

(A32) MPL飛航管理程序

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- (B) 1. 下列在Class A空域之飛航操作敘述何者正確？
(A)航機必須配備合法之測距裝備 (B)必須執行儀器飛航操作 (C)航機必須配備合法之航空識別器

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- (B) 2. 下列在Class A空域之飛航操作敘述何者正確？
(A)航機必須配備許可之測距裝備 (B)航機必須配備許可之航空識別器及高度回報裝置
(C)可以執行目視飛航操作

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- (B) 3. 下列在Class B空域之飛航操作敘述何者正確？
(A)除非PIC具有儀器飛航執照，否則不得執行目視飛航 (B)飛行員在進入該空域操作前必須得到航管許可 (C)單飛之學生飛行員不得於該空域操作

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- (B) 4. 下列在Class B空域操作之飛行員持照需求敘述何者正確？
(A)PIC必須持有私人以上之執照以及儀器飛航執照 (B)PIC必須持有私人以上之執照
(C)單飛之學生飛行員不得於該空域操作

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- (A) 5. 在Class B空域操作必須裝備下列何種航空器識別器？
(A)具有4094碼，S模式及C模式功能 (B)除非在離地面1000呎以下操作並得到航管許可，否則必須具有4094碼 (C)飛航操作需要有3英里以上的能見度

原始題號:0012731 題組:0 難易度:中

- (A) 6. 下列在Class B空域之飛航操作敘述何者正確？
(A)航機必須配備合法之航空器識別器及高度回報裝置 (B)PIC必須持有私人以上之執照以及儀器飛航執照 (C)PIC必須持有學生以上執照

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- (B) 7. 下列何者為Class B空域下的最高空指示空速？
(A)156海浬 (B)200海浬 (C)230海浬

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- (B) 8. 除非得到航管許可，在離地2500呎及以下且距離主要機場4海浬範圍內之Class C或D空域內，最高指示空速為
(A)180海浬 (B)200海浬 (C)230海里

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- (B) 9. 如果特定操作下之最低安全速度，大於CFR Part 91所規範之最高速限
(A)飛行員必須得到管制員之許可備忘錄 (B)航機可於其最低速度操作 (C)飛行員必須得到航管人員之書面同意

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- (B) 10. 飛離或飛抵Class C空域下，無塔台管制之衛星機場，下列敘述何者正確？
(A)在起飛前，飛行員必須建立並保持與航管人員之通訊 (B)航機必須配備合法之航空器識別器及高度回報裝置 (C)在落地前，飛行員必須建立並保持與航管人員之通訊

原始題號:0012736 題組:0 難易度:中

- (A) 11. 飛離或飛抵Class C空域下，無塔台管制之衛星機場，下列敘述何者正確？
(A)在進入該空域前，飛行員必須建立並保持與航管人員之通訊 (B)航機必須配備合法之航空器識別器 (C)在起飛前，飛行員必須建立並保持與航管人員之通訊

原始題號:0012737 題組:0 難易度:中

- (B) 12. 在一些沒有能見度報告之Class D空域機場，以特種目視條件起降之航機操作
(A)不允許 (B)得在飛航能見度1英里以上操作 (C)僅能在地面能見度3英里以上操作

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- (A) 13. 在Class D空域機場，以特種目視條件執行起降之航機其目視條件為何？
(A)不得進雲，地面能見度1英里以上 (B)在雲幕下500呎，地面能見度1英里以上 (C)不得進雲，飛航能見度1海里以上

原始題號:0012739 題組:0 難易度:中

- (C) 14. 夜間於Class D空域，以特種目視條件操作之條件為何？
(A)飛行員必須持有儀器執照，但航機不需具有儀器飛航設備，只要天氣條件在特別目視條件天候以上 (B)該Class D空域必須經特別指定為夜間使用 (C)飛行員必須持有儀器執照，航機亦需具有儀器飛航設備

原始題號:0012740 題組:0 難易度:中

- (B) 15. 下列何種空域，其內的機場在無塔台管制下會改變空域條件？
(A)Class D空域將變為Class C空域 (B)Class D空域將變為Class E空域 (C)Class B空域

原始題號:0012741 題組:0 難易度:中

- (C) 16. 於Class E空域具有航管設施之機場附近操作時，飛行員必須於下列何情況前建立通訊？
(A)5海里以內，離地3000呎含以下 (B)5海里以內，離地3000呎含以下 (C)4海里以內，離地2500呎含以下

原始題號:0012742 題組:0 難易度:中

- (A) 17. 於Class G空域無塔台設施之機場進場落地，飛行員必須
(A)除非特別標示，所有的轉向必須向左 (B)在800呎高度飛航左機場航線 (C)在800呎高度進入並飛航飛行路線

原始題號:0012743 題組:0 難易度:中

- (B) 18. 除了夏威夷地區，聯邦低高度航路範圍
(A)自離地700呎開始，延伸至海平面14500呎不含以下 (B)自離地1200呎開始，延伸至海平面18000呎不含以下 (C)自離地1200呎開始，延伸至海平面14500呎不含以下

原始題號:0012744 題組:0 難易度:中

- (B) 19. 目視飛航條件下接近作為導航功用之極高頻多向導航台時應該要
(A)做90度之左轉及右轉確認有無其他航機 (B)保持警戒以免其他與其他接近極高頻多向導航台之飛機過於接近本機 (C)在極高頻多向導航台之右方通過，讓反向飛行之航機也由其右方通過

原始題號:0012745 題組:0 難易度:中

- (B) 20. 如果飛機在下何列條下飛行，需要為每一位乘員配備助漂裝備？
(A)水陸兩用機離岸50海里以上 (B)離岸距離超過無動力滑翔距離 (C)離岸50英里以上

原始題號:0012746 題組:0 難易度:中

- (C) 21. 根據14 CFR part 91，客艙壓力達何高度以上之飛行，飛航組員必須使用輔助氧氣，且其量必須達到30分鐘以上？
(A)海平面10500呎到12500呎包含 (B)海平面12000呎到18000呎包含 (C)海平面12500呎到14000呎包含

原始題號:0012747 題組:0 難易度:中

- (C) 22. 客艙壓力高度在海平面15000呎以上時之氧氣規定：
(A)飛航組員必須有氧氣可供使用 (B)如果是操作氣球，則任何高度都不須氧氣 (C)飛航組員及乘客都必須有輔助氧氣系統可供使用

原始題號:0012748 題組:0 難易度:中

- (B) 23. 在Class C, D及E空域，海平面6500呎，目視飛航的能見度及雲幕限制為：
(A)1英里能見度，不得進雲 (B)3英里能見度，在雲的1000呎之上或500呎之下 (C)5英里能見度，在雲的1000呎之上或1000呎之下

原始題號:0012749 題組:0 難易度:中

- (C) 24. 區域飛航圖中，使用藍色或紫色標示機場之敘述何者正確？
(A)Class A, B和C空域有塔台的機場為藍色，Class D和E空域為紫色 (B)Class C, D和E空域有塔台的機場為紫色 (C)Class B, C, D和E空域有塔台的機場為紫色

原始題號:0012750 題組:0 難易度:中

- (C) 25. 區域飛航圖中，使用藍色虛線標示機場周圍，代表此區域為
(A)特種目視飛航條件空域 (B)Class B空域 (C)Class D空域

原始題號:0012751 題組:0 難易度:中

- (A) 26. 在美國不包含2500呎以下，在何高度以上操作時必須配備Mode C功能之航空器識別器？
(A)海平面10000呎 (B)海平面12500呎 (C)海平面14500呎

原始題號:0012752 題組:0 難易度:中

- (A) 27. 和條件下操作需要配備有高度回報功能之航空器識別器？
(A)Class A, Class B和Class C空域 (B)美國地區（包含哥倫比亞特區），10000呎含以上 (C)答案A及B皆正確

原始題號:0012753 題組:0 難易度:中

- (A) 28. 若儀器進場有DH或MDA標示，則除非有下列何種條件，否則飛機不得繼續進場？
(A)飛機可以一直維持在適當的進場位置，直到可以於跑道正常落地 (B)飛行員可以目視進場及跑道燈 (C)能見度和雲幕高皆高於法規之最低標準

