

(A13) PPL飛航管理程序

最近更新日期：無；更新題號：無

原始題號:0011052 題組:0 難易度:易

(C) 1. 以下那一種在空中遇見的飛行器最可能有碰撞的疑慮??

(A)出現在前方,以高速由左至右移動 (B)出現在前方,以慢速由右至左移動 (C)出現在前方,沒有作左右及上下移動,且目標逐漸變大

原始題號:0011053 題組:0 難易度:易

(C) 2. 接獲航管許可後,飛行員不可偏離此許可,除非?

(A)請求修正許可 (B)正執行 VFR on top (C)請求修正許可,或航機處於緊急情況

原始題號:0011054 題組:0 難易度:易

(C) 3. 飛行員在掃瞄空中的航機時,應使用何種技巧?

(A)每隔一段時間,緩慢地由視野的一邊掃到另一邊 (B)專注任何在視野周圍移動的物體 (C)眼睛連續地以短暫固定間隔方式移動,使天空區域輪流地進入視野的中心

原始題號:0011055 題組:0 難易度:易

(C) 4. 當計劃進行夜間緊急落地,下列何者是必要的考量之一?

(A)以無外型落地確保高落地姿態 (B)關閉所有電系開關以節省電池電力來準備落地 (C)如可能的話,選擇一個降落區域是一般民眾能容易到達的。

原始題號:0011056 題組:0 難易度:易

(C) 5. 飛行員操作詢答器(transponder)撥定值時,應避開哪個範圍?

(A) 0000 到 1000. (B) 7200 及 7500 系列. (C) 7500, 7600, 及 7700 系列.

原始題號:0011057 題組:0 難易度:易

(B) 6. 當機場不同的位置出現不同的風向時,塔台會如何報?

(A)Light and variable. (B)Wind shear. (C)Frontal passage.

原始題號:0011058 題組:0 難易度:易

(A) 7. 何種情況為最早可宣告為緊急情況的時機?

(A)任何時間飛行員懷疑該情況已嚴重影響飛安 (B)油量或天氣的因素需要航管優先 (C)航機已發生火警,機械故障或結構受損

原始題號:0011059 題組:0 難易度:易

(B) 8. Three-bar VASI有何優點?

(A)飛行員可選擇下滑角 (B)可適用於駕駛艙高低不同的航機 (C)可視度較好,且能在較高的高度看見

原始題號:0011060 題組:0 難易度:易

(B) 9. 當航機以12000英尺飛越VORTAC站台正上方時,DME會顯示多少?

(A)0 NM (B)2 NM (C)2.3 NM

原始題號:0011061 題組:0 難易度:易

(A) 10. 何種情況下DME會有最大的指示誤差?

(A)高高度且靠近站台 (B)低高度且靠近站台 (C)低高度且遠離站台

原始題號:0011062 題組:0 難易度:易

(B) 11. 場壓的定義為何?

(A)高度表撥定值 (B)機場標高的實際氣壓 (C)場站的氣壓減低至海平面

原始題號:0011063 題組:0 難易度:易

(C) 12. 機場的指示牌標示目的地機場或相關訊息者其外觀為?

(A)黑底黃字 (B)黑底白字 (C)黃底黑字

原始題號:0011064 題組:0 難易度:易

(C) 13. 每個組員應在航段中總是備妥

(A)駕駛艙門的鑰匙 (B)認證手冊 (C)狀況良好的手電筒

原始題號:0011065 題組:0 難易度:中

(B) 14. 飛行員如何使航機轉彎率增加且同時轉彎半徑減少

(A)增加坡度並加速 (B)減速並增加坡度 (C)減低坡度並加速

原始題號:0011066 題組:0 難易度:中

(A) 15. 保持固定坡度且空速增加的情況下, 航機的轉彎率與轉彎半徑有何關係?

(A)轉彎率減少與轉彎半徑增加 (B)轉彎率增加且轉彎半徑減少 (C)轉彎率與轉彎半徑皆增加

原始題號:0011067 題組:0 難易度:易

(B) 16. 劫機的 transponder codes為何?

(A)7200 (B)7500 (C)7777

原始題號:0011068 題組:0 難易度:易

(B) 17. 如遭遇強烈亂流, 建議應使用何種程序?

(A)保持航機高度 (B)保持航機固定的姿態 (C)保持航機固定的速度及高度

原始題號:0011069 題組:0 難易度:易

(A) 18. 何種天氣情況只能由PIREP或空中飛行中觀察得到?

(A)亂流及結構積冰 (B)噴射氣流型態的風及積冰 (C)對流層頂的高度及亂流

原始題號:0011070 題組:0 難易度:易

(B) 19. Precision Approach Path Indicator (PAPI)的組成為何?

