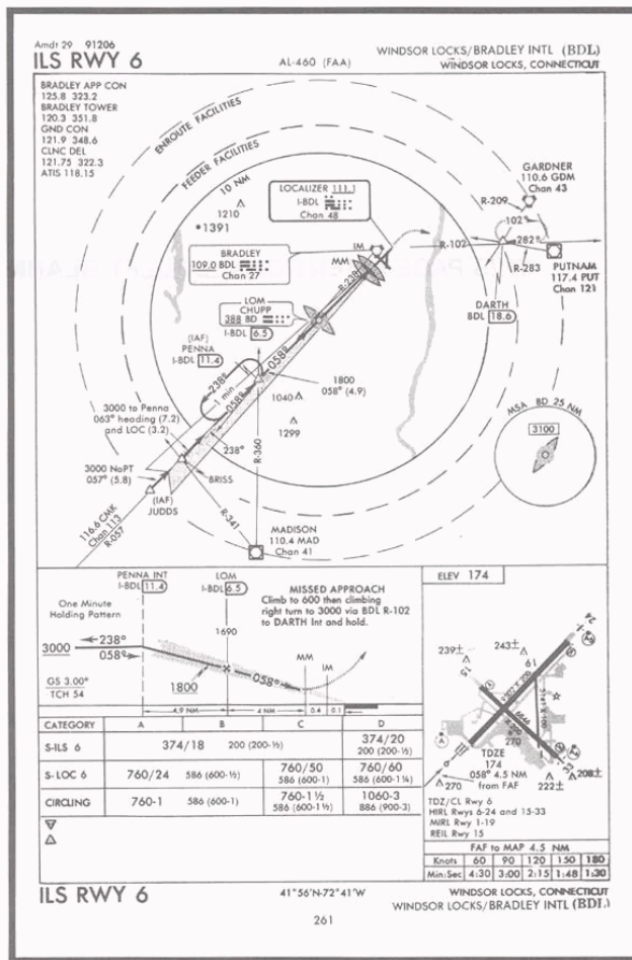


FIGURE 73.—ILS RWY 6 (BDL).

原始題號:0010879 題組:2 難易度:易 (R20130125)

- (C) 109. (Refer to Figure 23) Which runway and landing environment lighting is available for approach and landing on RWY 6 at Bradley International? (如圖A03\_Fig23)
- (A) HIRL, REIL, and VASI. (B) HIRL and VASI. (C) ALSF2 and HIRL.

題目圖：

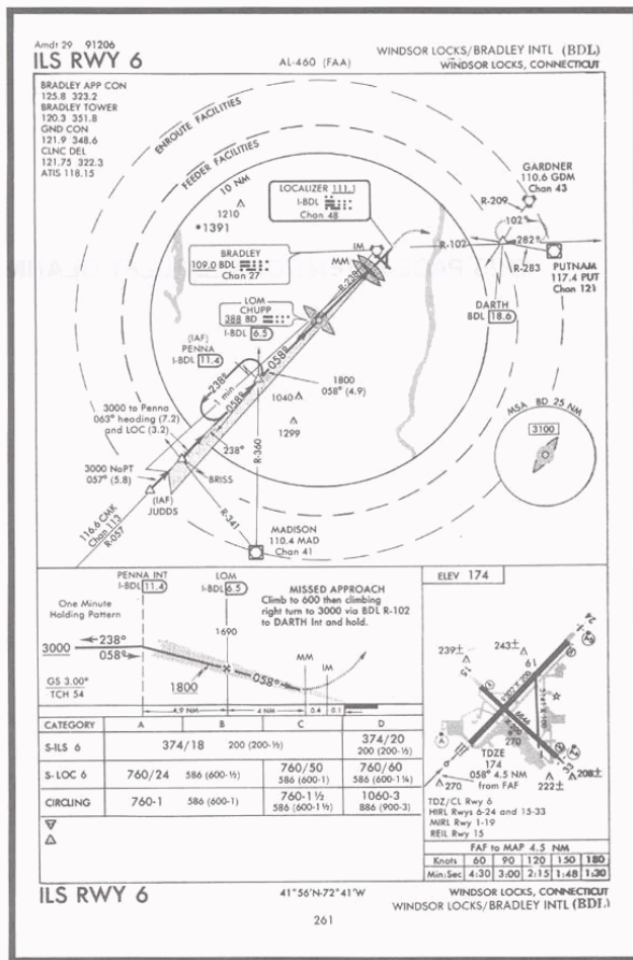
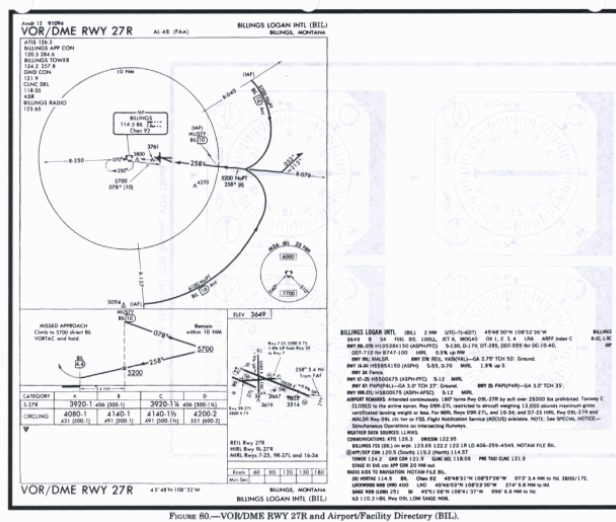


FIGURE 73.—ILS RWY 6 (BDL).

原始題號:0010880 題組:1 難易度:易 (R20131226)

- (B) 110. (Refer to Figure 24) What is the TDZE for landing on RWY 27R? (如圖A03\_Fig24)  
 (A) 3,649 feet MSL. (B) 3,517 feet MSL. (C) 3,450 feet MSL.

題目圖：



原始題號:0010881 題組:1 難易度:易 (R20130125)

- (C) 111. (Refer to Figure 25) If cleared for a straight-in LOC approach from over OALDY, it means the flight should (如圖A03\_Fig25)  
 (A) land straight in on runway 32. (B) comply with straight-in landing minimums.  
 (C) begin final approach without making a procedure turn.



[illegible]

原始題號:0010883 題組:1 難易度:中 (R20130125)

35

原始題號:0010884 題組:0 難易度:中

(A)certificated approach speed at maximum gross weight. (B)1.3 times the stall speed in landing configuration at maximum gross landing weight. (C)1.3 times the stall speed at maximum gross weight.

原始題號:0010885 題組:0 難易度:中

(A)ATC may assign a contact approach if VFR conditions exist or you report the runway in sight and are clear of clouds. (B)ATC may assign a contact approach if you are below the clouds and the visibility is at least 1 mile. (C)ATC will assign a contact approach only upon request if the reported visibility is at least 1 mile.

原始題號:0010886 題組:0 難易度:中

(A) A compass locator or precision radar may be substituted for the ILS outer or middle marker. (B) ADF or VOR bearings which cross either the outer or middle marker sites may be substituted for these markers. (C) DME, when located at the localizer antenna site, should be substituted for the outer or middle marker.

原始題號:0010887 題組:0 難易度:中

- ( A ) 116. RVR minimums for landing are prescribed in an IAP, but RVR is inoperative and cannot be reported for the intended runway at the time. Which of the following would be an operational consideration?  
(A) RVR minimums which are specified in the procedures should be converted and applied as ground visibility. (B) RVR minimums may be disregarded, providing the runway has an operative HIRL system. (C) RVR minimums may be disregarded, providing all other components of the ILS system are operative

原始題號:0010888 題組:0 難易度:中

- ( B ) 117. What effect would a light crosswind of approximately 7 knots have on vortex behavior?  
(A) The light crosswind would rapidly dissipate vortex strength. (B) The upwind vortex would tend to remain over the runway. (C) The downwind vortex would tend to remain over the runway.

原始題號:0010889 題組:0 難易度:易

- ( C ) 118. The middle and far bars of 3-bar VASI will  
(A) both appear white to the pilot when on the upper glidepath (B) constitute a 2-bar VASI for using the lower glidepath (C) constitute a 2-bar VASI for using the upper glidepath

原始題號:0010890 題組:0 難易度:易

- ( C ) 119. Which condition would cause the altimeter to indicate a lower altitude than actually flown (true altitude)?  
(A) Air temperature lower than standard. (B) Atmospheric pressure lower than standard. (C) Air temperature warmer than standard.

原始題號:0010891 題組:0 難易度:易

- ( B ) 120. Under what condition will true altitude be lower than indicated altitude with an altimeter setting of 29.92" Hg?  
(A) In warmer than standard air temperature. (B) In colder than standard air temperature. (C) When density altitude is higher than indicated altitude.

原始題號:0010892 題組:0 難易度:易 (R20170926)

- ( A ) 121. Altimeter setting is the value to which the scale of the pressure altimeter is set so the altimeter indicates  
(A) true altitude at field elevation. (B) pressure altitude at field elevation. (C) pressure altitude at sea level.

原始題號:0010893 題組:0 難易度:易

- ( B ) 122. At an altitude of 6,500 feet MSL, the current altimeter setting is 30.42" Hg. The pressure altitude would be approximately  
(A) 7,500 feet. (B) 6,000 feet. (C) 6,500 feet.

原始題號:0010894 題組:0 難易度:易

- ( B ) 123. Pressure altitude is the altitude read on your altimeter when the instrument is adjusted to indicate height above  
(A) sea level. (B) the standard datum plane. (C) ground level.

原始題號:0010895 題組:0 難易度:易

- ( C ) 124. En route at FL290, the altimeter is set correctly, but not reset to the local altimeter setting of 30.57" Hg during descent. If the field elevation is 650 feet and the altimeter is functioning properly, what is the approximate indication upon landing?  
(A) 715 feet. (B) 1,300 feet. (C) Sea level.

原始題號:0010896 題組:0 難易度:易

- ( B ) 125. While you are flying at FL250, you hear ATC give an altimeter setting of 28.92" Hg in your area. At what pressure altitude are you flying?  
(A) 24,000 feet. (B) 25,000 feet. (C) 26,000 feet.

原始題號:0010897 題組:0 難易度:易

- ( C ) 126. If you are departing from an airport where you cannot obtain an altimeter setting you should set your altimeter  
(A) on 29.92" Hg. (B) on the current airport barometric pressure, if known. (C) to the airport elevation.

原始題號:0010898 題組:0 難易度:易

- ( B ) 127. One characteristic that a properly functioning gyro depends upon for operation is the  
(A) ability to resist precession 90° to any applied force. (B) resistance to deflection of the spinning wheel or disc. (C) deflecting force developed from the angular velocity of the spinning wheel.

原始題號:0010899 題組:0 難易度:易

- ( C ) 128. If a 180° steep turn is made to the right and the aircraft is rolled out to straight-and-level flight by visual references, the attitude indicator  
(A) should immediately show straight-and-level flight. (B) will show a slight skid and climb to the right. (C) may show a slight climb and turn.

原始題號:0010900 題組:0 難易度:易

- ( A ) 129. Which condition during taxi is an indication that an attitude indicator is unreliable?  
(A) The horizon bar tilts more than 5° while making taxi turns. (B) The horizon bar vibrates during warmup. (C) The horizon bar does not align itself with the miniature airplane after warmup.

原始題號:0010901 題組:0 難易度:易

- ( C ) 130. While cruising at 160 knots, you wish to establish a climb at 130 knots. When entering the climb (full panel), it is proper to make the initial pitch change by increasing back elevator pressure until the
- (A) attitude indicator, airspeed, and vertical speed indicate a climb.
  - (B) vertical speed indication reaches the predetermined rate of climb.
  - (C) attitude indicator shows the approximate pitch attitude appropriate for the 130-knot climb.

原始題號:0010902 題組:0 難易度:易

- ( B ) 131. What indication should be observed on a turn coordinator during a left turn while taxiing?
- (A) The miniature aircraft will show a turn to the left and the ball remains centered.
  - (B) The miniature aircraft will show a turn to the left and the ball moves to the right.
  - (C) Angle of bank.

原始題號:0010903 題組:0 難易度:易

- ( A ) 132. What indications are displayed by the miniature aircraft of a turn coordinator?
- (A) Rate of roll and rate of turn.
  - (B) Direct indication of bank angle and pitch attitude.
  - (C) Indirect indication of bank angle and pitch attitude.

原始題號:0010904 題組:0 難易度:易

- ( C ) 133. During a constant-bank level turn, what effect would an increase in airspeed have on the rate and radius of turn?
- (A) Rate of turn would increase, and radius of turn would increase.
  - (B) Rate of turn would decrease, and radius of turn would decrease.
  - (C) Rate of turn would decrease, and radius of turn would increase.

原始題號:0010905 題組:0 難易度:易

- ( C ) 134. What causes the northerly turning error in a magnetic compass?
- (A) Coriolis force at the mid-latitudes.
  - (B) Centrifugal force acting on the compass card.
  - (C) The magnetic dip characteristic.

原始題號:0010906 題組:0 難易度:易

- ( A ) 135. As power is increased to enter a 500 feet per minute rate of climb in straight flight, which instruments are primary for pitch, bank, and power respectively?
- (A) Attitude indicator, heading indicator, and manifold pressure gauge or tachometer.
  - (B) VSI, attitude indicator, and airspeed indicator.
  - (C) Airspeed indicator, attitude indicator, and manifold pressure gauge or tachometer.

原始題號:0010907 題組:0 難易度:易



- ( C ) 136. As a rule of thumb, altitude corrections of less than 100 feet should be corrected by using  
(A) two bar widths on the attitude indicator. (B) less than a full bar width on the attitude indicator. (C) less than half bar width on the attitude indicator.