原始題號:0012754 題組:0 難易度:中

- (B) 29. 如果儀器飛航條件下之飛行計畫沒有合規定之備降站，且目的地機場沒有儀器進場程序，則目的地天氣在抵達時應該高於
(A)雲幕高2000呎，能見度3英里 (B)雲幕高及能見度符合基本目視飛航規定 (C)雲幕高1000呎，能見度3英里

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- (B) 30. 如果儀器飛航條件下之飛行計畫具有備降站，需攜帶航路至落地的燃油，目的地至備降站的燃油，以及之後多少分鐘的燃油？
(A)慢速巡航30分鐘 (B)正常速度巡航45分鐘 (C)正常速度巡航1小時

原始題號:0012756 題組:0 難易度:中

- (C) 31. 美國籍的航空器，在何地區飛航時，不得攜帶會干擾導航或通訊裝備的行動式電器？
(A)聯邦航路上 (B)美國境內 (C)任何空運操作下

原始題號:0012757 題組:0 難易度:中

- (A) 32. 美國籍的航空器，在何地區飛航時，不得攜帶會干擾導航或通訊裝備的行動式電器？
(A)儀器飛航條件下 (B)載人之空運操作 (C)聯邦航路上

原始題號:0012758 題組:0 難易度:中

- (A) 33. 在14 CFR part 91規定中，商用駕駛執行PIC任務時，在多久時間以內必須完成飛行或熟飛？
(A)24個日曆月 (B)12個日曆月 (C)6個日曆月

原始題號:0012759 題組:0 難易度:中

- (A) 34. 商用駕駛執照有沒有失效期限？
(A)沒有失效期限。 (B)有的，發證當月的24個月底之後即失效。 (C)沒有，但是如果12個月內沒有飛行或熟飛即失效。

原始題號:0012760 題組:0 難易度:中

- (A) 35. 民航機之PIC於飛行中不得空投任何物品
(A)如果可能危害到人或物品的話 (B)除非PIC已經被許可可在私人區域空投 (C)除非空投前已經有預警以避免傷害

原始題號:0012761 題組:0 難易度:中

- (B) 36. 何種飛行在飛行前必須要有天氣及油量的考量？
(A)任何有報償或租賃的飛行 (B)任何不在機場附近的操作都需要 (C)只有儀器飛航條件下需要

原始題號:0012762 題組:0 難易度:中

- (A) 37. 如果發現機上之航空器識別器未被測試或檢視過，而且已經過期，則是否可以使用？
(A)不得使用 (B)只能在Class G空域使用 (C)只能用於目視飛航條件下之飛行

原始題號:0012763 題組:0 難易度:中

(A) 38. 對於使用氣象雷達判斷天氣狀況之敘述何者正確？

- (A)雷達顯示不保證一定可以避免儀器飛航狀況下的所有天氣 (B)如果避開強大的回波，則可以保證不會遭遇冰雹 (C)飛在雷達回波間的空白區域，代表也可以以目視方式看到暴風雲層區域

原始題號:0012764 題組:0 難易度:中

(B) 39. 如果儀器飛航條件下之飛行計畫沒有合規定之備降站，但目的地機場具有儀器進場程序，則目的地天氣在抵達時應該高於

- (A)如果目的地機場有精確進場設施，則雲幕高600呎，能見度2海浬 (B)如果目的地機場沒有精確進場設施，則雲幕高800呎，能見度2海浬 (C)如果目的地機場沒有精確進場設施，則雲幕高800呎，能見度2海浬

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(C) 40. 於B類空域主要機場起飛，距機場3.5浬，高度1700呎時，指示空速不可大於多少？

- (A)200哩 (B)230哩 (C)250哩

原始題號:0012766 題組:0 難易度:易

(A) 41. 在C類空域內飛行飛行員及飛機需具備：

- (A)對飛行員無要求但須建立雙方通信 (B)私人飛行執照及建立雙方通信 (C)私人飛行執照及建立雙方通信以及TSO-C74b答詢器

原始題號:0012767 題組:0 難易度:易

(B) 42. 當管制員指示 " 在跑道外等待 " (ILS保護區) 飛行員應停在：

- (A)鼻輪停在等待線上 (B)飛機之機身皆在等待線外 (C)駕駛艙與等待線同一位置

原始題號:0012768 題組:0 難易度:易

(C) 43. 待命位置標記 (holding position signs) 為：

- (A)紅底白字 (B)白底紅字 (C)紅底黃字

原始題號:0012769 題組:0 難易度:易

(B) 44. 跑道待命位置 (runway hold position) 標記表示

- (A)跑道間交叉處 (B)滑行道入跑道處 (C)一保護進場航機之區域

原始題號:0012770 題組:0 難易度:易

(C) 45. 機場航情標記 (airport information signs) ，用來提供目的地或相關資訊。為：

- (A)黑底黃字 (B)黑底黑字 (C)黃底黑字

原始題號:0012771 題組:0 難易度:易

(B) 46. 當在C類空域操作時之飛機最低裝備需求為？

- (A)雙方通信 (B)雙方通信及航空器識別器 (C)航空器識別器及測距裝備

原始題號:0012772 題組:0 難易度:易

(C) 47. 駕駛員如何在夜間辨識軍用機場？

- (A)綠色，黃色以及白色的旋轉燈 (B)白色及紅色旋轉燈伴隨雙白閃燈 (C)綠色及白色旋轉燈伴隨雙白閃燈

原始題號:0012773 題組:0 難易度:易

(A) 48. 駕駛員如何在夜間辨識直昇機機場？

(A)綠色，黃色以及白色的旋轉燈 (B)白色及紅色旋轉燈伴隨雙白閃燈 (C)綠色及白色旋轉燈伴隨雙白閃燈

原始題號:0012774 題組:0 難易度:易

(B) 49. 三排目視進場指示器之優點為何？

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

原始題號:0012775 題組:0 難易度:易

(C) 50. 三排目視進場指示器之高下滑角一般是為何種飛機使用

(A)高性能飛機 (B)直昇機 (C)高駕艙飛機

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(B) 51. 高性能飛機之駕駛員應注意大於平常下滑角度的操作因為會導致

(A)重落地 (B)增加落地滾行距離 (C)跑道入口點之短落地

原始題號:0012777 題組:0 難易度:易

(B) 52. 三色目視進場指示器之組成為何？

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

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(B) 53. 三色目視進場指示器"高"之指示顏色為何？

(A)紅色 (B)琥珀色 (C)綠色

原始題號:0012779 題組:0 難易度:易

(C) 54. 三色目視進場指示器"於下滑道上"之指示顏色為何？

(A)紅色 (B)琥珀色 (C)綠色

原始題號:0012780 題組:0 難易度:易

(A) 55. 三色目視進場指示器"低"之指示顏色為何？

(A)紅色 (B)琥珀色 (C)綠色

原始題號:0012781 題組:0 難易度:易

(A) 56. 三色目視進場指示器晚間之正常距離為何？

(A)5哩. (B)10哩. (C)15哩.