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

原始題號:0011071 題組:0 難易度:易

(A) 20. 在何種情況下大型航機產生的翼尖渦流強度最大?

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

原始題號:0011072 題組:0 難易度:易

(A) 21. 在大型航機後方產生的亂流僅在何時產生?

(A)產生昇力時 (B)高速飛行時 (C)使用大推力時

原始題號:0011073 題組:0 難易度:易

(B) 22. 為避免前架次起飛航機的翼尖渦流, 飛行員應注意?

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

原始題號:0011074 題組:0 難易度:易

- (B) 23. 航管指示 'Hold short of a runway (如 ILS critical area等)', 航機應停在?
(A)鼻輪壓在 hold line (B)航機的每一部份都在 hold line 之後 (C)駕駛艙與 hold line 平行

原始題號:0011075 題組:0 難易度:易

- (B) 24. 航機在Class C空域操作之最低裝備需求為何?
(A)雙向通訊裝備(Two-way communications) (B)雙向通訊裝備(Two-way communications)及 詢答器(transponder) (C) 詢答器(transponder)及測距儀(DME)

原始題號:0011076 題組:0 難易度:易

- (A) 25. Class C airspace提供航機何種服務?
(A)到場航機的排序、 到場航機隔離(但不含 VFR航機之間的隔離), 及提供航情諮詢服務(traffic advisories) (B)到場航機的排序(不含VFR航機的排序)、所有航機的隔離, 及提供航情諮詢服務(traffic advisories) (C)所有到場航機的排序, 所有航機的隔離, 及提供航情諮詢服務(traffic advisories)

原始題號:0011077 題組:0 難易度:易

- (C) 26. 當航管通知"VERIFY 9,000", 而航機卻正保持8000呎, 飛行員應做何處置?
(A)立即爬高到9000呎 (B)報告航管將爬高到9000呎 (C)報告航管目前保持8000呎

原始題號:0011078 題組:0 難易度:易

- (C) 27. 飛行員在與航管初次通話中應如何表示已收到 ATIS?
(A)報告已收到數字 (B)報告已收到天氣 (C)報告 ATIS Code

原始題號:0011079 題組:0 難易度:易

- (B) 28. 設計 STAR最主要的目的為何?
(A)隔離 VFR 及 IFR的航機 (B)簡化航管許可頒布的程序 (C)減少特定機場塞機情況

原始題號:0011080 題組:0 難易度:易

- (A) 29. 航管何時會發給航機 STAR?
(A)僅當航管認為適合時 (B)僅發給優先進場之航機 (C)僅當飛行員主動請求時

原始題號:0011081 題組:0 難易度:易

- (B) 30. 在有管制的機場落地後, 航機應?
(A)繼續在落地方向上滑行, 直到塔台通知切換至地面管制 (B)在就近的滑行道上脫離跑道, 並保持塔台波道, 直到進一步指示 (C)在就近的滑行道上脫離跑道, 並在進入滑行道後, 切換至地面管制波道

原始題號:0011082 題組:0 難易度:易

- (A) 31. 飛行員應如何覆誦航管許可或指示?
(A)覆誦所有的指定高度, 高度限制, 及雷達向量, 除非航管特別提及, SIDs航圖上的高度不必覆誦。 (B)若已瞭解航管許可或指示, 回答收到即可 (C)覆誦完整的航管許可或指示以確認完全瞭解, 包括SID航圖上要執行但航管沒有提及的高度。

原始題號:0011083 題組:0 難易度:中

- (C) 32. 除緊急情況外, 飛行員何時可預期得到優先落地許可
(A)當收到IFR的進場許可 (B)當航機為大重量操作時 (C)先到先服務為原則

原始題號:0011084 題組:0 難易度:易

- (B) 33. 當航管頒布的許可與法規抵觸時, 飛行員應做何處置?
(A)完全 Read back (B)請求航管釐清 (C)不接受此許可

原始題號:0011085 題組:0 難易度:易

- (B) 34. 何謂航管指示(ATC instruction)?
(A)同航管許可(ATC clearance) (B)航管延伸的指示, 需要航機作出特定的處置 (C)必須完整"read back"而確認生效

原始題號:0011086 題組:0 難易度:易

- (A) 35. 航機以GPS為導航裝備, 其導航能力應視為?
(A)RNAV equipped. (B)Astrotracker equipped. (C)FMS/EFIS equipped.