原始題號:0010908 題組:0 難易度:易

- ( C ) 137. As power is reduced to change airspeed from high to low cruise in level flight, which instruments are primary for pitch, bank, and power, respectively?  
(A) Attitude indicator, heading indicator, and manifold pressure gauge or tachometer. (B) Altimeter, attitude indicator, and airspeed indicator.  
(C) Altimeter, heading indicator, and manifold pressure gauge or tachometer.

原始題號:0010909 題組:0 難易度:易

- ( C ) 138. Which instruments, in addition to the attitude indicator, are pitch instruments?  
(A) Altimeter and airspeed only. (B) Altimeter and VSI only. (C) Altimeter, airspeed indicator, and vertical speed indicator.

原始題號:0010910 題組:0 難易度:易

- ( A ) 139. Which instrument is considered primary for power as the airspeed reaches the desired value during change of airspeed in a level turn?  
(A) Airspeed indicator. (B) Attitude indicator. (C) Altimeter.

原始題號:0010911 題組:0 難易度:易

- ( C ) 140. Which instruments should be used to make a pitch correction when you have deviated from your assigned altitude?  
(A) Altimeter and VSI. (B) Manifold pressure gauge and VSI. (C) Attitude indicator altimeter, and VSI.

原始題號:0010912 題組:0 難易度:易

- ( A ) 141. Conditions that determine the pitch attitude required to maintain level flight are  
(A) airspeed, air density, wing design, and angle of attack. (B) flight path, wind velocity, and angle of attack. (C) relative wind, pressure altitude, and vertical lift component.

原始題號:0010913 題組:0 難易度:易

- ( A ) 142. Approximately what percent of the indicated vertical speed should be used to determine the number of feet to lead the level-off from a climb to a specific altitude?  
(A) 10 percent. (B) 20 percent. (C) 25 percent.

原始題號:0010914 題組:0 難易度:易

- ( C ) 143. What angular deviation from a VOR course centerline is represented by a full-scale deflection of the CDI?  
(A) 4°. (B) 5°. (C) 10°.

原始題號:0010915 題組:0 難易度:易

- ( C ) 144. When using VOR for navigation, which of the following should be considered as station passage?  
(A) The first movement of the CDI as the airplane enters the zone of confusion.  
(B) The moment the TO-FROM indicator becomes blank. (C) The first positive, complete reversal of the TO-FROM indicator.

原始題號:0010916 題組:0 難易度:易

- ( B ) 145. A VOR receiver with normal five-dot course sensitivity shows a three-dot deflection at 30 NM from the station. The aircraft would be displaced approximately how far from the course centerline?  
(A) 2 NM. (B) 3 NM. (C) 5 NM.

原始題號:0010917 題組:0 難易度:易

- ( B ) 146. An aircraft which is located 30 miles from a VOR station and shows a 1/2 scale deflection on the CDI would be how far from the selected course centerline?  
(A) 1 1/2 miles. (B) 2 1/2 miles. (C) 3 1/2 miles.

原始題號:0010918 題組:0 難易度:易

- ( C ) 147. After passing a VORTAC, the CDI shows 1/2 scale deflection to the right. What is indicated if the deflection remains constant for a period of time?  
(A) The airplane is getting closer to the radial. (B) The OBS is erroneously set on the reciprocal heading. (C) The airplane is flying away from the radial.

原始題號:0010919 題組:0 難易度:易

- ( C ) 148. Who is responsible for determining that the altimeter system has been checked and found to meet 14 CFR part 91 requirements for a particular instrument flight?  
(A) Owner. (B) Operator. (C) Pilot-in-command.

原始題號:0010920 題組:0 難易度:易

- ( C ) 149. Your aircraft had the static pressure system and altimeter tested and inspected on January 5, of this year, and was found to comply with FAA standards. These systems must be reinspected and approved for use in controlled airspace under IFR by  
(A) January 5, next year. (B) January 5, 2 years hence. (C) January 31, 2 years hence.

原始題號:0010921 題組:0 難易度:易

- ( C ) 150. If a half-standard rate turn is maintained, how long would it take to turn 360°?  
(A) 1 minutes. (B) 2 minute. (C) 4 minutes.

原始題號:0010922 題組:0 難易度:易

- ( A ) 151. If a standard rate turn is maintained, how long would it take to turn 180°?  
(A)1 minutes. (B)2 minute. (C)3 minutes.

原始題號:0010923 題組:0 難易度:易 (R20141126)

- ( A ) 152. What instruments are considered supporting bank instruments during a straight, stabilized climb at a constant rate?  
(A)Attitude indicator and turn coordinator. (B)Heading indicator and attitude indicator. (C)Heading indicator and turn coordinator.

原始題號:0010924 題組:0 難易度:易

- ( B ) 153. What are the three fundamental skills involved in attitude instrument flying?  
(A)Instrument interpretation, trim application, and aircraft control. (B)Cross check, instrument interpretation, and aircraft control. (C)Cross check, emphasis, and aircraft control.

原始題號:0010925 題組:0 難易度:易

- ( C ) 154. Which instruments are considered to be supporting instruments for pitch during change of airspeed in a level turn?  
(A)Airspeed indicator and VSI. (B)Altimeter and attitude indicator. (C)Attitude indicator and VSI.

原始題號:0010926 題組:0 難易度:易

- ( C ) 155. During recoveries from unusual attitudes, level flight is attained the instant  
(A)the horizon bar on the attitude indicator is exactly overlapped with the miniature airplane. (B)a zero rate of climb is indicated on the VSI. (C)the altimeter and airspeed needles stop prior to reversing their direction of movement.

原始題號:0010927 題組:0 難易度:易

- ( A ) 156. What record shall be made in the aircraft log or other permanent record by the pilot making the VOR operational check?  
(A)The date, place, bearing error, and signature. (B)The date, frequency of VOR or VOT, number of flight hours since last check, and signature. (C)The date, place, bearing error, aircraft total time, and signature.

原始題號:0010928 題組:0 難易度:易

- ( C ) 157. When using VOT to make a VOR receiver check, the CDI should be centered and the OBS should indicate that the aircraft is on the  
(A)090 radial. (B)180 radial. (C)360 radial.

原始題號:0010929 題組:0 難易度:易

- ( B ) 158. When the CDI needle is centered during an airborne VOR check, the omnibearing selector and the OBS indicator should read  
(A)within 4° of the selected radial. (B)within 6° of the selected radial. (C)0° TO, only if you are due south of the VOR.

原始題號:0010930 題組:0 難易度:易

- ( C ) 159. What is the meaning of a single coded identification received only once approximately every 30 seconds from a VORTAC?  
(A) The VOR and DME components are operative. (B) VOR and DME components are both operative, but voice identification is out of service. (C) The DME component is operative and the VOR component is inoperative.

原始題號:0010931 題組:0 難易度:易

- ( A ) 160. Which of the following is required equipment for operating an aircraft within Class B airspace?  
(A) A 4096 code transponder with automatic pressure altitude reporting equipment  
(B) A VOR receiver with DME. (C) A 4096 code transponder.

原始題號:0010932 題組:0 難易度:易

- ( C ) 161. When checking the sensitivity of a VOR receiver, the number of degrees in course change as the OBS is rotated to move the CDI from center to the last dot on either side should be between  
(A)  $5^{\circ}$  and  $6^{\circ}$ . (B)  $8^{\circ}$  and  $10^{\circ}$ . (C)  $10^{\circ}$  and  $12^{\circ}$ .

原始題號:0010933 題組:0 難易度:易

- ( B ) 162. What is the magnetic bearing TO the station for an aircraft with MH350 RB270?  
(A)  $060^{\circ}$ . (B)  $260^{\circ}$ . (C)  $270^{\circ}$ .

原始題號:0010934 題組:1 難易度:易 (R20130125)

- ( B ) 163. ( Refer to figure 28. ) The course selector of each aircraft is set on 360 degrees. Which aircraft would have a FROM indication on TO/FROM indicator and the CDI pointing to left of center? (如圖A03\_Fig28)  
(A) 1 (B) 2 (C) 3

題目圖：

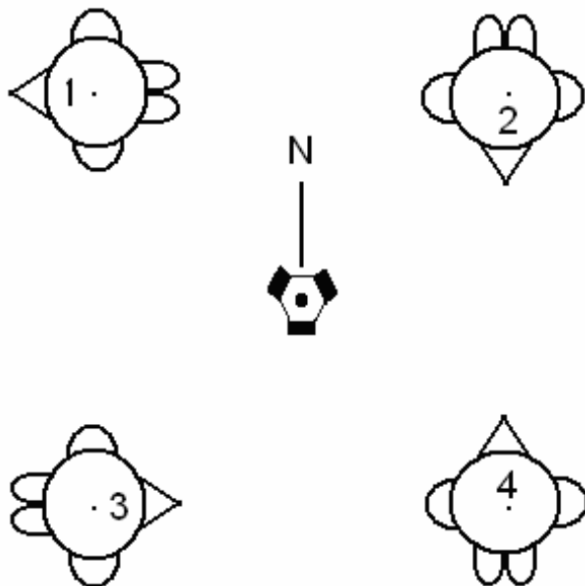


figure E1-3 (106)

原始題號:0010935 題組:1 難易度:易 (R20130125)

- ( C ) 164. ( Refer to figure 29. ) In which general direction from the VORTAC is the aircraft located?(如圖A03\_Fig29)  
 (A)Northeast. (B)Southeast. (C)Northwest.

題目圖：

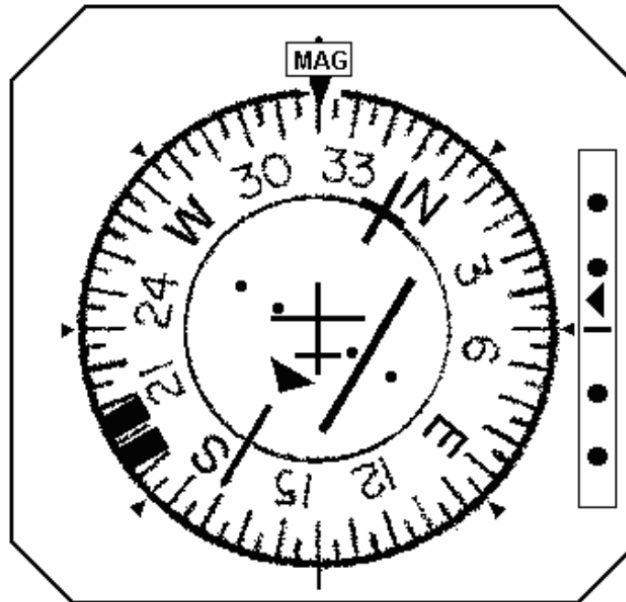


figure E1-1 (111)

原始題號:0010936 題組:0 難易度:易 (R20131108)

- ( A ) 165. For IFR operations off of established airways below 18,000 feet, VOR navigational aids used to describe the route of flight should be no more than  
 (A)80 NM apart. (B)40 NM apart. (C)70 NM apart.

原始題號:0010937 題組:0 難易度:易

- ( B ) 166. Full scale deflection of a CDI occurs when the course deviation bar or needle  
 (A)deflects from left side of the scale to right side of the scale. (B)deflects from the center of the scale to either far side of the scale. (C)deflects from half scale left to half scale right.

原始題號:0010938 題組:0 難易度:易

- ( C ) 167. How should a pilot determine when the DME at municipal County Airport is inoperative?  
 (A)The airborne DME will always indicate “0” mileage. (B)The airborne DME will “search,” but will not “lock on.” (C)The airborne DME may appear normal, but there will be no code tone.

原始題號:0010939 題組:1 難易度:易 (R20130125)

- ( A ) 168. ( Refer to figure 30. ) When the system is in the free gyro mode, depressing the clockwise manual heading drive button will rotate the remote indicating compass card to the(如圖A03\_Fig30)  
 (A)right to eliminate right compass card error. (B)right to eliminate left compass card error. (C)left to eliminate left compass card error.



題目圖：



figure E1-2 (143)

原始題號:0010940 題組:2 難易度:易 (R20130125)

- ( C ) 169. ( Refer to figure 30. ) The heading on a remote indicating compass is  $5^\circ$  to the left of that desired. What action is required to move the desired heading under the heading reference? (如圖A03\_Fig30)
- (A) Select the slaved gyro mode and depress the clockwise heading drive button.  
 (B) Select the free gyro mode and depress the clockwise heading drive button.  
 (C) Select the free gyro mode and depress the counter clockwise heading drive button.