原始題號:0012782 題組:0 難易度:易

(A) 57. 精確性進場滑降指示器之指示為何？

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

原始題號:0012783 題組:0 難易度:易

(A) 58. 儀器飛行何時需要配備測距儀？

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

原始題號:0012784 題組:0 難易度:易

(B) 59. 特定儀器進場之能見度規範跑道視程標準為40，何種最低之地面能見度可替代跑道視程？

(A)5/8 哩 (B)3/4 哩 (C)7/8 哩

原始題號:0012785 題組:0 難易度:易

(B) 60. 如果預計操作跑道之能見度規範為跑道視程32且並未發佈時，何種最低地面能見度可代替跑道視程？

(A)3/8 哩 (B)5/8 哩 (C)3/4 哩

原始題號:0012786 題組:0 難易度:易

(A) 61. 當該跑道視程沒有發佈時最低可用之地面能見度以替代跑道視程16之規定為何？

(A)1/4 哩 (B)3/4 哩 (C)3/8 哩

原始題號:0012787 題組:0 難易度:易

(A) 62. 假設所有ILS裝備正常所需之目視參考點無法取得時，迷失進場需於何時執行？

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

原始題號:0012788 題組:0 難易度:易

(B) 63. 當駕駛員被雷達引導於非公布路線時收到"許可進場"許可時應？

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

原始題號:0012789 題組:0 難易度:易

(B) 64. 如果被雷達引導致公布儀器進場之最後進場航道但有"NO PT"字眼時駕駛員應

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

原始題號:0012790 題組:0 難易度:易

(A) 65. 緊急情況發生但未違反任何規定之情況何時航管單位可要求一份詳細之報告

(A)當被給予優先權時 (B)任何時間當有緊急情況發生時 (C)當在管制空域有緊急情況發生時

原始題號:0012791 題組:0 難易度:易

(C) 66. 往復式飛機在B類空域內操作之最大指示空速為？

(A)180 哩 (B)230 哩 (C)250 哩

原始題號:0012792 題組:0 難易度:易

(B) 67. 往復式飛機在B類空域以下操作之最大指示空速為？

(A)180 哩 (B)250 哩 (C)230 哩

原始題號:0012793 題組:0 難易度:易

(B) 68. 渦輪式飛機在平均海平面高度10,000呎以下操作之最大指示空速為？

(A)288 哩 (B)250 哩 (C)230 哩

原始題號:0012794 題組:0 難易度:中

(B) 69. 民航機何時必須有DME的裝備？

(A)所有在 Class E 的 IFR 航機，及操作VFR on Top 的航機 (B)當航機必須要配備 VOR 接收器時 (C)在 FL 180 以上操作的航機

原始題號:0012795 題組:0 難易度:中

- (C) 70. 當航行路線計畫使用NDB時, 考量到裝備可能失效, 飛行員應注意?
(A)航機必須有足夠的油料, 並以VOR導航飛至適合的備降場並落地 (B)航機必須能使用其他的導航配備返回起飛站 (C)航機必須有足夠的油料, 並依靠剩餘的無線電系統, 以VOR導航飛至適合的備降場並完成儀器進場

原始題號:0012796 題組:0 難易度:中

- (A) 71. 當民航機使用單一ADF接受器進行IFR飛行時, 若ADF失效則?
(A)航機必須依靠剩餘的無線電系統, 以VOR導航安全地飛至適合的備降場並完成儀器進場 (B)使用推算導航的方式繼續飛至目的地機場 (C)航機必須以VOR導航飛至適合的備降場並落地

原始題號:0012797 題組:0 難易度:中

- (A) 72. 下車何種航機派遣須確保氣象雷達操作正常?
(A)夜間VFR且航路天氣會遭遇 scattered thunderstorms (B)載客飛行, 但不包括全貨機飛行 (C)執行IFR飛行, 且航管可提供雷達引導以避開天氣

原始題號:0012798 題組:0 難易度:中

- (A) 73. 航路上所必需的特別導航裝備清單記載於?
(A)Air Carrier's Operations Specifications. (B)International Flight Information Manual. (C)Airplane Flight Manual.

原始題號:0012799 題組:0 難易度:中

- (B) 74. IFR跑道的 HIRL 或 MIRL與VFR跑道比較, 有何優點?
(A)燈光較密集易於與周邊其他燈光做區別 (B)跑道的最後2000呎, 橘色燈光會取代白燈以作為警示區 (C)跑道的最後3000呎, 會以紅白相間的燈光作為警示區

原始題號:0012800 題組:0 難易度:中

- (B) 75. 高性能航機的飛行員在參考大下滑角VASI下降時應注意何風險?
(A)重落地 (B)落地滾行距離增加 (C)跑道頭前著陸

原始題號:0012801 題組:0 難易度:中

- (C) 76. 大下滑角的 Three-bar VASI是設計給何種航機使用?
(A)高性能航機 (B)直昇機 (C)高駕駛艙航機

原始題號:0012802 題組:0 難易度:中

- (A) 77. 往復引擎飛機, 飛時2小時, 客艙高度保持12000英呎, 該航機必須保留多少備用的氧氣?
(A)足以供應30分鐘給全體乘客的百分之十 (B)足以供應1.5小時給全體乘客的百分之十 (C)每名乘客30分鐘的氧氣量

原始題號:0012803 題組:0 難易度:中

- (B) 78. 客艙高度在多少以上, 必須全程提供乘客氧氣?
(A) 15,000 feet. (B)16,000 feet. (C) 14,000 feet.

原始題號:0012804 題組:0 難易度:中

- (C) 79. 因緊急狀況發生, 航機偏離相關法規規範, 誰應提供書面報告?
(A)機長 (B)派遣 (C)宣告緊急狀況者

原始題號:0012805 題組:0 難易度:中

- (B) 80. 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:0012806 題組:0 難易度:中

- (A) 81. 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:0012807 題組:0 難易度:中

- (C) 82. 飛行員在IMC情況並正處於雷達引導中, 若與航管通話失效, 應做何處置?
(A)直飛IFR flight plan下一個航點, 並繼續照計劃飛行 (B)Squawk 7700並爬高至VFR飛行狀況 (C)直飛雷達引導所指示的航點或航路

原始題號:0012808 題組:0 難易度:中

- (A) 83. 當使用flight director system, 在待命航線內轉彎時, 飛行員應達到多少坡度或轉彎率?
(A)每秒3度, 或坡度25度, 取較小者 (B)每秒3度, 或坡度30度, 取較小者 (C)每秒1.5度或坡度25度, 取較小者

原始題號:0012809 題組:0 難易度:中

- (C) 84. 在軍機操作空域內(MOA), 誰應負責空中避撞?
(A)戰管 (B)航管 (C)飛行員

原始題號:0012810 題組:0 難易度:中

- (C) 85. 何種情況下飛行員可以在飛行結束前取消 IFR flight plan?
(A)任何時間, 當航管許可將可能違反法規時 (B)任何時間, 在管制空域內與航管聯絡時 (C)VFR conditions, 且不在 Class A airspace.

原始題號:0012811 題組:0 難易度:中

- (B) 86. 當航管雷達引導航機穿過IFR進場五邊時, 飛行員應做何處置?
(A)保持雷達引導的航向, 直到航管進一步指示 (B)告知航管航機正穿過五邊 (C)轉向五邊繼續進場, 並在波道上廣播航機已繼續進場

原始題號:0012812 題組:0 難易度:中

- (C) 87. 飛行員應如何描述 braking action?
(A)0, 50%, 75%, 100% (B)Zero-zero, fifty-fifty, or normal. (C)Nil, poor, fair or good.

原始題號:0012813 題組:0 難易度:中

- (C) 88. 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:0012814 題組:0 難易度:中

- (C) 89. 若航管要求航機調整空速且會超出航機的操作範圍, 飛行員應做何處置?
(A)盡量配合調整到航管要求的空速, 但不超限 (B)盡量長時間保持在預劃的空速後, 再向航管請求合理的空速 (C)告知航管航機能保持的空速