原始題號:0011052 題組:0 難易度:易

- (C) 36. Which observed target aircraft would be of most concern with respect to collision avoidance?
(A)One which appears to be ahead and moving from left to right at high speed.
(B)One which appears to be ahead and moving from right to left at slow speed.
(C)One which appears to be ahead with no lateral or vertical movement and is increasing in size.

原始題號:0011053 題組:0 難易度:易

- (C) 37. After an ATC clearance has been obtained, a pilot may not deviate from that clearance, unless the pilot ?
(A)request an amended clearance (B)is operating VFR on top (C)request an amended clearance or has an emergency

原始題號:0011054 題組:0 難易度:易

- (C) 38. To scan properly for traffic, a pilot should?
(A)slowly sweep the field of vision from one side to the other side at intervals
(B)concentrate on any peripheral movement detected (C)use a series of short, regularly spaced eye movements that bring successive areas of the sky into the central visual field

原始題號:0011055 題組:0 難易度:易

- (C) 39. When planning for an emergency landing at night, one of the primary consideration should include?
(A)landind without flaps to ensure a nose-high landing attitude at touch down
(B)turning off all electrical switches to save battery power for landing
(C)selecting a landing area close to public access, if possible

原始題號:0011056 題組:0 難易度:易

- (C) 40. Which range of codes should a pilot avoid switching through when changing transponder codes?
(A) 0000 through 1000. (B) 7200 and 7500 series. (C) 7500, 7600, and 7700 series.

原始題號:0011057 題組:0 難易度:易

- (B) 41. What airport condition is reported by the tower when more than one wind condition at different positions on the airport is reported?
(A)Light and variable. (B)Wind shear. (C)Frontal passage.

原始題號:0011058 題組:0 難易度:易

- (A) 42. What minimum condition is suggested for declaring an emergency?
(A)Anytime the pilot is doubtful of a condition that could adversely affect flight safety. (B)When fuel endurance or weather will require an en route or landing priority. (C)When distress conditions such as fire, mechanical failure, or structural damage occurs.

原始題號:0011059 題組:0 難易度:易

- (B) 43. What is the advantage of a three-bar VASI?
(A)A- Pilots have a choice of glide angles. (B)B- A normal glide angle is afforded both high and low cockpit aircraft. (C)C- The three-bar VASI is much more visible and can be used at a greater height.

原始題號:0011060 題組:0 難易度:易

- (B) 44. What DME indications should a pilot observe when directly over a VORTAC site at 12,000 feet?
(A) 0 DME miles. (B) 2 DME miles. (C)2.3 DME miles.

原始題號:0011061 題組:0 難易度:易

- (A) 45. Where does the DME indicator have the greatest error between the ground distance and displayed distance to the VORTAC?
(A)High altitudes close to the VORTAC. (B) Low altitudes close to the VORTAC. (C) Low altitudes far from the VORTAC.

原始題號:0011062 題組:0 難易度:易

- (B) 46. Which pressure is defined as station pressure?
(A)Altimeter setting. (B) Actual pressure at field elevation. (C) Station barometric pressure reduced to sea level.

原始題號:0011063 題組:0 難易度:易

- (C) 47. Airport information signs, used to provide destination or information, have
(A)A- yellow inscriptions on a black background. (B)B- white inscriptions on a black background. (C)C- black inscriptions on a yellow background.

原始題號:0011064 題組:0 難易度:易

- (C) 48. Each crewmember shall have readily available for individual use on each flight
a
(A) key to the flight deck door. (B)certificate holder's manual. (C) flashlight in good working order.

原始題號:0011065 題組:0 難易度:中

(B) 49. How can the pilot increase the rate of turn and decrease the radius at the same time?

(A)A- Steepen the bank and increase airspeed. (B)B- Steepen the bank and decrease airspeed. (C)C- Shallow the bank and increase airspeed.

原始題號:0011066 題組:0 難易度:中

(A) 50. What is the relationship of the rate of turn with the radius of turn with a constant angle of bank but increasing airspeed?

(A)A- Rate will decrease and radius will increase. (B)B- Rate will increase and radius will decrease. (C)C- Rate and radius will increase.

原始題號:0011067 題組:0 難易度:易

(B) 51. What is the hijack code?

(A)7200 (B)7500 (C)7777

原始題號:0011068 題組:0 難易度:易

(B) 52. If severe turbulence is encountered, which procedure is recommended?

(A)Maintain a constant altitude. (B) Maintain a constant attitude. (C) Maintain constant airspeed and altitude.

原始題號:0011069 題組:0 難易度:易

(A) 53. Which type of weather can only be directly observed during flight and then reported in a PIREP?

(A)Turbulence and structural icing. (B)Jetstream-type winds and icing. (C)Level of the tropopause and turbulence.