題目圖：

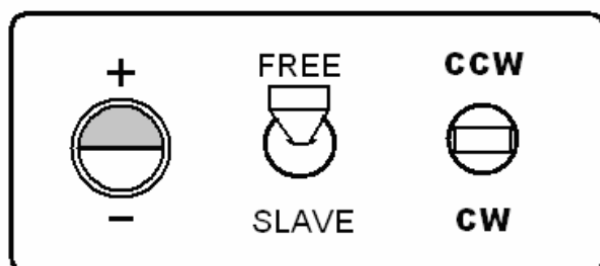


figure E1-2 (143)

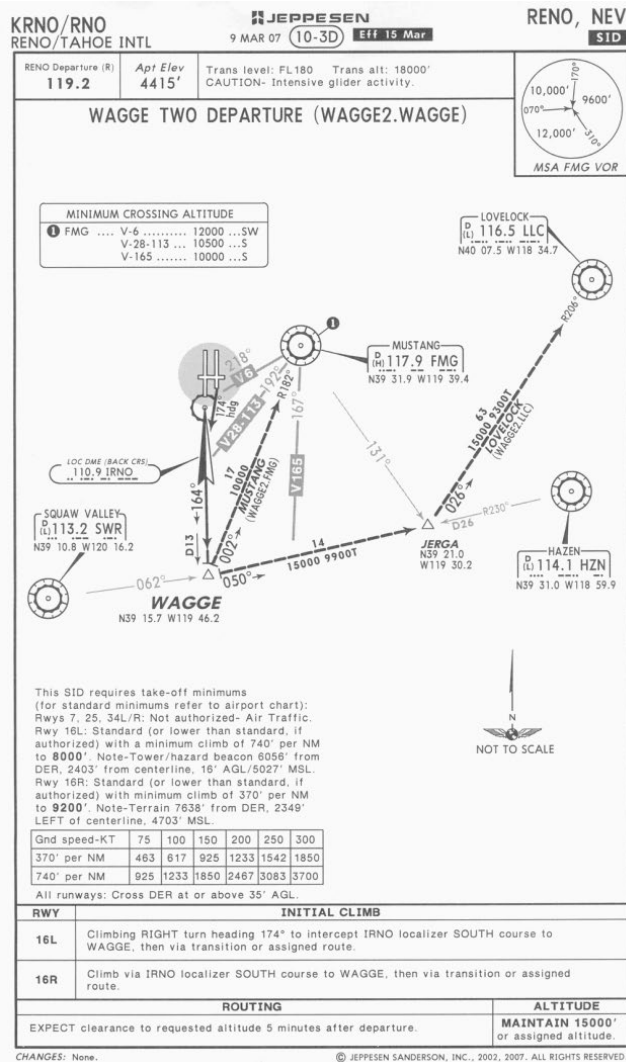
原始題號:0010941 題組:0 難易度:易

- ( A ) 170. What does the miniature aircraft of the turn coordinator directly display?
- (A) Rate of roll and rate of turn. (B) Angle of bank and rate of turn. (C) Both the miniature aircraft and the ball will remain centered.

原始題號:0010942 題組:2 難易度:中 (R20130125)

- ( C ) 171. ( Refer to figure 31. ) When you fly WAGGE TWO DEPARTURE, MUSTANG TRANSITION to join V165 airway south bound, minimum crossing altitude over FMG VOR is : (如圖A03\_Fig31)
- (A) 12000 ft MSL (B) 10500 ft MSL (C) 10000 ft MSL

題目圖：

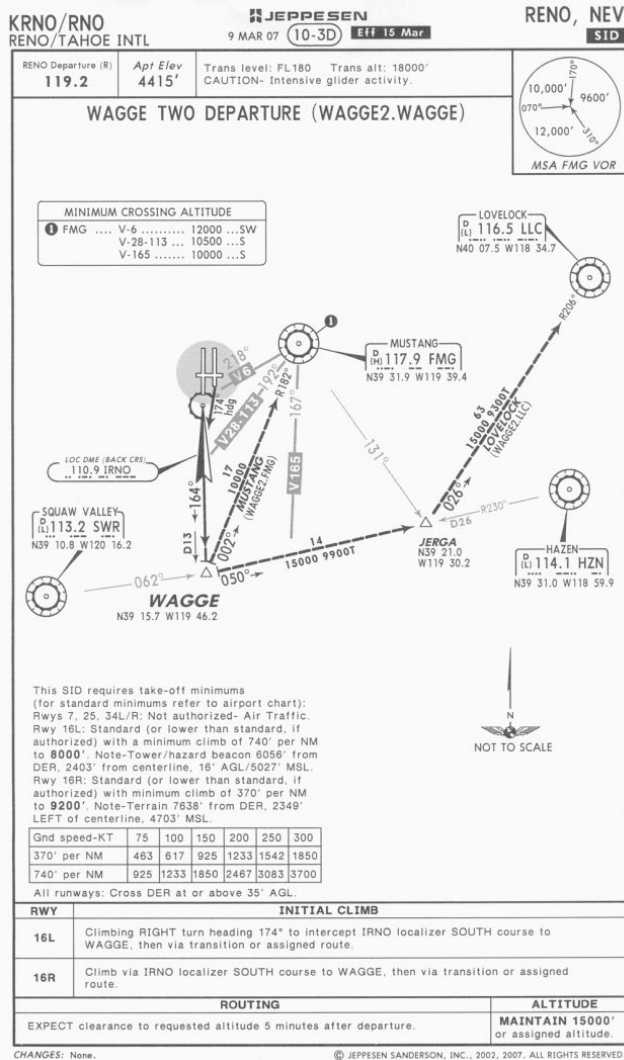


原始題號:0010943 題組:3 難易度:中 (R20181115)

( B ) 172.(Refer to figure 31.) If true airspeed is 160 knot, headwind is 10 knots, takeoff runway is 16L, what is the minimum rate of climb before 8,000 ft MSL(如圖 A03\_Fig31)

(A)925 ft/min (B)1,850 ft/min (C)1,233 ft/min

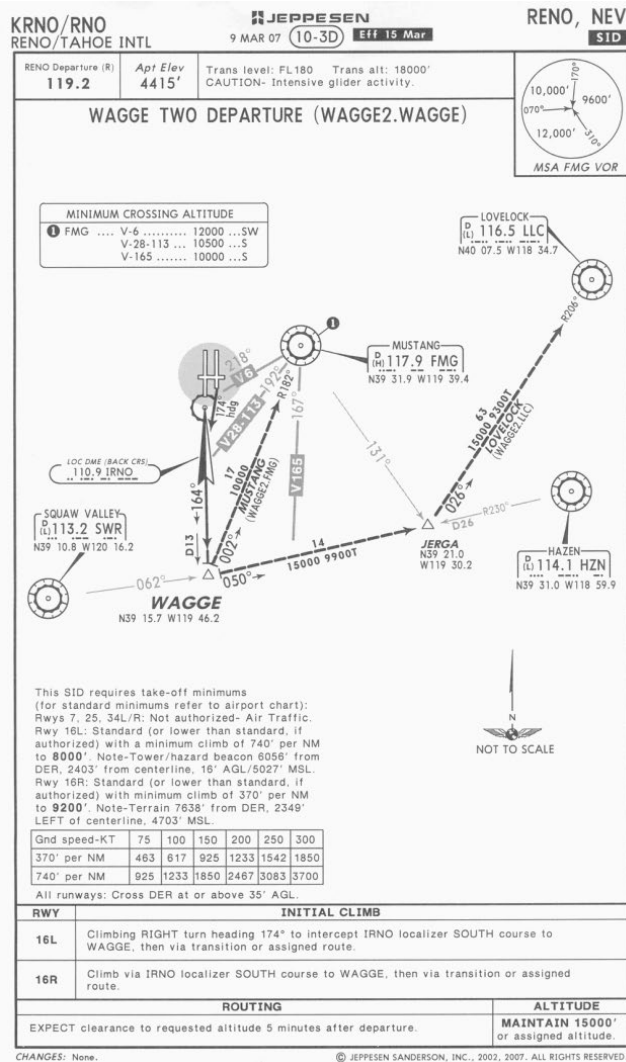
題目圖：



原始題號:0010944 題組:4 難易度:中 (R20130125)

- ( B ) 173.( Refer to figure 31. ) What is the computer code for WAGGE TWO departure LOVELOCK transition ?(如圖A03\_Fig31)
- (A)WAGGE2. WAGGE (B)WAGGE2. LLC (C)WAGGE2. WAGGE+ WAGGE2. LLC

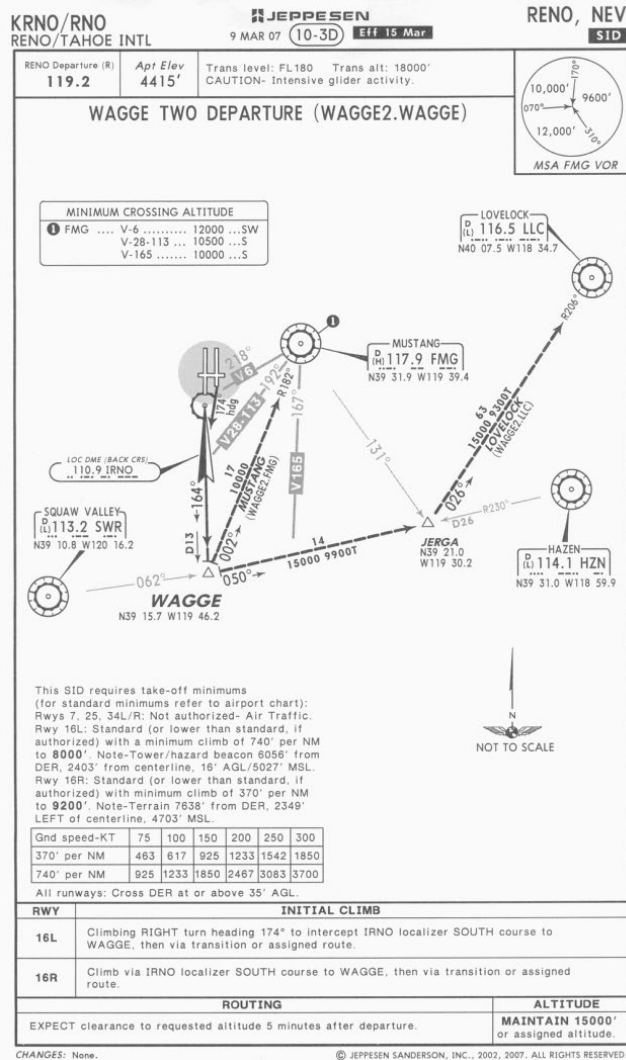
題目圖：



原始題號:0010945 題組:5 難易度:中 (R20130125)

- ( C ) 174.( Refer to figure 31. ) What is the distance from WAGGE intersection to LOVELOCK VOR ?(如圖A03\_Fig31)
- (A)14 NM (B)63 NM (C)77NM

題目圖：

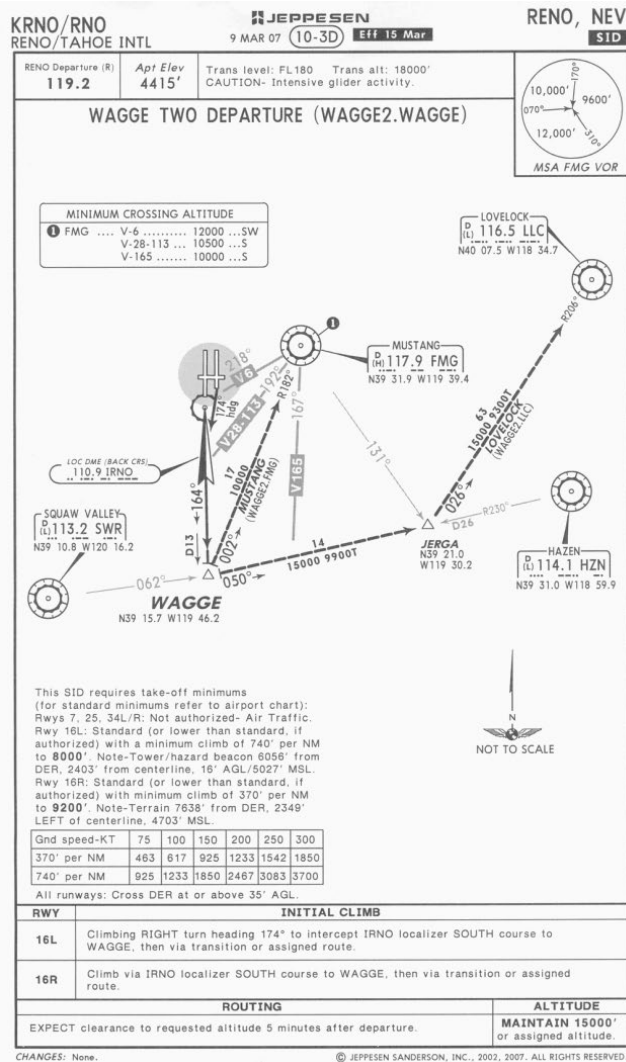


原始題號:0010946 題組:6 難易度:中 (R20130125)

- ( C ) 175.( Refer to figure 31. ) When fly from WAGGE intersection to JERGA, what navigation aid should be use ?(如圖A03\_Fig31)
- (A)SWR VOR (B)LLC VOR (C)HZN VOR



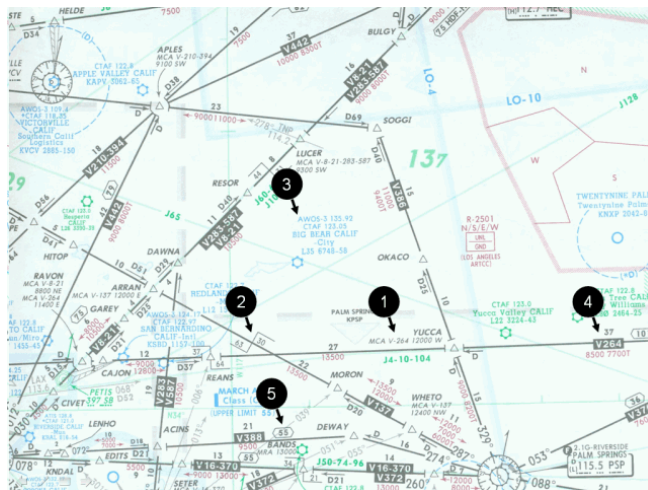
題目圖：



原始題號:0010947 題組:1 難易度:易 (R20130125)

- (C) 176. (Refer to figure 32. ) At position 1, regarding the note "MCA V264 12000W" which statement is true ?(如圖A03\_Fig32)
- (A)When flying V264 eastbound, the minimum crossing altitude is 12000 ft MSL.
- (B)When flying V264 westbound, the maximum crossing altitude is 12000 ft MSL.
- (C)When flying V264 westbound, the minimum crossing altitude is 12000 ft MSL.