原始題號:0012815 題組:0 難易度:中

- (C) 90. 在執行ILS進場時,何種情況下一定要執行迷失進場?
(A)在DH時無法清楚目視跑道 (B)到達DH且已過進場圖所標示的迷失進場時間,無法清楚目視跑道環境 (C)在DH時無法清楚目視任何目視參考 (visual references),或之後的任何時間無法保持目視
- 原始題號:0012816 題組:0 難易度:中
- (B) 91. 當航管在雷達引導至 "NO PT" 的儀器進場時,飛行員應?
(A)提醒航管,航機將不會執行程序轉彎 (procedure turn) (B)不執行程序轉彎 (procedure turn),除飛航管特別指示 (C)執行待命航線式的程序轉彎 (procedure turn)
- 原始題號:0012817 題組:0 難易度:中
- (B) 92. 當航管許可ILS進場後,應飛何種高度?
(A)下降至 procedure turn的高度 (B)保持最後指定高度,直到攔截到各進場邊的指定高度 (C)建立在五邊後即可下降
- 原始題號:0012818 題組:0 難易度:中
- (C) 93. 航機正遭遇45kt頂風,若再遇上Microburst,最大風切可達幾哩?
(A) 40 knots. (B)80 knots. (C)90 knots.
- 原始題號:0012819 題組:0 難易度:易
- (A) 94. 當到達clearance limit時,飛行員應報告哪些事項?
(A)到達時間,與當時高度/空層 (B)到達時間,與當時高度/空層,及預期的待命速度 (C)到達時間,與當時高度/空層,預期的待命速度,及 inbound leg length
- 原始題號:0012820 題組:0 難易度:易
- (A) 95. Class C airspace提供航機何種服務?
(A)到場航機的順序,隔離(不含 VFR航機),及traffic advisories (B)到場航機的順序(不含 VFR航機),所有航機的隔離,及traffic advisories (C)到場航機的順序,所有航機的隔離,及traffic advisories
- 原始題號:0012821 題組:0 難易度:易
- (C) 96. 當航管許可side-step maneuver進場時,飛行員應何時開始做 side-step?
(A)下降至DH時 (B)MDA或環繞進場 (C)目視跑道環境後儘快執行
- 原始題號:0012822 題組:0 難易度:易
- (C) 97. 簡化的航路許可"Cleared as filed",至少要包括那些資訊?
(A)Clearance limit及航路高度 (B)Clearance limit, 航路高度及 SID (C)目的地機場, 航路高度及 SID
- 原始題號:0012823 題組:0 難易度:易
- (A) 98. 何種情況下飛行員會收到包含"某時間後失效"的許可?
(A)在無管制的機場 (B)當執行"Gate hold"程序時 (C)當開車前收到許可時
- 原始題號:0012824 題組:0 難易度:易
- (C) 99. 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:0012825 題組:0 難易度:易

(A) 100. IFR的航路上何時需做位置報告?

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

原始題號:0012826 題組:0 難易度:易

(C) 101. IFR 有 radar contact,何者為強制報告項目?

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

原始題號:0012827 題組:0 難易度:易

(A) 102. IFR 進場時若無 radar contact,何者為強制報告項目?

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

原始題號:0012828 題組:0 難易度:易

(C) 103. 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:0012829 題組:0 難易度:易

(A) 104. 申請及請求 IFR flight plan應間隔多少時間?

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

原始題號:0012830 題組:0 難易度:易

(B) 105. 非標準航路的直飛路線在 IFR flight plan應如何表示?

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

原始題號:0012831 題組:0 難易度:易

(A) 106. 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:0012832 題組:0 難易度:易

(C) 107. 當航管雷達引導至IFR五邊進場時, 飛行員應於何時下降至 published altitudes?

(A)當航機建立在進場圖之指定航段後 (B)當航機近於進場邊10哩以內 (C)僅於得到航管進場許可後

原始題號:0012833 題組:0 難易度:易

(A) 108. 當雷達引導IFR進場至無管制機場, 何時為雷達引導結束?

(A)直到落地, 或告知切換至 advisory frequency (B)當對正 final approach course (C)當許可進場時

原始題號:0012834 題組:0 難易度:易

(B) 109. 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:0012835 題組:0 難易度:易

(A) 110. 飛行員應如何覆誦航管許可或指示?

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

原始題號:0012836 題組:0 難易度:易

(C) 111. 為確保能得到航管優先, 執行空中救護的航機應將"LIFEGUARD" 注明於飛航計劃之何處?

(A)機型及特殊裝備 (B) 駕駛員名字 (C) 駕駛員名字和地址

原始題號:0012837 題組:0 難易度:易

(C) 112. 飛行員應如何描述 braking action?

(A)0, 50%, 75%, 100% (B)Zero-zero, fifty-fifty, or normal. (C)Nil, poor, fair or good.

原始題號:0012838 題組:0 難易度:易

(B) 113. 何謂PRM(Precision Runway Monitoring)?

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

原始題號:0012839 題組:0 難易度:易

(C) 114. 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:0012840 題組:0 難易度:易

(C) 115. 若航管要求航機調整空速且會超出航機的操作範圍, 飛行員應做何處置?

(A)盡量配合調整到航管要求的空速, 但不超限 (B)盡量長時間保持在預劃的空速後, 再向航管請求合理的空速 (C)告知航管航機能保持的空速

原始題號:0012841 題組:0 難易度:易

(C) 116. 在執行ILS進場時, 何種情況下一定要執行迷失進場?

(A)在DH時無法清楚目視跑道 (B)到達DH且已過進場圖所標示的迷失進場時間, 無法清楚目視跑道環境 (C)在DH時無法清楚目視任何目視參考 (visual references), 或之後的任何時間無法保持目視

原始題號:0012842 題組:0 難易度:易

(B) 117. 當航管在雷達引導至 "NO PT" 的儀器進場時, 飛行員應?

(A)提醒航管, 航機將不會執行程序轉彎 (procedure turn) (B)不執行程序轉彎 (procedure turn), 除飛航管特別指示 (C)執行待命航線式的程序轉彎 (procedure turn)

原始題號:0012843 題組:0 難易度:易

(A) 118. ILS功能正常下, 無法目視跑道, 應於何時執行迷失進場?

(A)在下滑道上到達DH時 (B)到達目視下降點時(visual descent point) (C)到達進場圖所標示的迷失進場時間

原始題號:0012844 題組:0 難易度:易

- (B) 119. 當航管在雷達引導至 unpublished route 並發給 "cleared for approach", 航機應?
(A) 下降至 MVA (minimum vector altitude) (B) 保持最後指定高度, 直到建立進場邊上 (C) 下降到 IAF (initial approach fix) 的高度

原始題號:0012845 題組:0 難易度:易

- (C) 120. 當使用 ALSF-1 approach light system 為主要目視參考時, 何時才能下降至 DH 或 MDA 以下?
(A) DH 或 MDA 以下, 不可參考 approach light system 到落地 (B) 可以繼續參考 approach light system 到落地 (C) 可以繼續參考 approach light system, 但不得低於 100 呎 (above touchdown zone)

原始題號:0012846 題組:0 難易度:易

- (B) 121. 當航管許可 ILS 進場後, 應飛何種高度?
(A) 下降至 procedure turn 的高度 (B) 保持最後指定高度, 直到攔截到各進場邊的指定高度 (C) 建立在五邊後即可下降

原始題號:0012847 題組:0 難易度:易

- (C) 122. 當決定轉降至備降場時, 最低的天氣標準為何?
(A) IFR 備降場天氣標準 (B) ETA 加減 1 小時內, 雲幕 2000 呎, 能見度 3 哩 (C) 實際儀器進場圖的落地天氣標準

原始題號:0012848 題組:0 難易度:易

- (B) 123. 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:0012849 題組:0 難易度:易

- (B) 124. 當航管許可 side-step maneuver 進場時, 飛行員應何時開始做 side-step?
(A) 下降至環繞進場高度 (circling approach) 時 (B) 目視跑道或機場後儘快執行 (C) 到達 MDA 且目視跑道後

原始題號:0012850 題組:0 難易度:易

- (B) 125. 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:0012851 題組:0 難易度:易

- (A) 126. 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:0012852 題組:0 難易度:易

- (B) 127. 如果你在大型航機落地後進行起飛, 應計劃於何處離地?
(A) 該機落地點之前 (B) 該機落地點之後 (C) 恰好在該機落地點, 並保持在跑道的上風邊緣

原始題號:0012853 題組:0 難易度:易

- (C) 128. IFR 飛行員應何時告知航管 "Minimum fuel"?
(A) 油量低於 IFR 所需油量 (B) 需要優先落地許可 (C) 剩餘油量無法接受進一步的延誤

原始題號:0012854 題組:0 難易度:易

(C) 129. "Minimum fuel" 對航管的意義是?

- (A) 航機需要航管優先 (B) 航機需要緊急就近落地 (C) 進一步的延遲將可能造成航機的緊急情況

原始題號:0012855 題組:0 難易度:易

(B) 130. 何種情況下航管會發佈安全警告(safety alerts)?