原始題號:0011070 題組:0 難易度:易

(B) 54. What does the Precision Approach Path Indicator (PAPI) consist of?

(A)Row of four lights parallel to the runway; red, white, and green. (B)Row of four lights perpendicular to the runway; red and white. (C) One light projector with two colors; red and white.

原始題號:0011071 題組:0 難易度:易

(A) 55. Which flight conditions of a large jet airplane create the most severe flight hazard by generating wingtip vortices of the greatest strength?

(A)Heavy, slow, gear and flaps up. (B)Heavy, slow, gear and flaps down. (C) Heavy, fast, gear and flaps down.

原始題號:0011072 題組:0 難易度:易

(A) 56. Hazardous vortex turbulence that might be encountered behind large aircraft is created only when that aircraft is

(A)developing lift. (B) operating at high airspeeds. (C) using high power settings.

原始題號:0011073 題組:0 難易度:易

- (B) 57. To avoid the wingtip vortices of a departing jet airplane during takeoff, the pilot should
(A) lift off at a point well past the jet airplane's flightpath. (B) climb above and stay upwind of the jet airplane's flightpath. (C) remain below the flightpath of the jet airplane.

原始題號:0011074 題組:0 難易度:易

- (B) 58. When instructed by ATC to 'Hold short of a runway (ILS critical area, etc.)', the pilot should stop
(A) with the nose gear on the hold line. (B) so that no part of the aircraft extends beyond the hold line. (C) so the flight deck area of the aircraft is even with the hold line.

原始題號:0011075 題組:0 難易度:易

- (B) 59. What minimum aircraft equipment is required for operation within Class C airspace?
(A) Two-way communications. (B) Two-way communications and transponder. (C) Transponder 及 DME.

原始題號:0011076 題組:0 難易度:易

- (A) 60. What services are provided for aircraft operating within Class C airspace?
(A) Sequencing of arriving aircraft, separation of aircraft (except between VFR aircraft), and traffic advisories. (B) Sequencing of arriving aircraft (except VFR aircraft), separation between all aircraft, and traffic advisories. (C) Sequencing of all arriving aircraft, separation between all aircraft, and traffic advisories.

原始題號:0011077 題組:0 難易度:易

- (C) 61. What action should a pilot take if asked by ARTCC to 'VERIFY 9,000' and the flight is actually maintaining 8,000?
(A) Immediately climb to 9,000. (B) Report climbing to 9,000. (C) Report maintaining 8,000.

原始題號:0011078 題組:0 難易度:易

- (C) 62. Pilots should notify controllers on initial contact that they have received the ATIS broadcast by?
(A) stating 'Have Numbers'. (B) stating 'Have Weather'. (C) repeating the alphabetical code word appended to the broadcast.

原始題號:0011079 題組:0 難易度:易

- (B) 63. What is the primary purpose of a STAR?
(A) Provide separation between IFR and VFR traffic. (B) Simplify clearance delivery procedures. (C) Decrease traffic congestion at certain airports.

原始題號:0011080 題組:0 難易度:易

(A) 64. When does ATC issue a STAR?

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

原始題號:0011081 題組:0 難易度:易

(B) 65. What action is expected of an aircraft upon landing at a controlled airport?

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

原始題號:0011082 題組:0 難易度:易

(A) 66. What is the pilot's responsibility for clearance or instruction readback?

(A)read back altitude assignments, altitude restrictions, and vectors. Altitudes contained in SIDs charted procedures, should not be read back unless they are specifically stated by the controller. (B)If the clearance or instruction is understood, an acknowledgment is sufficient. (C)Read back the entire clearance or instruction to confirm the message is understood. Altitudes contained in SIDs chart, should be included in read back even the controller does not state that altitude.

原始題號:0011083 題組:0 難易度:中

(C) 67. Except during an emergency, when can a pilot expect landing priority?

(A)When cleared for an IFR approach. (B)When piloting a large, heavy aircraft. (C)In turn, on a first-come, first-serve basis.

原始題號:0011084 題組:0 難易度:易

(B) 68. What action should a pilot take when a clearance is received from ATC that appears to be contrary to a regulation?

(A)Read the clearance back in its entirety. (B) Request a clarification from ATC. (C)Do not accept the clearance.

原始題號:0011085 題組:0 難易度:易

(B) 69. An ATC 'instruction'

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

原始題號:0011086 題組:0 難易度:易

(A) 70. Aircraft navigating by GPS are considered, on the flight plan, to be

(A)RNAV equipped. (B)Astrotracker equipped. (C)FMS/EFIS equipped.