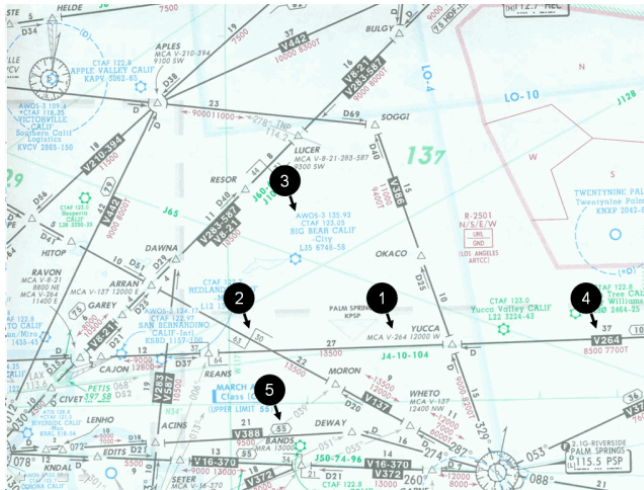
題目圖：



原始題號:0010948 題組:2 難易度:易 (R20131108)

- ( B ) 177.( Refer to figure 32. ) At position 2, regarding to that symbol which statement is true ?(如圖A03\_Fig32)
- (A)Minimum enroute altitude is change from 6300 feet to 3000 feet (B)The distance for changing over frequency of the two VOR (C)On V137 eastbound, you should use PSP VOR 63 NM before MORON intersection.

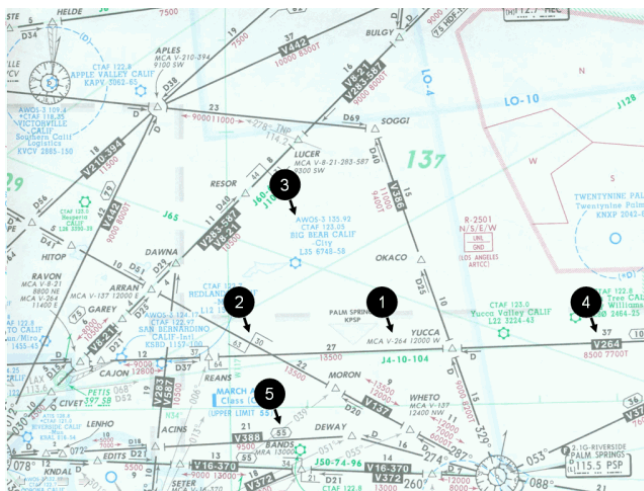
題目圖：



原始題號:0010949 題組:3 難易度:易 (R20130913)

- ( B ) 178.( Refer to figure 32. ) At position 3, runway length of Big Bear City Airport is :(如圖A03\_Fig32)
- (A)3500 feet (B)5800 feet (C)6748 feet

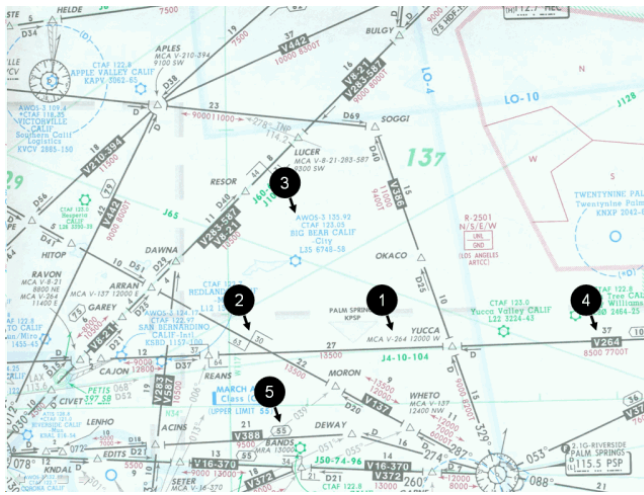
題目圖：



原始題號:0010950 題組:4 難易度:易 (R20130125)

- ( A ) 179.( Refer to figure 32. ) At position 4, which statement is true?(如圖A03\_Fig32)
- (A)On V264, altitude 7700 feet MSL could guarantee obstacle clearance but could not guarantee VOR signal reception beyond 22NM. (B)On V264, altitude 8500 feet MSL could guarantee obstacle clearance but could not guarantee VOR signal reception beyond 22NM. (C)On V264, altitude 7700 feet MSL could guarantee obstacle clearance but could not guarantee VOR signal reception beyond 25NM.

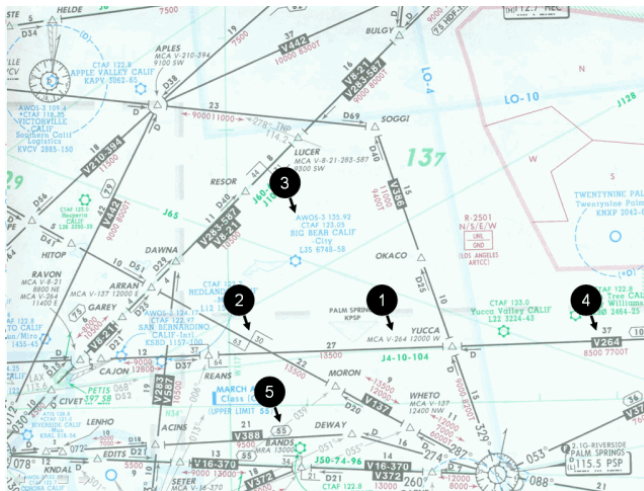
題目圖：



原始題號:0010951 題組:5 難易度:易 (R20130125)

- ( B ) 180.( Refer to figure 32. ) The symbol at position 5 means : (如圖A03\_Fig32)  
 (A)Total distance of V388 airway (B)Distance between two VORs on that segment of airway (C)Distance between DEWAY intersection and ACINS intersection

題目圖：



原始題號:0010952 題組:0 難易度:易

- ( A ) 181.Abrupt head movement during a prolonged constant rate turn in IMC or simulated instrument conditions can cause?  
 (A)Pilot disorientation (B)False horizon (C)Elevator illusion

原始題號:0010953 題組:0 難易度:易

- ( C ) 182.A sloping cloud formation, an obscured horizon, and a dark scene spread with ground lights and stars can create an illusion known as?  
 (A)Elevator illusions (B)Autokinesis (C)False horizons

原始題號:0010954 題組:0 難易度:易

- ( A ) 183.An abrupt change from climb to straight and level flight can create the illusion of?  
 (A)tumbling backwards (B)a nose up attitude (C)a descent with the wings level

原始題號:0010955 題組:0 難易度:易

- ( B ) 184. a rapid acceleration during takeoff can create the illusion of?  
(A)spinning in the oppsite direction (B)being in a nose up attitude (C)diving into the ground

原始題號:0010956 題組:0 難易度:易

- ( B ) 185. Why is the hypoxia particular dangerous during flights with one pilot?  
(A)Night vision may be so impaired that the pilot cannot see other aircraft.  
(B)Symptoms of hypoxia may be difficult to recognize before the pilot's reactions are affected. (C)The pilot may not be able to control the aircraft even if using oxygen.

原始題號:0010957 題組:0 難易度:易

- ( C ) 186. The sensations which lead to spatial disorientation during instrument flight conditions  
(A)are frequently encountered by beginning instrument pilots, but never by pilots with moderate instrument experience. (B)occur, in most instances, during the initial period of transition from visual to instrument flight (C)must be suppressed and complete reliance placed on the indications of the flight instrument.

原始題號:0010958 題組:0 難易度:易

- ( C ) 187. How can an instrument pilot best overcome spatial disorientation?  
(A)Rely on kinesthetic sense. (B)Use a very rapid cross-check. (C)Read and interpret the flight instruments, and act accordingly.

原始題號:0010959 題組:0 難易度:易

- ( C ) 188. A pilot is more subject to spatial disorientation if  
(A)kinesthetic senses are ignored (B)eyes are moved often in the process of cross-checking the flight instruments (C)body signals are used to interpret flight attitude

原始題號:0010960 題組:0 難易度:易

- ( C ) 189. Which procedure is recommended to prevent or overcome spatial disorientation  
(A)Reduce head and eye movements to the extent possible (B)Rely on kinesthetic sense (C)Rely on the indications of the flight instruments

原始題號:0010961 題組:0 難易度:易

- ( B ) 190. What action should be taken if hyperventilation is suspected?  
(A)Breathe at a slower rate by taking very deep breaths. (B)Consciously breathe at a slower rate than normal (C)Consciously force yourself to take deep breaths and breathe at a faster rate than normal

原始題號:0010962 題組:0 難易度:易

- ( C ) 191. If both the ram air input and the drain hole of the pitot systems are blocked, what reactions should you observe on the airspeed indicator when power is applied and a climb is initiated out of severe icing conditions?  
(A)The indicated airspeed would show a continuous deceleration while climbing  
(B)The airspeed would drop to, and remain at, zero (C)No change until an actual climb rate is established then indicated airspeed will increase

原始題號:0010963 題組:0 難易度:易

- ( B ) 192. What indication should be observed on a turn coordinator during a left turn while taxiing?  
(A)The miniature aircraft will show a turn to the left and the ball remains centered. (B)The miniature aircraft will show a turn to the left and the ball moves to the right. (C)Both the miniature aircraft and the ball will remain centered.

原始題號:0010964 題組:0 難易度:易

- ( C ) 193. On the taxi check, the magnetic compass should  
(A)Swing opposite to the direction of turn when turning from north. (B)Exhibit the same number of degrees of dip as the latitude. (C)Swing freely and indicate known headings.

原始題號:0010965 題組:0 難易度:易

- ( A ) 194. Which condition during taxi is an indication that an attitude indicator is unreliable?  
(A)The horizon bar tilts more than 5 degrees while making taxi turns. (B)The horizon bar vibrates during warmup. (C)The horizon bar does not align itself with the miniature airplane after warmup.

原始題號:0010966 題組:0 難易度:易

- ( A ) 195. What does the miniature aircraft of the turn coordinator directly display?  
(A)Rate of roll and rate of turn (B)Angle of bank and rate of turn. (C)Angle of bank.

原始題號:0010967 題組:0 難易度:易

- ( C ) 196. What pre-takeoff check should be made of the attitude indicator in preparation for IFR flight?  
(A)The horizon bar does not vibrate during warmup. (B)The miniature aircraft should erect and become stable within 5 minutes (C)The horizon bar should erect and become stable within 5 minutes

原始題號:0010968 題組:0 難易度:易 (R20170815)



- ( B ) 197. During a skidding turn to right, what is the relationship between the component of lift, centrifugal force, and load factor?  
(A) Centrifugal force is less than horizontal lift and the load factor is increase  
(B) Centrifugal force is greater than horizontal lift and the load factor is increase  
(C) Centrifugal force and horizontal lift are equal and the load factor is decrease

原始題號:0010969 題組:0 難易度:易

- ( A ) 198. What indications are displayed by the miniature aircraft of a turn coordinator?  
(A) Rate of roll and rate of turn (B) Direct indication of bank angle and pitch attitude (C) Indirect indication of bank angle and pitch attitude

原始題號:0010970 題組:0 難易度:易

- ( A ) 199. What indication should a pilot observe if an airspeed indicator ram air input and drain hole are blocked?  
(A) The airspeed indicator will react as an altimeter (B) The airspeed indicator will show a decrease with an increase in altitude (C) No airspeed indicator change will occur during climbs or descents

原始題號:0010971 題組:0 難易度:易

- ( A ) 200. What indication is presented by the miniature aircraft of the turn coordinator?  
(A) Indirect Indication of the bank attitude (B) Direct indication of the bank attitude and the quality of the turn (C) Quality of the turn

原始題號:0010972 題組:0 難易度:易 (R20170815)

- ( C ) 201. During normal operation of a vacuum-driven attitude indicator, what attitude indication should you see when rolling out from a 180 degree skidding turn to straight-and-level coordinated flight?  
(A) A straight-and-level coordinated flight indication (B) A nose-high indication relative to level flight (C) The miniature aircraft shows a turn in the direction opposite the skid.

原始題號:0010973 題組:0 難易度:易

- ( B ) 202. During normal coordinated turns, what error due to precession should you observe when rolling out to straight-and-level flight from a 180o steep turn to the right ?  
(A) A straight-and-level coordinated flight indication. (B) The miniature aircraft would show a slight turn indication to the left. (C) The miniature aircraft would show a slight descent and wings-level attitude.

原始題號:0010974 題組:0 難易度:易

- ( A ) 203. What information does a Mach meter present ?  
(A) The ratio of aircraft true airspeed to the speed of sound. (B) The ratio of aircraft indicated airspeed to the speed of sound. (C) The ratio of aircraft equivalent airspeed, corrected for installation error, to the speed of sound.

原始題號:0010975 題組:0 難易度:易

- ( B ) 204. What is the relationship between centrifugal force and the horizontal lift component in a coordinated turn?  
(A) Horizontal lift exceeds centrifugal force. (B) Horizontal lift and centrifugal force are equal. (C) Centrifugal force exceeds horizontal lift .

原始題號:0010976 題組:0 難易度:易

- ( C ) 205. What force causes an airplane to turn?  
(A) Rudder pressure or force around the vertical axis. (B) Vertical lift component  
(C) Horizontal lift component.

原始題號:0010977 題組:0 難易度:易

- ( C ) 206. What should be the indication on the magnetic compass as you roll into a standard rate turn to the left from an east heading in the Northern Hemisphere?  
(A) The compass will initially indicate a turn to the right. (B) The compass will remain on east for a short time, then gradually catch up to the magnetic heading of the aircraft. (C) The compass will indicate the approximate correct magnetic heading if the roll into the turn is smooth.

原始題號:0010978 題組:0 難易度:易

- ( C ) 207. What would be the indication on the VSI during entry into a 500 FPM actual descent from level flight if the static ports were iced over?  
(A) The indication would be in reverse of the actual rate of descent (500 FPM climb) (B) The initial indication would be a climb, then descent at a rate in excess of 500 FPM. (C) The VSI pointer would remain at zero regardless of the actual rate of descent

原始題號:0010979 題組:0 難易度:易

- ( C ) 208. How should you preflight check the altimeter prior to an IFR flight?  
(A) Set the altimeter to the current temperature. With current temperature and the altimeter indication determine the calibrated altitude to compare with the field elevation. (B) Set the altimeter first with 29.92" Hg and then the current altimeter setting. The change in altitude should correspond to the change in setting. (C) Set the altimeter to the current altimeter setting. The indication should be within 75 feet of the actual elevation for acceptable accuracy.