- (A) 有立即撞機的危險 (B) 當航機接近地面或地障時 (C) 極端的天氣, 風切或大冰雹

原始題號:0012856 題組:0 難易度:易

(B) 131. 劫機的 transponder codes 為何?

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

原始題號:0012857 題組:0 難易度:易

(C) 132. 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:0012858 題組:0 難易度:易

(B) 133. 當機場不同的位置出現不同的風向時, 塔台會如何報?

- (A) Light and variable 起風及風向不定. (B) Wind shear 風切. (C) Frontal passage 鋒面過境.

原始題號:0012859 題組:0 難易度:易

(A) 134. 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:0012860 題組:0 難易度:易

(C) 135. 何種的目視Traffic最可能有碰撞的疑慮?

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

原始題號:0012861 題組:0 難易度:易

(A) 136. 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:0012862 題組:0 難易度:易

(A) 137. 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:0012863 題組:0 難易度:易

(A) 138. 大型航機所產生的翼尖渦流的特性為何?

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

原始題號:0012864 題組:0 難易度:易

(B) 139. 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:0012865 題組:0 難易度:易

- (C) 140. 座艙通話記錄(CVR)及飛航資料記錄(FDR)的內容僅能用於何者用途?
(A)誰應為事故或意外負責. (B)民事賠償或認證的證據 (C)造成事故或意外的可能原因

原始題號:0012866 題組:0 難易度:易

- (B) 141. 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:0012867 題組:0 難易度:易

- (B) 142. 雙引擎飛機單發失效時性能損失為何?
(A)巡航空速減少50% (B)爬升性能至少減少50% (C)所有性能減少50%

原始題號:0012868 題組:0 難易度:易

- (A) 143. 高海拔機場落地時航機的地速有何特性?
(A)較平地為高 (B)較平地為低 (C)與平地相同

原始題號:0012869 題組:0 難易度:易

- (C) 144. 遭遇尾風時為保持"最佳巡航", 航機應?
(A)增加空速 (B)保持相同空速 (C)減少空速

原始題號:0012870 題組:0 難易度:易

- (C) 145. 如何減少起飛距離?
(A)晚帶桿 (B)稀薄的空氣 (C)頂風增加

原始題號:0012871 題組:0 難易度:易

- (A) 146. 何時需要有起飛備降站?
(A)起飛站的天氣低於落地標準 (B)起飛站之ETD天氣等於落地標準 (C)目的地機場天氣低於VFR標準

原始題號:0012872 題組:0 難易度:易

- (B) 147. 雙引擎飛機所需之起飛備降站最遠距離為何?
(A) 1 hour at normal cruise speed in still air with both engines operating. (B) 1 hour at normal cruise speed in still air with one engine operating. (C) 2 hours at normal cruise speed in still air with one engine operating.

原始題號:0012873 題組:0 難易度:易

- (B) 148. 四引擎飛機所需之起飛備降站最遠距離為何?
(A) Not more than 2 hours at cruise speed with one engine inoperative. (B) Not more than 2 hours at normal cruise speed in still air with one engine inoperative. (C) Not more than 1 hour at normal cruise speed in still air with one engine inoperative.

原始題號:0012874 題組:0 難易度:易

- (C) 149. 當收到機場天氣報告低於進場標準時, 在何種情況下飛行員得繼續前進下降至DH?
(A)此儀器進場為雷達引導 (B)通過FAF時收到此天氣報告 (C)進入 final approach segment才收到此天氣報告

原始題號:0012875 題組:0 難易度:易

- (A) 150. 在何種高度以下(巡航除外), 非與安全相關之活動在駕駛艙內應被禁止?
(A)10,000 feet. (B)14,500 feet. (C) FL 180.

原始題號:0012876 題組:0 難易度:易

- (C) 151. 哪些情況對飛航組員應視為 critical phase of flight ?
(A)Taxi, takeoff, landing, and all other operations conducted below 10,000 feet MSL, including cruise flight. (B) Descent, approach, landing, and taxi operations, irrespective of altitudes MSL. (C)Taxi, takeoff, landing, and all other operations conducted below 10,000 feet, excluding cruise flight.

原始題號:0012877 題組:0 難易度:易

- (B) 152. 起飛前發現機翼上積雪, 飛行員應做何處置?
(A)儘量掃除, 若有殘餘應刨平 (B)確認積雪清除再起飛 (C)Vr增加15 kt以吹落積雪

原始題號:0012878 題組:0 難易度:易

- (C) 153. Microburst約持續多久?
(A)5分鐘 (B)可持續1個小時 (C)很少超過15分鐘

原始題號:0012879 題組:0 難易度:易

- (C) 154. Microburst的Maximum downdrafts最大可至多少?
(A)1,500 ft/min. (B) 4,500 ft/min. (C)6,000 ft/min.

原始題號:0012880 題組:0 難易度:易

- (C) 155. 何種情況會造成空速及仰角增加, 及下沉率減少?
(A)頂風突然減少 (B)尾風突然增加 (C)頂風突然增加

原始題號:0012881 題組:0 難易度:易

- (C) 156. 尾風轉為靜風, 儀表會如何顯示?
(A)高度增加, 姿態及空速減少 (B)高度, 姿態及空速都減少 (C)高度, 姿態及空速都增加

原始題號:0012882 題組:0 難易度:易

- (B) 157. 何種風切會造成空速減少?
(A)頂風或尾風減少 (B)頂風減少及尾風增加 (C)頂風增加及尾風減少

原始題號:0012883 題組:0 難易度:易

- (C) 158. 何種風切會造成空速增加?
(A)頂風減少及尾風增加 (B)頂風及尾風增加 (C)頂風增加及尾風減少

原始題號:0012884 題組:0 難易度:易

- (B) 159. Severe wind shear之定義為何?
(A)Any rapid change of horizontal wind shear in excess of 25 knots; vertical shear excepted. (B)Any rapid change in wind direction or velocity which causes airspeed changes greater than 15 knots or vertical speed changes greater than 500 ft/min. (C)Any change of airspeed greater than 20 knots which is sustained for more than 20 seconds or vertical speed changes in excess of 100 ft/min.

原始題號:0012885 題組:0 難易度:易

(C) 160. 通過 microburst 航機空速之變化最高可達?
(A) 15 knots. (B) 25 knots. (C) 45 knots.

原始題號:0012886 題組:0 難易度:易

(A) 161. 起飛時尾風增加之風切, 會如何影響航機性能?
(A) 空速減少 (B) 減少起飛距離 (C) 增加爬升性能

原始題號:0012887 題組:0 難易度:易

(B) 162. 航機在下滑道上下降, 油門正保持空速, 何種儀表顯示可代表遭遇頂風轉尾風之風切?
(A) 姿態: 增加 下降率: 增加 空速: 減少後增加 (B) 姿態: 增加 下降率: 減少 空速: 增加後減少 (C) 姿態: 減少 下降率: 減少 空速: 減少後增加

原始題號:0012888 題組:0 難易度:易

(C) 163. Microburst 中的下沉率可最大高達?
(A) 8,000 ft/min. (B) 7,000 ft/min. (C) 6,000 ft/min.

原始題號:0012889 題組:0 難易度:易

(C) 164. Microburst 大約約持續多久?
(A) 2分鐘, 最強風約1分鐘 (B) 可持續2至4個小時 (C) 很少超過15分鐘

原始題號:0012890 題組:0 難易度:易

(A) 165. 造成地球天氣變化的主因為何?
(A) 日照 (B) 地表氣壓變化 (C) 乾地與濕地之氣團移動

原始題號:0012891 題組:0 難易度:易

(C) 166. Ground-based inversion 之特性為何?
(A) 地表發生輻合現象 (B) 低溫 (C) 能見度差

原始題號:0012892 題組:0 難易度:易

(A) 167. 一天中的最低溫通常發生在何時?
(A) 日出後 (B) 日出前一小時 (C) 午夜

原始題號:0012893 題組:0 難易度:易

(C) 168. 風切之重要特性為何?
(A) 主要伴隨雷雨產生 (B) 主要伴隨雷雨產生, 亦發生於逆溫之天氣 (C) 可能發生於任何空層

原始題號:0012894 題組:0 難易度:易

(C) 169. 下列塔台報告代表何義: SOUTH BOUNDARY WIND ONE SIX ZERO AT TWO FIVE, WEST BOUNDARY WIND TWO FOUR ZERO AT THREE FIVE
(A) 機場中央有下沉氣流 (B) 跑道西方有機尾擾流 (C) 機場附近有風切現象 (D) There is a possibility of wind shear over or near the airport.