原始題號:0010980 題組:0 難易度:易

- ( C ) 209. Which practical test should be made on the electric gyro instruments prior to starting an engine?  
(A) Check that the electrical connections are secure on the back of the instruments. (B) Check that the attitude of the miniature aircraft is wings level before turning on electrical power. (C) Turn on the electrical power and listen for any unusual or irregular mechanical noise.

原始題號:0010981 題組:0 難易度:易

- ( B ) 210. Prior to starting an engine, you should check the turn-and-slip indicator to determine if the  
(A)needle indication properly corresponds to the angle of the wings or rotors with the horizon (B)needle is approximately centered and the tube is full of fluid (C)ball will move freely from one end of the tube to the other when the aircraft is rocked

原始題號:0010982 題組:0 難易度:易

- ( A ) 211. What indications should you observe on the turn-and -slip indicator during taxi?  
(A)The ball moves freely opposite the turn, and the needle deflects in the direction of the turn (B)The needle deflects in the direction of the turn, but the ball remains centered. (C)The ball deflects opposite the turn, but the needle remains centered

原始題號:0010983 題組:0 難易度:易

- ( A ) 212. what pretakeoff check should be made of a vacuum driven heading indicator in preparation for an IFR flight?  
(A)After 5 minutes, set the indicator to the magnetic heading of the aircraft and check for proper alignment after taxi turns (B)after 5minutes, check that the heading indicator card aligns itself with the magnetic heading of the aircraft. (C)Determine that the heading indicator does not precess more than 2o in 5 minutes of ground operation.

原始題號:0010984 題組:0 難易度:易

- ( C ) 213. What should be the indication on the magnetic compass as you roll into a standard rate turn to the right from an easterly heading in the Northern Hemisphere?  
(A)The compass will initially indicate a turn to the left. (B)The compass will remain on east for a short time, then gradually catch up to the magnetic heading of the aircraft. (C)The compass will indicate the approximate correct magnetic heading if the roll into the turn is smooth.

原始題號:0010985 題組:0 難易度:易

- ( A ) 214. What should be the indication on the magnetic compass as you roll into a standard rate turn to the right from a south heading in the Northern Hemisphere ?  
(A)The compass will indicate a turn to the right, but at a faster rate than is actually occurring. (B)The compass will initially indicate a turn to the left. (C)The compass will remain on south for a short time, then gradually catch up to the magnetic heading of the aircraft.

原始題號:0010986 題組:0 難易度:易

- ( B ) 215. On what headings will the magnetic compass read most accurately during a level 360° turn, with a bank of approximately 15°  
(A) 135° through 225° (B) 90° and 270° (C) 180° and 0°

原始題號:0010987 題組:0 難易度:易 (R20140212)

- ( C ) 216. What causes the northerly turning error in a magnetic compass?  
(A) Coriolis force at the mid-latitudes. (B) Centrifugal force acting on the compass card. (C) The magnetic dip characteristic.

原始題號:0010988 題組:0 難易度:易 (R20170815)

- ( A ) 217. What should be the indication on the magnetic compass when you roll into a standard rate turn to the left from a south heading in the Northern Hemisphere  
(A) The compass will indicate a turn to the left, but at a faster rate than is actually occurring. (B) The compass will initially indicate a turn to the right. (C) The compass will remain on south for a short time, then gradually catch up to the magnetic heading of the aircraft.

原始題號:0010989 題組:0 難易度:易

- ( C ) 218. What should be the indication on the magnetic compass as you roll into a standard rate turn to the right from a westerly heading in the northern hemisphere?  
(A) The compass will initially show a turn in the opposite direction, then turn to a northerly indication but lagging behind the actual heading of the aircraft. (B) The compass will remain on a westerly heading for a short time, then gradually catch up to the actual heading of the aircraft. (C) The compass will indicate the approximate correct magnetic heading if the roll into the turn is smooth.

原始題號:0010990 題組:0 難易度:易

- ( B ) 219. What should be the indication on the magnetic compass as you roll into a standard rate turn to the right from a northerly heading in the northern hemisphere?  
(A) The compass will indicate a turn to the right, but at a faster rate than is actually occurring. (B) The compass will initially indicate a turn to the left. (C) The compass will remain on north for a short time, then gradually catch up to the magnetic heading of the aircraft.

原始題號:0010991 題組:0 難易度:易

- ( C ) 220. What should be the indication on the magnetic compass as you roll into a standard rate turn to the left from a west heading in the Northern Hemisphere  
(A) the compass will initially indicate a turn to the right (B) the compass will remain in west for a short time, then gradually catch up to the magnetic heading of the aircraft (C) the compass will indicate the approximate correct magnetic heading if the roll into the turn is smooth

原始題號:0010992 題組:0 難易度:易

- ( B ) 221. what should be the indication on the magnetic compass as you roll into a standard rate turn to the left from a north heading in the Northern Hemisphere  
(A) the compass will indicate a turn to the left, but at a faster rate than is actually occurring (B) the compass will initially indicate a turn to the right  
(C) the compass will remain on north for a short time, then gradually catch up to the magnetic heading of the aircraft

原始題號:0010993 題組:0 難易度:易

- ( C ) 222. If a half-standard rate turn is maintained, how long would it take to turn 360°  
(A) 1 minute (B) 2 minutes (C) 4 minutes

原始題號:0010994 題組:0 難易度:易

- ( A ) 223. If a standard rate turn is maintained, how long would it take to turn 180°  
(A) 1 minute (B) 2 minutes (C) 3 minutes

原始題號:0010995 題組:0 難易度:易

- ( B ) 224. If a half-standard rate is maintained, how much time would be required to turn clockwise from a heading of 90° to a heading of 180°  
(A) 30 seconds (B) 1 minute (C) 1 minute 30 seconds

原始題號:0010996 題組:0 難易度:易

- ( A ) 225. Errors in both pitch and bank indication on an attitude indicator are usually at maximum as the aircraft rolls out of a  
(A) 180° turn (B) 270° turn (C) 360° turn

原始題號:0010997 題組:0 難易度:易

- ( C ) 226. If a 180° steep turn is made to the right and the aircraft is rolled out to straight-and-level flight by visual references, the attitude indicator  
(A) should immediately show straight-and-level flight (B) will show a slight skid and climb to the right (C) may show a slight climb and turn

原始題號:0010998 題組:0 難易度:易 (R20180611)

- ( C ) 227. If a half-standard rate turn is maintained, how long would it take to turn 135°  
(A) 1 minute (B) 1 minute 20 seconds (C) 1 minute 30 seconds

原始題號:0010999 題組:0 難易度:易

- ( C ) 228. If a standard rate turn is maintained, how much time would be required to turn to the left from a heading of 090° to a heading of 300°  
(A) 30 seconds (B) 40 seconds (C) 50 seconds

原始題號:0011000 題組:0 難易度:易



- ( B ) 229. One characteristic that a properly functioning gyro depends upon for operation is the  
(A)ability to resist precession  $90^\circ$  to any applied force (B)resistance to deflection of the spinning wheel or disc (C)deflecting force developed from the angular velocity of the spinning wheel

原始題號:0011001 題組:0 難易度:易

- ( A ) 230. If a standard rate is maintained ,how much time would be required to turn to the right from a heading of  $090^\circ$  to a heading of  $270^\circ$   
(A)1 minute (B)2 minutes (C)3 minutes

原始題號:0011002 題組:0 難易度:易

- ( C ) 231. If, while in level flight, it becomes necessary to use an alternate source of static pressure vented inside the airplane, which of the following should the pilot expect?  
(A)The gyroscopic instruments to become inoperative. (B)The altimeter and airspeed indicator to become inoperative. (C)The vertical speed to momentarily show a climb.

原始題號:0011003 題組:0 難易度:易

- ( A ) 232. During flight, if the pitot-tube becomes clogged with ice, which of the following instruments would be affected?  
(A)The airspeed indicator only. (B)The airspeed indicator and the altimeter. (C)The airspeed indicator , altimeter, and Vertical Speed Indicator.

原始題號:0011004 題組:0 難易度:易

- ( B ) 233. The local altimeter setting should be used by all pilots in a particular area, primarily to provide for  
(A)the cancellation of altimeter error due to nonstandard temperature aloft  
(B)better vertical separation of aircraft (C)more accurate terrain clearance in mountainous areas

原始題號:0011005 題組:0 難易度:易

- ( B ) 234. At an altitude of 6,500 feet MSL, the current altimeter setting is 30.42 inches Hg. The pressure altitude would be approximately  
(A)7,500 feet (B)6,000 feet (C)6,500 feet

原始題號:0011006 題組:0 難易度:易

- ( B ) 235. If severe turbulence is encountered during your IFR flight , the airplane should be slowed to the design maneuvering speed because the  
(A)maneuverability of the airplane will be increased. (B)amount of excess load that can be imposed on the wing will be decreased. (C)airplane will stall at a lower angle of attack, giving an increased margin of safety.

原始題號:0011007 題組:0 難易度:易

- ( A ) 236. When an aircraft is accelerated, some attitude indicators will precess and incorrectly indicate a  
(A)climb (B)descent (C)right turn

原始題號:0011009 題組:0 難易度:易

- ( C ) 237. The displacement of a turn coordinator during a coordinated turn will  
(A)indicate the angle of bank (B)remain constant for a given bank regardless of airspeed (C)increase as angle of bank increases

原始題號:0011010 題組:0 難易度:易

- ( B ) 238. Altimeter setting is the value to which the scale of the pressure altimeter is set so the altimeter indicates  
(A)Pressure altitude at sea level (B>true altitude at field elevation  
(C)pressure altitude at field elevation

原始題號:0011011 題組:0 難易度:易

- ( B ) 239. pressure altitude is the altitude read on your altimeter when the altimeter is adjusted to indicate height above  
(A)sea level (B)the standard datum plane (C)ground level

原始題號:0011012 題組:0 難易度:易

- ( B ) 240. If while in level flight, it becomes necessary to use an alternate source for static pressure vented inside the airplane, which of the following variations in instrument indications should the pilot expect?  
(A)The altimeter will read lower than normal, airspeed lower than normal, and the VSI will momentarily show a descent. (B)The altimeter will read higher than normal, airspeed greater than normal, and the VSI will momentarily show a climb. (C)The altimeter will read lower than normal, airspeed greater than normal, and the VSI will momentarily show a climb and then a descent.

原始題號:0011013 題組:0 難易度:易

- ( A ) 241. when installed with the ILS and specified in the approach procedures, DME may be used  
(A)in lieu of the OM. (B)in lieu of visibility requirements. (C)to determine distance from TDZ.

原始題號:0011014 題組:0 難易度:易

- ( A ) 242. How does a pilot determine if DME is available on an ILS/LOC?  
(A)IAP indicate DME/TACAN channel in LOC frequency box (B)LOC/DME are indicated on en route low altitude frequency box (C)Loc/DME frequencies available in the Aeronautical Information Manual.

原始題號:0011015 題組:0 難易度:易

- ( B ) 243. which of following statements is true regarding Parallel ILS approaches?  
(A)Parallel ILS approach runway centerlines are separated by at least 4300 feet and standard IFR separation is provided on the adjacent runway. (B)Parallel ILS approaches provide aircraft a minimum of 1 1/2 miles radar separation between successive aircraft on the adjacent localizer course. (C)Landing minimums to the adjacent runway will be higher than the minimums to the primary runway, but will normally be lower than the published circling minimums.

原始題號:0011016 題組:0 難易度:易 (R20180611)

- ( A ) 244. When being radar vectored for an ILS approach, at what point may you start a descent from your last assigned altitude to a lower minimum altitude if cleared for the approach?  
(A)When established on a segment of a published route or IAP. (B)You may descend immediately to published glide slope interception altitude. (C)Only after you are established on the final approach unless informed otherwise by ATC.

原始題號:0011017 題組:0 難易度:易

- ( C ) 245. To remain on the ILS glidepath, the rate of descent must be  
(A)decreased if the airspeed is increased. (B)decreased if the ground speed is increased. (C)increased if the ground speed is increased.

原始題號:0011018 題組:0 難易度:易

- ( C ) 246. The rate of descent required to stay on the ILS glide slope?  
(A) must be increased if the groundspeed is decreased. (B) will remain constant if the indicated airspeed remains constant. (C) must be decreased if the groundspeed is decreased.

原始題號:0011019 題組:0 難易度:易

- ( B ) 247. Which indications will a pilot receive where an IM is  
Installed on a front course ILS approach?  
(A)One dot per second and a steady amber light. (B)Six dots per second and a flashing white light. (C)Alternate dashes and a blue light.

原始題號:0011020 題組:0 難易度:易

- ( C ) 248. The rate of descend on the glide slope is dependent upon?  
(A>true airspeed (B)calibrated airspeed (C)groundspeed

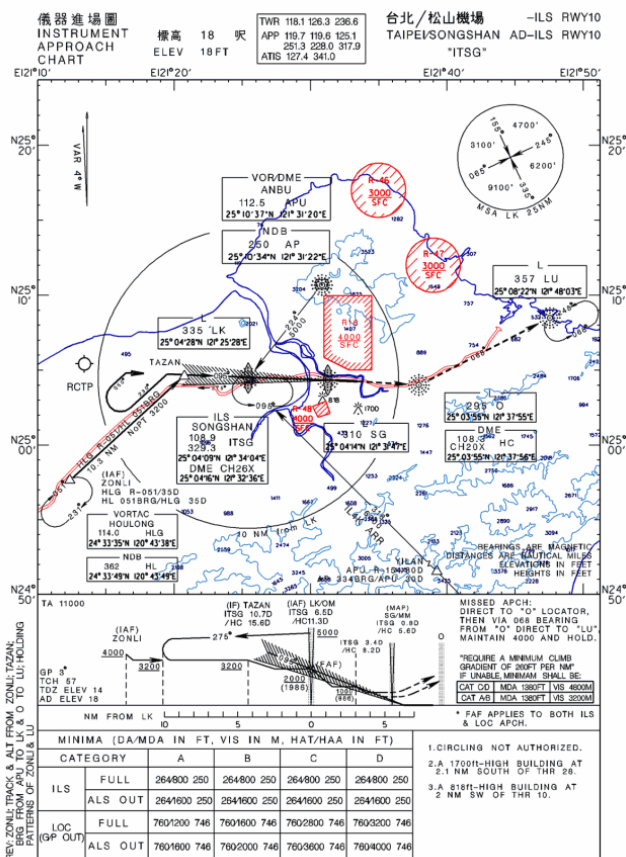
原始題號:0011021 題組:0 難易度:易

- ( B ) 249. Approximately what height is the glide slope center line at the MM of a typical ILS?  
(A)100 feet (B)200 feet (C)300 feet

原始題號:0011022 題組:0 難易度:易

- ( A ) 250. What is a difference between an SDF and LDA facility?  
(A)The SDF course width is either 60 or 120 while the LDA course width is approximately 50 (B)The SDF course has no glide slope guidance while the LDA does. (C)The SDF has no marker beacons while the LDA has at least an OM.
- 原始題號:0011023 題組:1 難易度:易 (R20180329)
- ( B ) 251. (Reference Chart provided by proctor) What is the distance between HLG VOR and MKG VOR on A-1 Airway?  
(A)79 NM (B)83 NM (C)50 NM (D)99 NM
- 原始題號:0011024 題組:2 難易度:易 (R20180329)
- ( A ) 252. (Reference Chart provided by proctor) Which VHF frequency should be selected to contact Kaohisung Approach when flying over TNN VORTAC?  
(A)124.7MHZ (B)121.1MHZ (C)363.8MHZ (D)328.7MHZ
- 原始題號:0011025 題組:3 難易度:易 (R20180329)
- ( C ) 253. (Reference Chart provided by proctor) Determine the course and distance from TINHO to LYUDA0 on Airway B-591.  
(A)199°/100NM (B)222°/85NM (C)199°/105NM (D)200°/120NM
- 原始題號:0011026 題組:4 難易度:易 (R20180329)
- ( B ) 254. (Reference Chart provided by proctor) Determine the frequency for airway transition under the sector of Taichung.  
(A)135.9MHZ (B)130.1MHZ (C)114.9MHZ (D)128.1MHZ
- 原始題號:0011027 題組:5 難易度:易 (R20180329)
- ( A ) 255. (Reference Chart provided by proctor) En route on W-4 from HLG VORTAC to TNN VORTAC, the minimum altitude is  
(A)4000feet (B)5000feet (C)8000feet (D) 7000feet.
- 原始題號:0011028 題組:6 難易度:易 (R20180329)
- ( C ) 256. (Reference Chart provided by proctor) W-2 Airway is  
(A)from SUNGSHAN to KINMEN NDB (B)from SUNGSHAN to NANGAN NDB/DME (C)from APU VOR/DME to NANGAN NDB/DME (D)from GENIE to NANGAN NDB/DME.
- 原始題號:0011029 題組:7 難易度:易 (R20180329)
- ( A ) 257. (Reference Chart provided by proctor) Determine the En route Altitude on W-6 Airway.  
(A)5000feet (B)6000feet (C)8000feet (D)10000feet
- 原始題號:0011030 題組:8 難易度:易 (R20180329)
- ( B ) 258. (Reference Chart provided by proctor) W-8 Airway is  
(A)VFR Airway (B)IFR Airway (C)Special Airway
- 原始題號:0011031 題組:1 難易度:易 (R20170926)
- ( B ) 259. (Refer to Figure -34. Instrument Chart) The position of ZONLI holding fix is(如圖A03\_Fig34)  
(A)TIA R-196 /10DME (B)HLG R-051/35DME (C)ITSG R-260/25DME

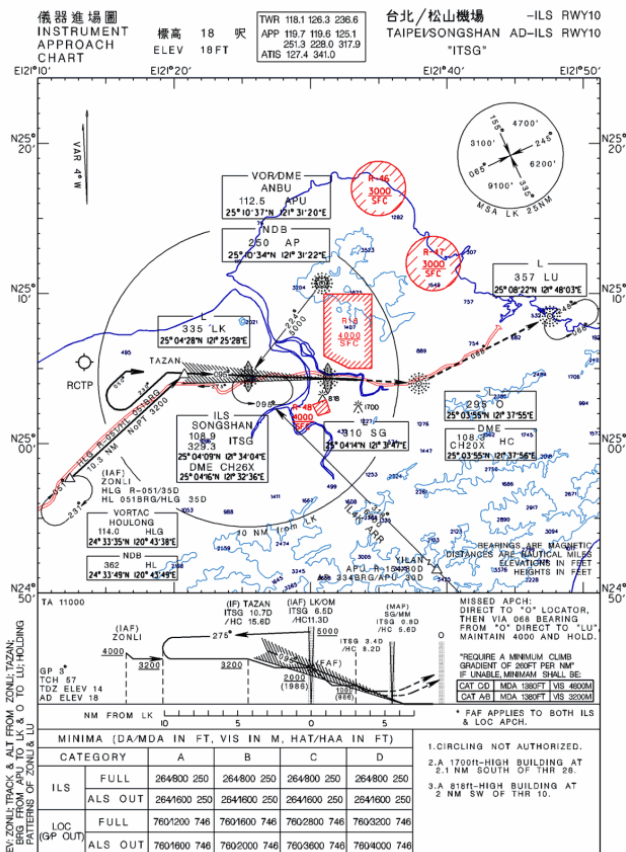
題目圖：



原始題號:0011032 題組:10 難易度:易 (R20130125)

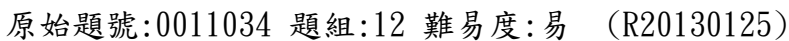
- (A) 260. (Refer to Figure-34. Instrument Chart) ILS RWY10 Approach Procedure at RCSS is (如圖A03\_Fig34)
- (A) Precision Approach (B) Non-Precision Approach

題目圖：



原始題號:0011033 題組:11 難易度:易 (R20130125)

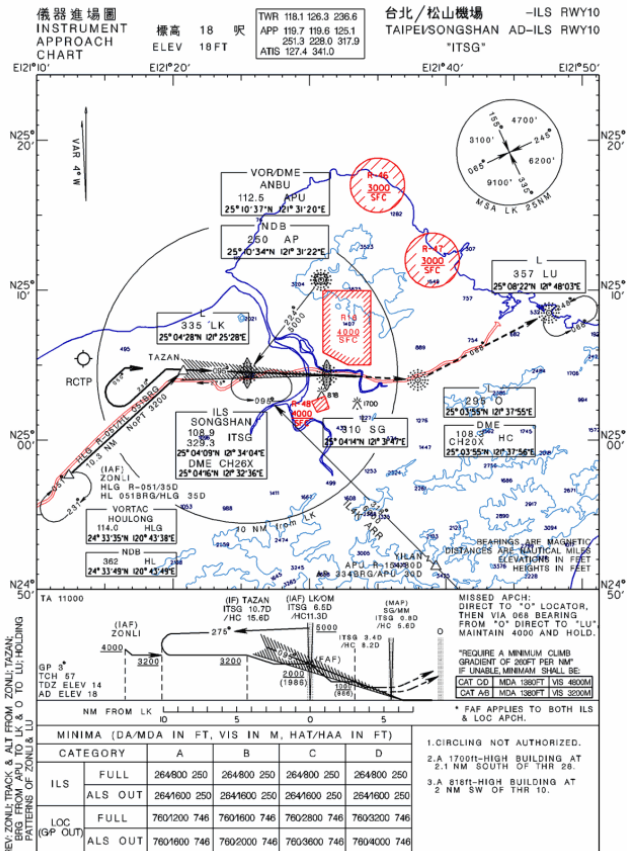
題目圖：



65



題目圖：

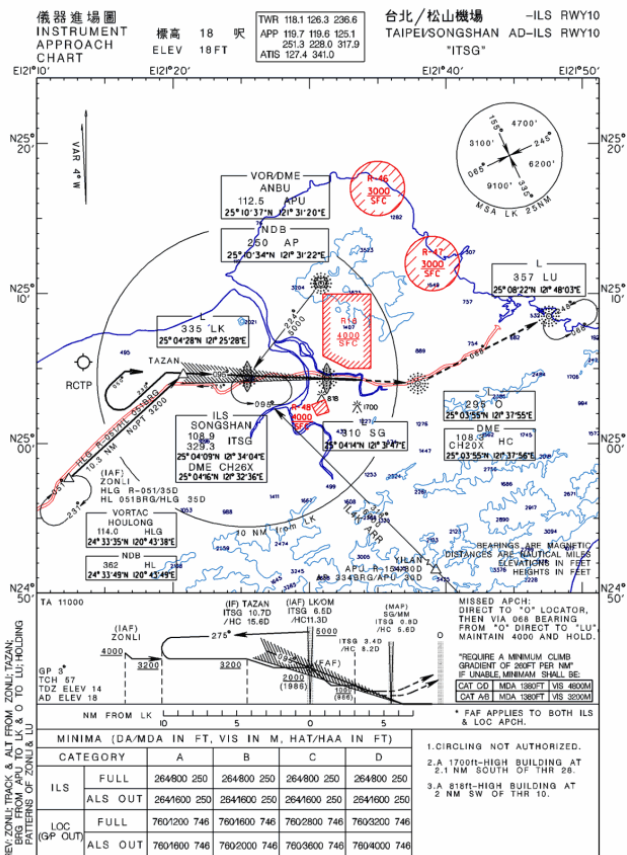


原始題號:0011035 題組:13 難易度:易 (R20130125)

(B) 263.(Refer to Figure -34. Instrument Chart) The position of YILAN DME fix is(如圖A03\_Fig34)

(A)LK R-138/30DME (B)APU R-154/80DME (C)AP R-154/30DME

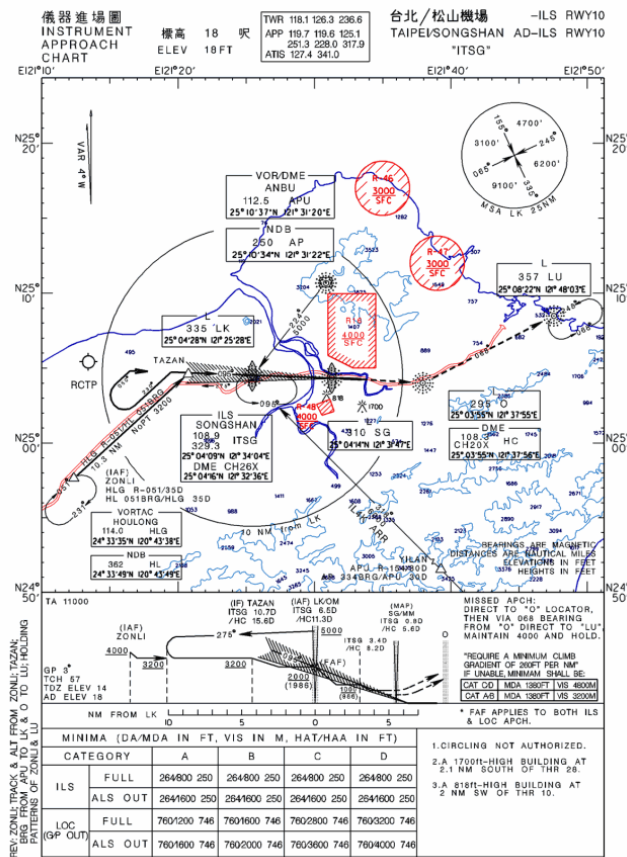
題目圖：



原始題號:0011036 題組:14 難易度:易 (R20130125)

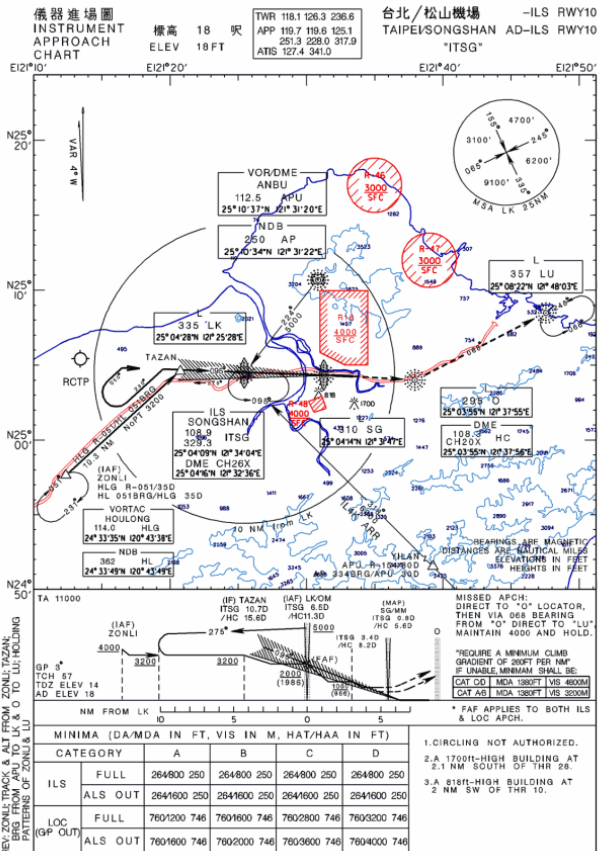
- ( B ) 264. (Refer to Figure -34. Instrument Chart) Direction of holding pattern at ZONLI is(如圖A03\_Fig34)
- (A)Southeast of the holding fix (B)Southwest of the holding fix (C)South of the holding fix.