原始題號:0012895 題組:0 難易度:易

(B) 170. 何種雲系會產生強烈亂流?
(A) Nimbostratus. (B) Standing lenticular. (C) Cirrocumulus.

原始題號:0012896 題組:0 難易度:易

(B) 171. 雷雨在成熟階段有何天氣現象?
(A) 開始出現鈎狀雲 (B) 地表開始降雨 (C) 雲之生成率最大

原始題號:0012897 題組:0 難易度:易

(C) 172. 雷雨在初始階段有何天氣現象?

(A)地表開始降雨 (B)經常閃電 (C)持續的抬升現象

原始題號:0012898 題組:0 難易度:易

(C) 173. "Embedded thunderstorms"可能表示哪些天氣現象?

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

原始題號:0012899 題組:0 難易度:易

(C) 174. 雷雨所造成之風切在哪個位置危害最大?

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

原始題號:0012900 題組:0 難易度:易

(A) 175. 遭遇 " sharp pressure trough"所產生之風切時, 飛行員應做何考量?

(A)Establish a course across the trough. (B)Climb or descend to a smoother level. (C) Increase speed to get out of the trough as soon as possible.

原始題號:0012901 題組:0 難易度:易

(B) 176. 航機在下滑道上下降, 何種儀表顯示可代表遭遇頂風減少之風切?

(A)Less power is required. (B) Higher pitch attitude is required. (C) Lower descent rate is required.

原始題號:0012902 題組:0 難易度:易

(B) 177. 何種降水代表有"過冷水"之存在?

(A)Wet snow. (B)Freezing rain. (C)Ice pellets.

原始題號:0012903 題組:0 難易度:易

(C) 178. 遭遇噴射氣流所產生的亂流, 且風向為頂風或尾風時, 飛行員應做何考量?

(A) Increase airspeed to get out of the area quickly. (B) Change course to fly on the polar side of the jetstream. (C) Change altitude or course to avoid a possible elongated turbulent area.

原始題號:0012904 題組:0 難易度:易

(A) 179. 遭遇噴射氣流所產生的亂流, 考慮變換高度時, 飛行員應做何考量?

(A)Descend if ambient temperature is falling. (B) Descend if ambient temperature is rising. (C) Maintain altitude if ambient temperature is not changing.

原始題號:0012905 題組:0 難易度:易

(C) 180. 15000呎AGL以上, 且與雲之形成無關之亂流稱為?

(A) convective turbulence. (B) convective turbulence. (C) high altitude turbulence. (D) clear air turbulence.

原始題號:0012906 題組:0 難易度:易

(A) 181. 晴空亂流會出現的位置大概為何?

(A) In an upper trough on the polar side of a jetstream. (B) Near a ridge aloft on the equatorial side of a high pressure flow. (C) Downstream of the equatorial side of a jetstream.

原始題號:0012907 題組:0 難易度:易

(C) 182. 下列何者為目的地機場ETA天氣預報的主要來源?

(A) Low-Level Prog Chart. (B) Radar Summary and Weather Depiction Charts. (C) Terminal Aerodrome Forecast.

原始題號:0012908 題組:0 難易度:易

(B) 183. TAF中只會顯示何種類型的雲?

(A) Altocumulus (B) Cumulonimbus (C) Stratocumulus

原始題號:0012909 題組:0 難易度:易

(B) 184. 在TAF中, 預報靜風如何表示?

(A) VRB00KT. (B) 00000KT. (C) 00003KT.

原始題號:0012726 題組:0 難易度:中

(B) 185. Which is true regarding flight operations in Class A airspace?

(A) Aircraft must be equipped with approved distance measuring equipment (DME)
(B) Must conduct operations under instrument flight rules (C) Aircraft must be equipped with an approved ATC transponder

原始題號:0012727 題組:0 難易度:中

(B) 186. Which is true regarding flight operations in Class A airspace?

(A) Aircraft must be equipped with approved distance measuring equipment (DME)
(B) Aircraft must be equipped with an ATC transponder and altitude reporting equipment (C) Must conduct operations under visual flight rules

原始題號:0012728 題組:0 難易度:中

(B) 187. Which is true regarding flight operations in Class B airspace?

(A) Flight under VFR is not authorized unless the pilot in command is instrument rated (B) The pilot must receive an ATC clearance before operating an aircraft in that area (C) Solo student pilot operation are not authorized

原始題號:0012729 題組:0 難易度:中

(B) 188. Which is true regarding pilot certification requirements for operations in Class B airspace?

(A) The pilot in command must hold at least a private pilot certificate with an instrument rating (B) The pilot in command must hold at least a private pilot certificate (C) Solo student pilot operation are not authorized

原始題號:0012730 題組:0 難易度:中

- (A) 189. What transponder equipment is required for airplane operations in Class B airspace? A transponder
(A)with 4096 code or Mode S, and Mode C capability (B)with 4096 code capability is required except when operating at or below 1000 feet AGL under the terms of a letter of agreement (C)is required for airplane operations when visibility is less than 3 miles

原始題號:0012731 題組:0 難易度:中

- (A) 190. Which is true regarding flight operations in Class B airspace?
(A)Aircraft must be equipped with an ATC transponder and altitude reporting equipment (B)The pilot in command must hold at least a private pilot certificate with an instrument rating (C)The pilot in command must hold at least a student pilot certificate

原始題號:0012732 題組:0 難易度:中

- (B) 191. What is the maximum indicated airspeed authorized in the airspace underlying Class B airspace
(A)156 knots (B)200 knots (C)230 knots

原始題號:0012733 題組:0 難易度:中

- (B) 192. Unless otherwise authorized or required by ATC, the maximum indicated airspeed permitted when at or below 2500 feet AGL within 4NM of the primary airport within Class C or D airspace is
(A)180 knots (B)200 knots (C)230 knots

原始題號:0012734 題組:0 難易度:中

- (B) 193. If the minimum safe speed for any particular operation is greater than the maximum speed prescribed in 14 CFR Part 91, the
(A)operator must have a Memorandum of Agreement (MOA) with the controlling agency (B)aircraft may be operated at that speed (C)operator must have a Letter of Agreement with the ATC

原始題號:0012735 題組:0 難易度:中

- (B) 194. Which is true regarding flight operations to or from a satellite airport, without an operating control tower, within the Class C airspace area?
(A)Prior to takeoff, a pilot must establish communication with the ATC controlling facility (B)Aircraft must be equipped with an ATC transponder and altitude reporting equipment (C)Prior to land, a pilot must establish and maintain communication with an ATC controlling facility

原始題號:0012736 題組:0 難易度:中

- (A) 195. Which is true regarding flight operations to or from a satellite airport, without an operating control; tower, within the Class C airspace area?
(A)Prior to entering that airspace, a pilot must establish and maintain communication with the ATC serving facility (B)Aircraft must be equipped with an ATC transponder (C)Prior to takeoff, a pilot must establish communication with the ATC controlling facility

原始題號:0012737 題組:0 難易度:中

- (B) 196. At some airport located in Class D airspace where ground visibility is not reported, takeoffs and landings under special VFR are
(A)not authorized (B)authorized by ATC if the flight visibility is at least 1 SM (C)authorized only if the ground visibility is observed to be at least 3 SM