題目圖：



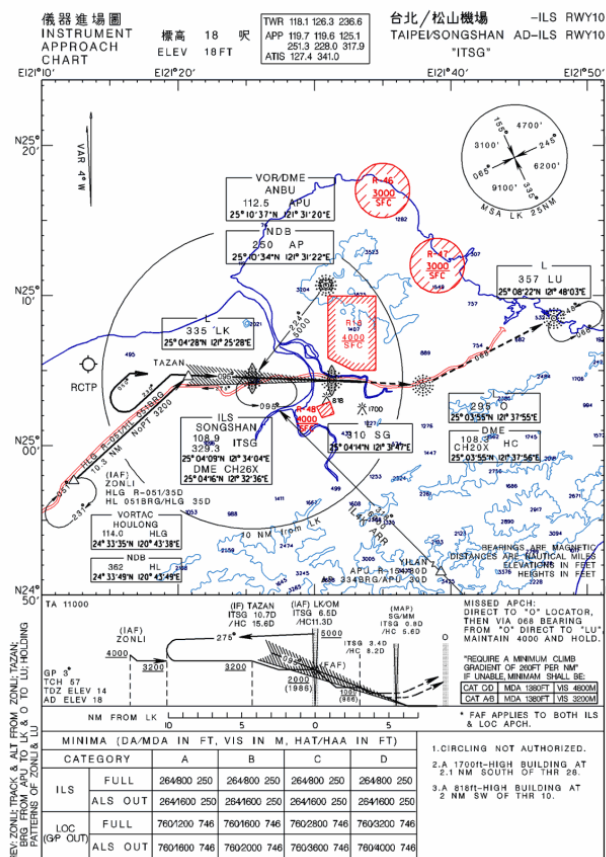
原始題號:0011037 題組:15 難易度:易 (R20130125)

- ( D ) 265. (Refer to Figure-34. Instrument Chart) The altitude of 6000feet between YILAN DME fix and LK radio beacon represents (如圖A03\_Fig34)
- (A) Upper Limit (B) Lower Limit (C) Suggested Altitude (D) Minimum Enroute Altitude



原始題號:0011038 題組:16 難易度:易 (R20131108)

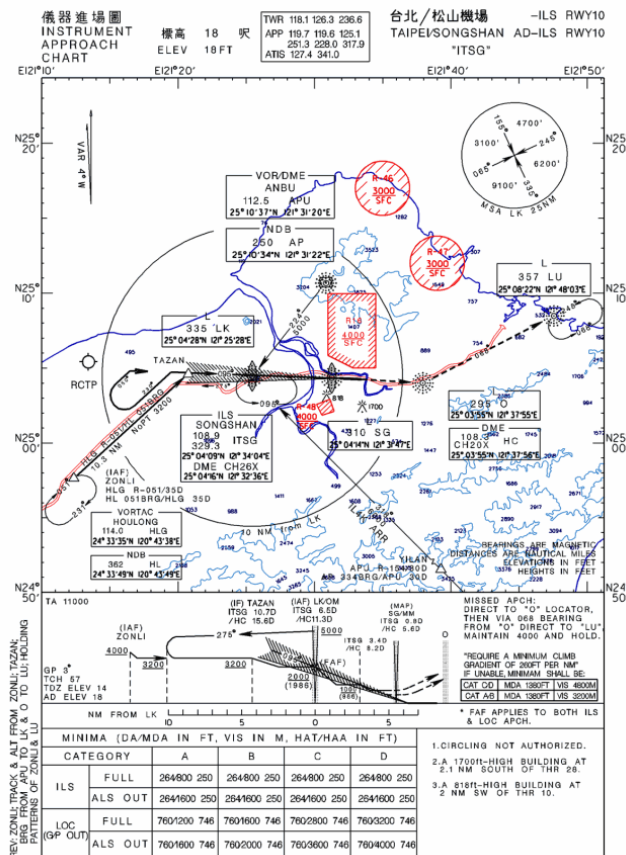
( B ) 266. (Refer to Figure-34. Instrument Chart) Holding altitude at LK is(如圖A03\_Fig34)  
(A)5000feet (B)above 5000feet (C)4000feet



原始題號:0011039 題組:17 難易度:易 (R20130125)

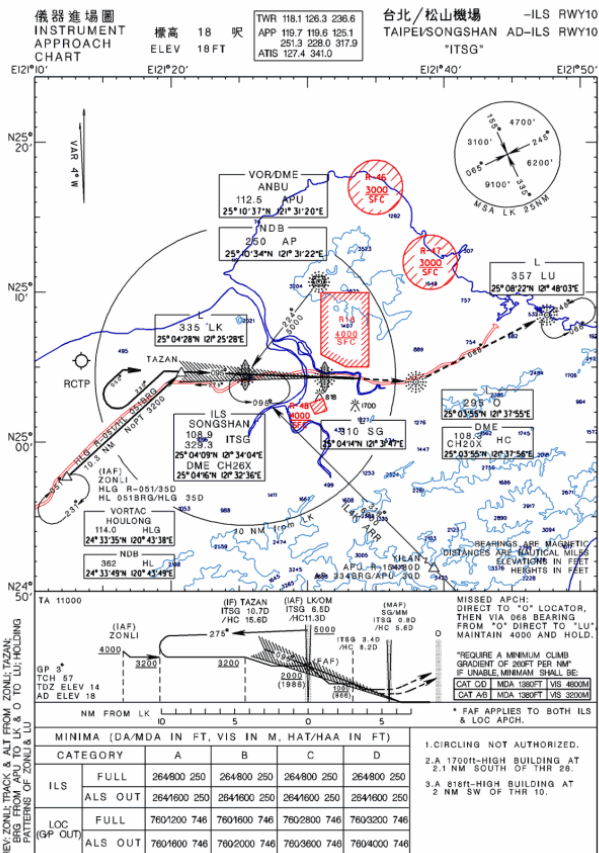
- ( C ) 267. (Refer to Figure -34. Instrument Chart) At ILAN DME fix headed LK Holding Pattern via LK-138 BRG, what is the recommended entry procedure? (如圖A03\_Fig34)  
 (A) parallel entry (B) Teardrop Entry (C) Direct Entry

題目圖：



原始題號:0011040 題組:2 難易度:易 (R20170815)

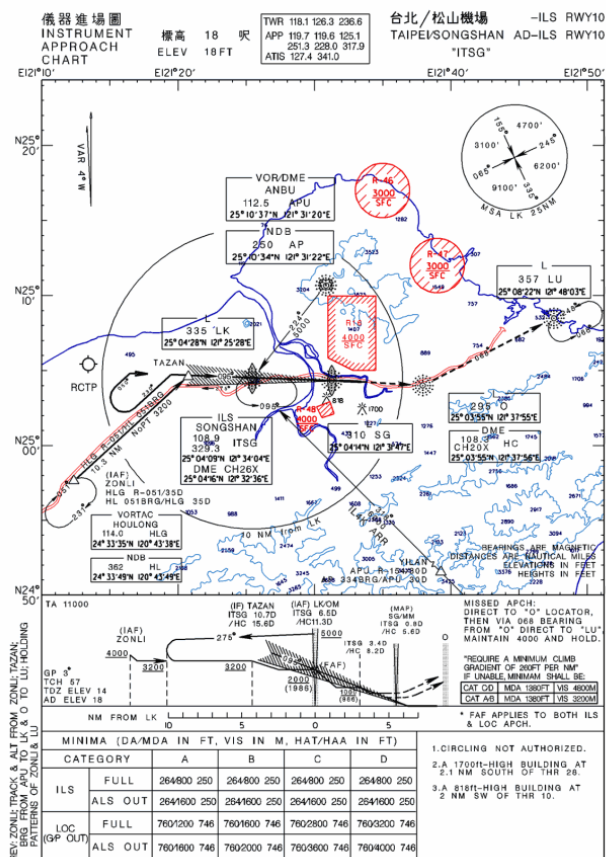
- ( B ) 268. (Refer to Figure-34. Instrument Chart) If the Glide Slope is out of service, the minimum weather requirement for category D aircraft should be (如圖 A03\_Fig34)  
 (A) MDA264/VIS1600 (B) MDA760/VIS3200 (C) MDA1120/VIS4800



原始題號:0011041 題組:3 難易度:易 (R20130125)

( B ) 269. (Refer to Figure -34. Instrument Chart) The angle of glide path on ILS RWY10 at RCSS is (如圖A03\_Fig34)

(A) 2° (B) 3° (C) 5°

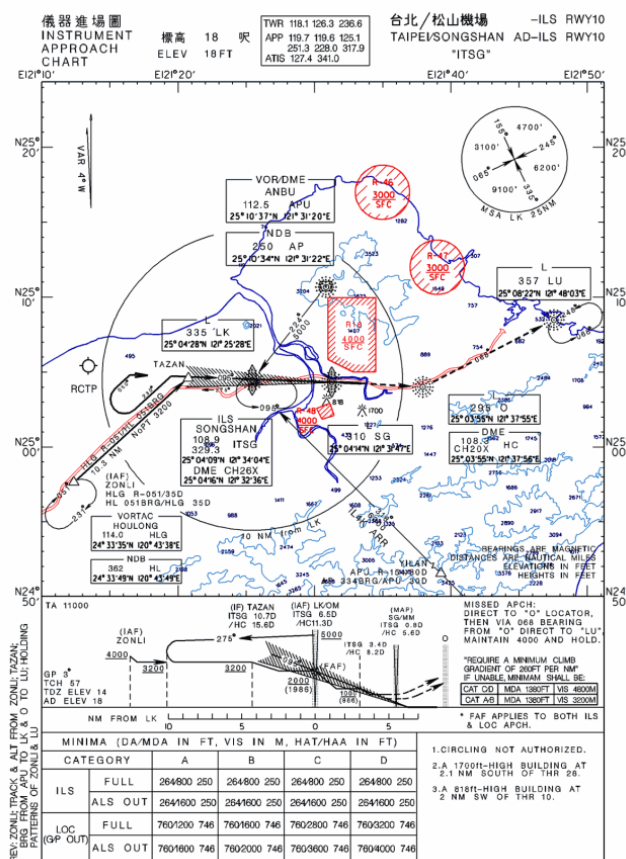


原始題號:0011042 題組:4 難易度:易 (R20150715)



- ( C ) 270.(Refer to Figure -34. Instrument Chart) The altitude difference between Touchdown Zone Elevation and Airport Elevation on RCSS ILS RWY 10 is(如圖 A03\_Fig34)
- (A)13feet (B)18feet (C)4feet

題目圖：

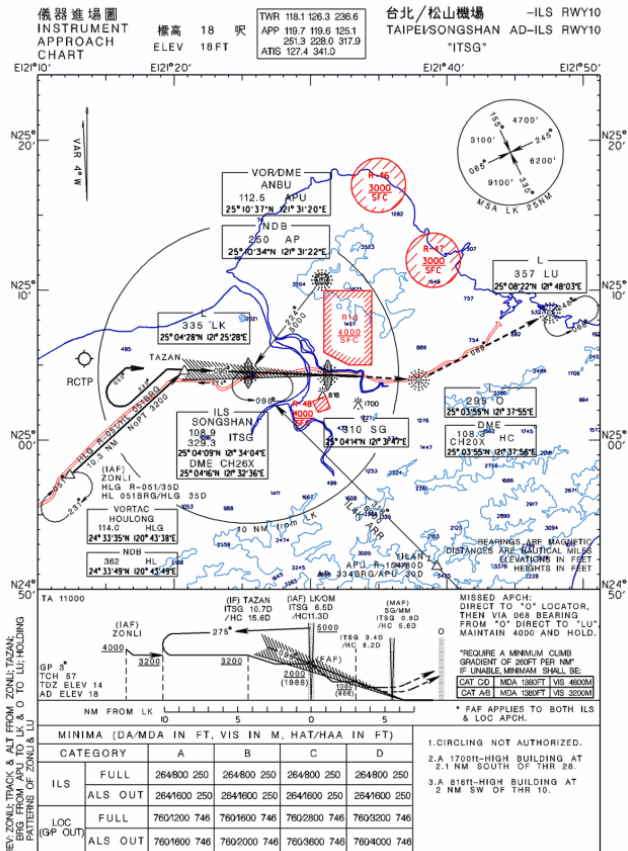


原始題號:0011043 題組:5 難易度:易 (R20140424)

- ( B ) 271.( Refer to Figure -34. Instrument Chart) Altitude 4000feet depicted on Restricted Area R16 represents(如圖A03\_Fig34)
- (A) Lower Limit (B) Upper Limit (C) Suggested Altitude



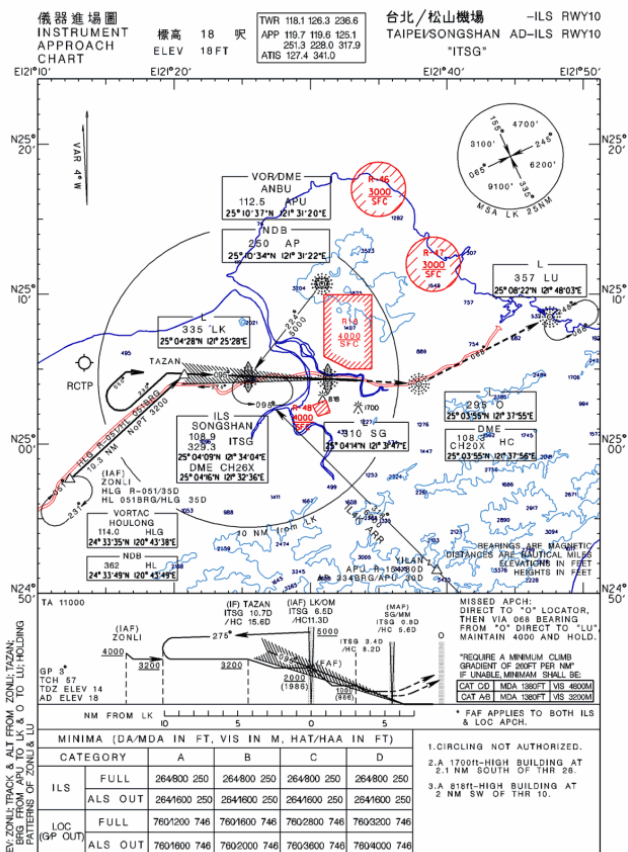
題目圖：



原始題號:0011044 題組:6 難易度:易 (R20130125)

- (B) 272.(Refer to Figure -34. Instrument Chart) Aircraft approached from ZONLI holding fix(如圖A03\_Fig34)
- (A)should execute a procedure turn (B)should NOT execute a procedure turn

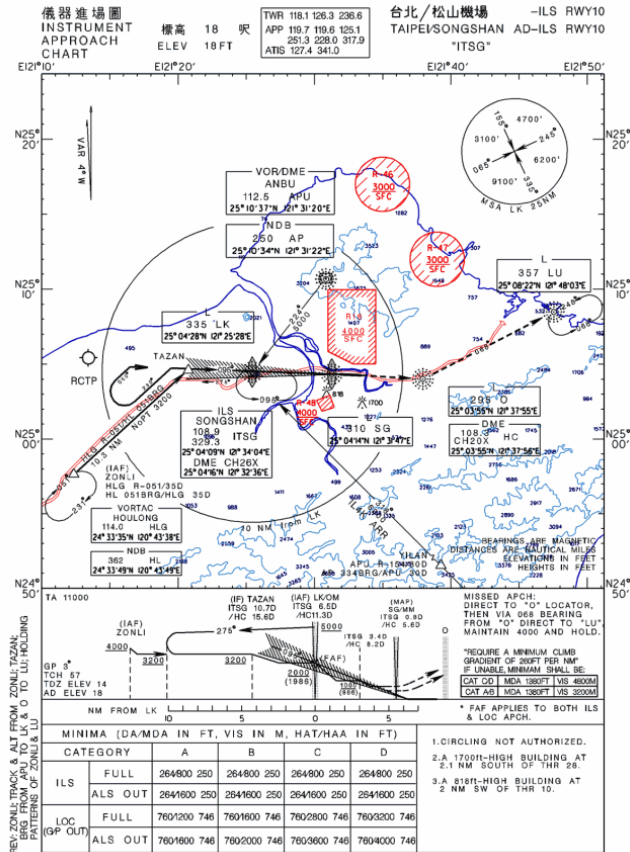
題目圖：



原始題號:0011045 題組:7 難易度:易 (R20130125)

- ( A ) 273. (Refer to Figure-34. Instrument Chart) The Magnetic Variation on ILS RWY10 (RCSS) Chart is (如圖A03\_Fig34)  
 (A) 4°west (B) 4°east (C) None

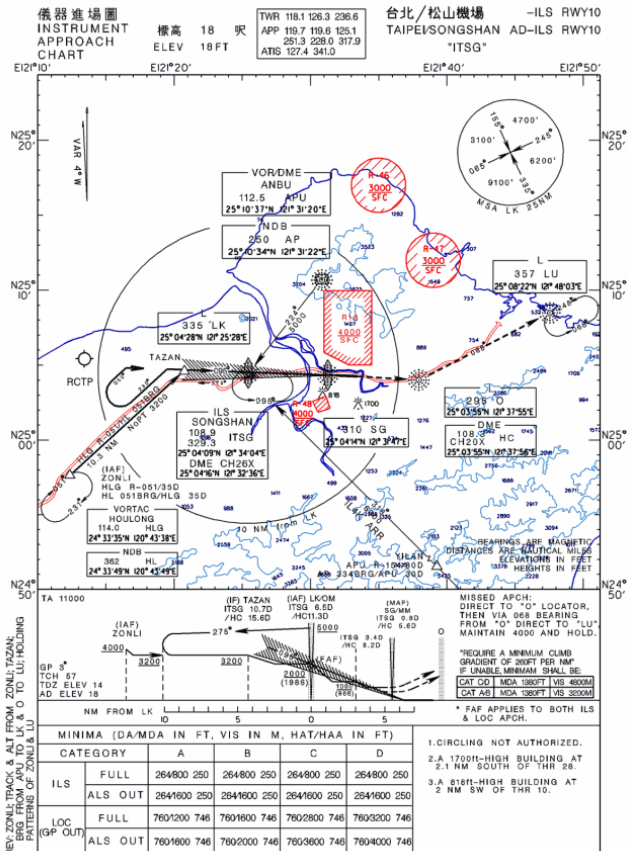
題目圖：



原始題號:0011046 題組:8 難易度:易 (R20130125)

- ( B ) 274. (Refer to Figure-34. Instrument Chart) While holding at LK, you receive approach clearance upon turning outbound of the station (095°). You should(如圖A03\_Fig34)  
 (A) proceed straight-in Approach (B) turn inbound toward station and complete a Procedure Turn (C) depend on conditions.

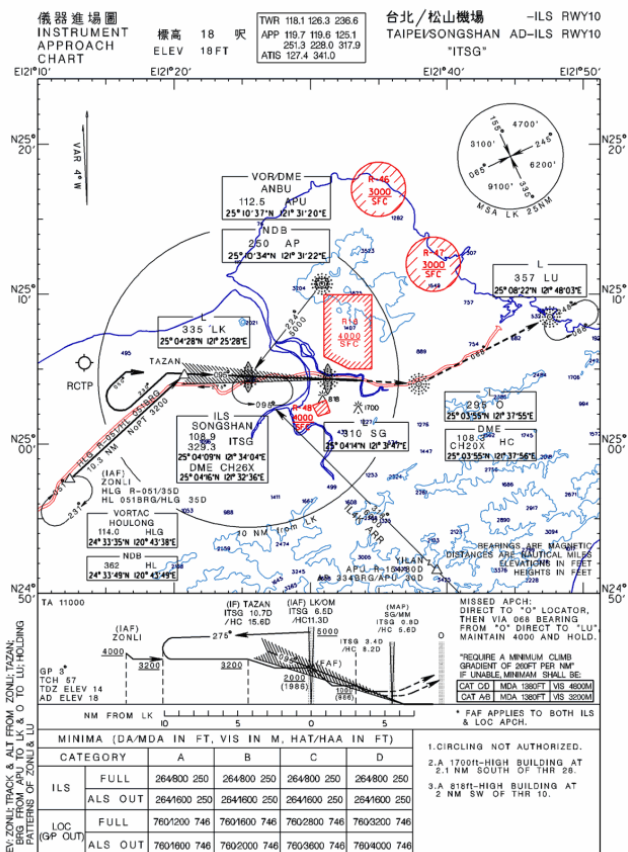
題目圖：



原始題號:0011047 題組:9 難易度:易 (R20140424)

- (A) 275.(Refer to Figure-34. Instrument Chart) If the approach lighting system is out of service at ILS RWY10 (RCSS), the visibility restriction should be(如圖 A03\_Fig34)
- (A)1600meters (B)1200meters (C)800meters.

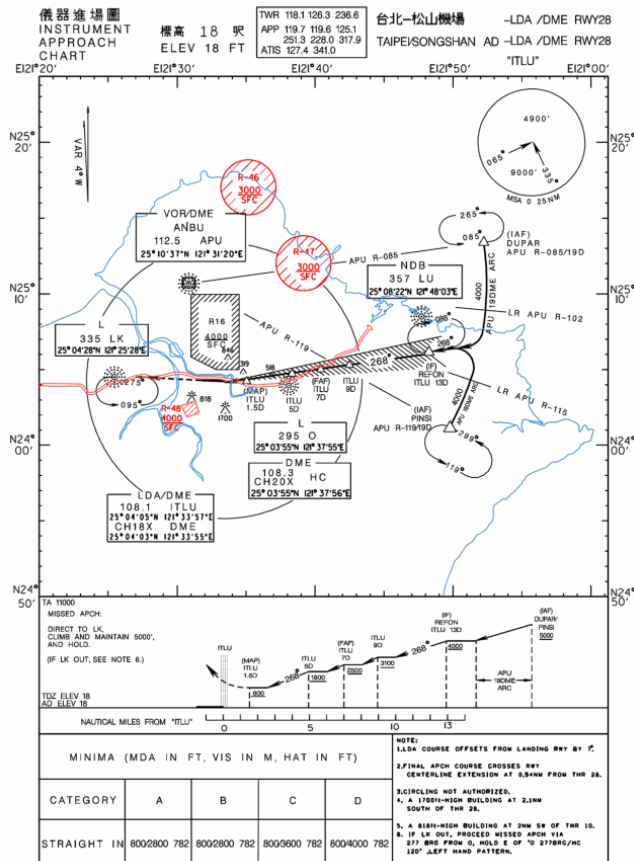
題目圖：



原始題號:0011048 題組:1 難易度:中 (R20130125)

- ( B ) 276.(Refer to Figure-35. Instrument Chart) The NAV Aid frequency for glideslope interception of the approach procedure is(如圖A03\_Fig35)  
 (A)112.5MHZ (B)108.1MHZ (C)335KHZ (D)250KHZ

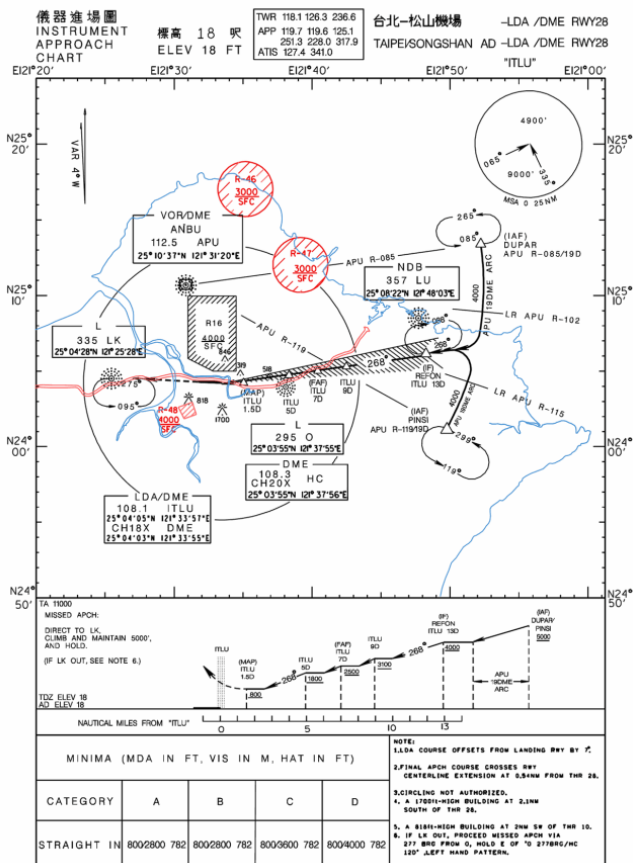
題目圖：



原始題號:0011049 題組:2 難易度:中 (R20131108)

- ( D ) 277.(Refer to Figure-35. Instrument Chart) Determine the angle of the localizer course offset to runway direction.(如圖A03\_Fig35)  
 (A)10°South (B)10°North (C) 7°South (D)7°North

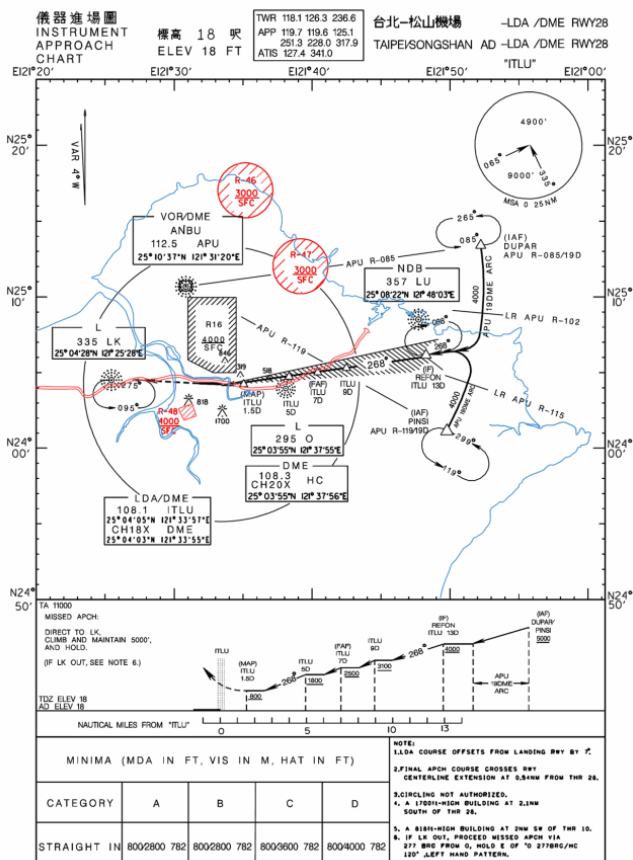
題目圖：



原始題號:0011050 題組:3 難易度:中 (R20181115)

- (C) 278. (Refer to Figure 35) What is the height of the obstacle that locates under the approach flight path within 5NM of ITLU?(如圖A03\_Fig35)  
(A)319 feet (B)846 feet (C)518 feet

題目圖：



原始題號:0011051 題組:4 難易度:中 (R20130125)

( A ) 279.(Refer to Figure-35. Instrument Chart) The MDA (Minimum Descent Altitude) of the approach is(如圖A03\_Fig35)  
 (A)800feet (B)787feet (C)1200feet

題目圖：