原始題號:0012738 題組:0 難易度:中

- (A) 197. When operating an airplane for the purpose of takeoff and landing within Class D airspace under special VFR, what minimum distance from clouds and what visibility are required?
(A)Remain clear of clouds, and the ground visibility must be at least 3 SM (B)500 feet beneath clouds, and the ground visibility must be at least 3 SM (C)Remain clear of clouds, and the flight visibility must be at least 1 NM

原始題號:0012739 題組:0 難易度:中

- (C) 198. To operate an airplane under special VFR (SVFR) within Class D airspace at night, which is required?
(A)The pilot must hold an instrument rating, but the airplane need not be equipped for instrument flight, as long as the weather will remain at or above SVFR minimums (B)The Class D airspace must be specifically designated as a night SVFR area (C)The pilot must hold an instrument rating, and the airplane must be equipped for instrument flight

原始題號:0012740 題組:0 難易度:中

- (B) 199. What designated airspace associated with an airport becomes inactive when the control tower at that airport is not in operation?
(A)Class D, which then becomes Class C (B)Class D, which then becomes Class E (C)Class B

原始題號:0012741 題組:0 難易度:中

- (C) 200. When operating an aircraft in the vicinity of an airport with an operating control tower, in Class E airspace, a pilot must establish communications prior to
(A)5 NM, up to and including 3000 feet AGL (B)5 NM, up to and including 3000 feet AGL (C)4 NM, up to and including 2500 feet AGL

原始題號:0012742 題組:0 難易度:中

- (A) 201. When approaching to land at an airport without an operating control tower, in Class G airspace, the pilot should
(A)make all turns to the left, unless otherwise indicated (B)fly a left-hand traffic pattern at 800 feet AGL (C)enter and fly a traffic pattern at 800 feet AGL

原始題號:0012743 題組:0 難易度:中

- (B) 202. Excluding Hawaii, the vertical limits of the Federal Low Altitude airways extend from
(A)700 feet AGL up to, but not including, 14500 feet MSL (B)1200 feet AGL up to, but not including, 18000 feet MSL (C)1200 feet AGL up to, but not including, 14500 feet MSL

原始題號:0012744 題組:0 難易度:中

- (B) 203. When in the vicinity of a VOR which is being used for navigation on VFR flight, it is important to
(A)make 90° left and right turns to scan for other traffic (B)exercise sustained vigilance to avoid aircraft that may be converging on the VOR from other directions (C)pass the VOR on the right side of the radial to allow room for aircraft flying in the opposite direction on the same radial

原始題號:0012745 題組:0 難易度:中

- (B) 204. Approved flotation gear, readily available to each occupant, is required on each aircraft if it is being flown for hire over water,
(A)in amphibious aircraft beyond 50 NM from shore (B)beyond power-off gliding distance from shore (C)more than 50 statute miles from shore

原始題號:0012746 題組:0 難易度:中

- (C) 205. In accordance with 14 CFR part 91, supplemental oxygen must be used by the required minimum flight crew for that time exceeding 30 minutes while at cabin pressure altitudes of
(A)10500 feet MSL up to and including 12500 feet MSL (B)12000 feet MSL up to and including 18000 feet MSL (C)12500 feet MSL up to and including 14000 feet MSL

原始題號:0012747 題組:0 難易度:中

- (C) 206. What are the oxygen requirements when operating at cabin pressure altitudes above 15,000 feet MSL?
(A)Oxygen must be available for the flight crew (B)Oxygen is not required at any altitude in a balloon (C)The flight crew and passengers must be provided with supplemental oxygen

原始題號:0012748 題組:0 難易度:中

- (B) 207. What is the minimum flight visibility and proximity to cloud requirements for VFR flight, at 6,500 feet MSL, in Class C, D, and E airspace?
(A)1 mile visibility; clear of clouds (B)3 miles visibility; 1000 feet above and 500 feet below (C)5 miles visibility; 1000 feet above and 1000 feet below

原始題號:0012749 題組:0 難易度:中

- (C) 208. Which is true concerning the blue and magenta colors used to depict airports on Sectional Aeronautical Charts?
(A) Airports with control towers underlying Class A, B, and C airspace are shown in blue; Class D and E airspace are magenta (B) Airports with control towers underlying Class C, D and E airspace are shown in magenta (C) Airports with control towers underlying Class B, C, D and E airspace are shown in blue

原始題號:0012750 題組:0 難易度:中

- (C) 209. When a dashed blue circles surrounds an airport on a sectional aeronautical chart it will depict the boundary of
(A) Special VFR airspace (B) Class B airspace (C) Class D airspace

原始題號:0012751 題組:0 難易度:中

- (A) 210. In the contiguous U.S., excluding the airspace at and below 2500 feet AGL, an operable coded transponder equipped with Mode C capability is required in all airspace above
(A) 10000 feet MSL (B) 12500 feet MSL (C) 14500 feet MSL

原始題號:0012752 題組:0 難易度:中

- (A) 211. A coded transponder equipped with altitude reporting equipment is required for
(A) Class A, Class B, and Class C airspace areas (B) all airspace of the 48 contiguous U.S. and District of Columbia at and above 10000 feet MSL (including airspace at and below 2500 feet above the surface) (C) both answer A and B

原始題號:0012753 題組:0 難易度:中

- (A) 212. On an instrument approach where a DH or MDA is applicable, the pilot may not operate below, or continue the approach unless the
(A) aircraft is continuously in a position from which a descent to a normal landing on the intended runway, can be made (B) approach and runway lights are distinctly visible to the pilot (C) flight visibility and ceiling are at, or above, the published minimums for that approach

原始題號:0012754 題組:0 難易度:中

- (B) 213. For an airport without an approved instrument approach procedure to be listed as an alternate airport on an IFR flight plan, the forecasted weather conditions at the time of arrival must have at least a
(A) ceiling of 2000 feet and visibility 3 SM (B) ceiling and visibility that allows for a descent, approach, and landing under basic VFR (C) ceiling of 1000 feet and visibility 3 NM

原始題號:0012755 題組:0 難易度:中

- (B) 214. If weather conditions are such that it is required to designate an alternate airport on your IFR flight plan, you should plan to carry enough fuel to arrive at the first airport of intended landing, fly from that airport to the alternate airport, and fly thereafter for
(A)30 minutes at slow cruising speed (B)45 minutes at normal cruising speed (C)1 hour at normal cruising speed

原始題號:0012756 題組:0 難易度:中

- (C) 215. Portable electronic devices which may cause interference with the navigation or communication system may not be operated on a U.S. - registered civil aircraft being flown
(A)along Federal airways (B)within the U.S. (C)in air carrier operations

原始題號:0012757 題組:0 難易度:中

- (A) 216. Portable electronic devices which may cause interference with the navigation or communication system may not be operated on U.S. -registered civil aircraft being operated
(A)under IFR (B)in passenger carrying operations (C)along Federal airways

原始題號:0012758 題組:0 難易度:中

- (A) 217. To act as pilot in command of an aircraft operated under 14 CFR part 91, a commercial pilot must have satisfactorily accomplished a flight review or completed a proficiency check within the preceding
(A)24 calendar months (B)12 calendar months (C)6 calendar months

原始題號:0012759 題組:0 難易度:中

- (A) 218. Does a commercial pilot certificate have a specific expiration date?
(A)No, it is issued without a specific expiration date (B)Yes, it expires at the end of the 24th month after the month in which it was issued (C)No, but commercial privileges expire if a flight review is not satisfactorily completed each 12 months

原始題號:0012760 題組:0 難易度:中

- (A) 219. A pilot in command (PIC) of a civil aircraft may not allow any object to be dropped from that aircraft in flight
(A)if it creates a hazard to persons and property (B)unless the PIC has permission to drop any object over private property (C)unless reasonable precautions are taken to avoid injury to property

原始題號:0012761 題組:0 難易度:中

- (B) 220. The required preflight action relative to weather reports and fuel requirements is applicable to
(A)Any flight conducted for compensation or hire (B)Any flight not in the vicinity of an airport (C)IFR flights only

原始題號:0012762 題組:0 難易度:中

- (A) 221. If an ATC transponder installed in an aircraft has not been tested, inspected, and found to comply with regulations within a specified period, what is the limitation on its use?
(A)Its use is not permitted (B)It may be used when in Class G airspace (C)It may be used for VFR flight only

原始題號:0012763 題組:0 難易度:中

- (A) 222. Which is true regarding the use of airborne weather-avoidance radar for the recognition of certain weather conditions?
(A)The radarscope provides no assurance of avoiding instrument weather conditions (B)The avoidance of hail is assured when flying between and just clear of the most intense echoes (C)The clear area between intense echoes indicates that visual sighting of storms can be maintained when flying between the echoes

原始題號:0012764 題組:0 難易度:中

- (B) 223. For an airport without an approved instrument approach procedure to be listed as an alternate airport on an IFR flight plan, the forecasted weather conditions at the time of arrival must have at or above the following weather minimums.
(A)Ceiling 600 feet and visibility 2 NM for precision (B)Ceiling 800 feet and visibility 2 NM for nonprecision (C)Ceiling 800 feet and visibility 2 NM for nonprecision

原始題號:0012765 題組:0 難易度:易

- (C) 224. The maximum indicated airspeed that an aircraft may be flown in Class B airspace, after departing the primary airport, while at 1,700 feet AGL and 3.5 nautical miles from the airport is
(A)200 knots. (B)230 knots. (C)250 knots.

原始題號:0012766 題組:0 難易度:易

- (A) 225. What pilot certification and aircraft equipment are required for operating in Class C airspace?
(A)No specific certification but a two-way radio. (B)At least a Private pilot certificate and two-way radio. (C)At least a Private pilot certificate, two-way radio, and a TS0-C74b transponder.

原始題號:0012767 題組:0 難易度:易

- (B) 226. When instructed by ATC to "Hold short of a runway(ILS critical area, etc.)" the pilot should stop
(A)with the nose gear on the hold line. (B)so that no part of the aircraft extends beyond with the hold line. (C)so the deck area of the aircraft is even with the hold line.

原始題號:0012768 題組:0 難易度:易

- (C) 227. Holding position signs have
(A)white inscriptions on a red background. (B)red inscriptions on a white background. (C)yellow inscriptions on a red background.

原始題號:0012769 題組:0 難易度:易

- (B) 228. The "runway hold position" sign denotes
(A)intersecting runways. (B)an entrance to runway from a taxiway. (C)an area protected for an aircraft approaching a runway.

原始題號:0012770 題組:0 難易度:易

- (C) 229. airport information signs, used to provide destination or information, have
(A)yellow inscriptions on a black background. (B)white inscriptions on a black background. (C)black inscriptions on a yellow background.

原始題號:0012771 題組:0 難易度:易

- (B) 230. What minimum aircraft equipment is required for operation within Class C airspace?
(A)Two-way communications. (B)Two-way communications and transponder.
(C)Transponder and DME.

原始題號:0012772 題組:0 難易度:易

- (C) 231. How can a pilot identify a military airport at night?
(A)Green, yellow, and white beacon light. (B)White and red beacon light with dual flash of the white. (C)Green and white beacon light with dual flash of the white.

原始題號:0012773 題組:0 難易度:易

- (A) 232. How can a pilot identify a lighted heliport at night?
(A)Green, yellow, and white beacon light. (B)White and red beacon light with dual flash of the white. (C)Green and white beacon light with dual flash of the white.

原始題號:0012774 題組:0 難易度:易

- (B) 233. What is the advantage of a three-bar VASI?
(A)Pilots have a choice of glide angles. (B)A normal glide angle is afforded both high and low cockpit aircraft. (C)The three-bar VASI is much more visible and can be used at a greater height.

原始題號:0012775 題組:0 難易度:易

- (C) 234. The higher glide slope of the three-bar VASI is intended for use by
(A)high performance aircraft. (B)helicopters. (C)high cockpit aircraft.

原始題號:0012776 題組:0 難易度:易

- (B) 235. A pilot of a high performance airplane should be aware that flying a steeper-than-normal VASI glide slope angle may result in
(A)a hard landing. (B)increase landing rollout. (C)landing short of the runway threshold.

原始題號:0012777 題組:0 難易度:易

- (B) 236. What does the tri-color VASI consist of
(A)Three light bars; red, green, and amber. (B)One light projector with three colors; red, green. And amber. (C)Three glide slopes, each a different color; red, green. And amber.

原始題號:0012778 題組:0 難易度:易

- (B) 237. Which color on a tri-color VASI is a "high" indication?
(A)Red. (B)Amber. (C)Green.

原始題號:0012779 題組:0 難易度:易

- (C) 238. Which color on a tri-color VASI is an "on course" indication?
(A)Red. (B)Amber. (C)Green.

原始題號:0012780 題組:0 難易度:易

- (A) 239. Which color on a tri-color VASI is a "low" indication?
(A)Red. (B)Amber. (C)Green.

原始題號:0012781 題組:0 難易度:易

- (A) 240. What is the normal range of the tri-color VASI at night?
(A)5 miles. (B)10 miles. (C)15 miles.

原始題號:0012782 題組:0 難易度:易

- (A) 241. What are the indications of precision Approach Path Indicator (PAPI)?
(A)High-white, on glidepath-red and white; low-red. (B)High-white, on glidepath-green and white; low-red. (C)High-white and green, on glidepath-green low-red.

原始題號:0012783 題組:0 難易度:易

- (A) 242. When is DME required for an instrument flight?
(A)At or above 24,000 feet MSL if VOR navigational equipment is required. (B)In terminal radar service areas. (C)Above 12,500 feet MSL.

原始題號:0012784 題組:0 難易度:易

- (B) 243. The visibility criteria for a particular instrument approach procedure is RVR 40. What minimum ground visibility may be substituted for the RVR value?
(A)5/8 SM. (B)3/4 SM. (C)7/8 SM.

原始題號:0012785 題組:0 難易度:易

- (B) 244. The prescribed visibility criteria of RVR 32 for the runway of intended operation is not reported. What minimum ground visibility may be used instead of RVR value?
(A)3/8 SM. (B)5/8 SM. (C)3/4 SM.

原始題號:0012786 題組:0 難易度:易

- (A) 245. What minimum ground visibility may be used instead of a prescribed visibility criteria of RVR 16 when that RVR value is not reported?
(A)1/4 SM. (B)3/4 SM. (C)3/8 SM.

原始題號:0012787 題組:0 難易度:易

- (A) 246. Assuming that all ILS components are operating and the required visual reference are not acquired, the missed approach should be initiated upon
(A) arrival at the DH on the glide slope. (B) arrival at the visual descent point.
(C) expiration of the time listed on the approach chart for missed approach.

原始題號:0012788 題組:0 難易度:易

- (B) 247. What action should be taken when a pilot is "cleared for approach " while being radar vectored on an unpublished route?
(A) Descend to minimum vector altitude. (B) Remain at last assigned altitude until established on a published route segment. (C) Descend to initial approach fix altitude.

原始題號:0012789 題組:0 難易度:易

- (B) 248. If being radar vectored to the final approach course of a published instrument approach that specifies "NO PT," the pilot should
(A) advise ATC that a procedure turn will not be executed. (B) not execute the procedure turn unless specifically cleared to do so by ATC. (C) execute a holding-pattern type procedure turn.

原始題號:0012790 題組:0 難易度:易

- (A) 249. When may ATC request a detailed report on an emergency even though a rule has not been violated?
(A) When priority has been given. (B) Anytime an emergency occurs. (C) When the emergency occurs in controlled airspace.

原始題號:0012791 題組:0 難易度:易

- (C) 250. What is the maximum indicated airspeed a reciprocating-engine airplane may be operated within Class B airspace?
(A) 180 knots. (B) 230 knots. (C) 250 knots.

原始題號:0012792 題組:0 難易度:易

- (B) 251. What is the maximum indicated airspeed a reciprocating-engine airplane operate in the airspace underlying Class B airspace?
(A) 180 knots. (B) 250 knots. (C) 230 knots.

原始題號:0012793 題組:0 難易度:易

- (B) 252. What is the maximum indicated airspeed a turbine powered aircraft may be operated below 10,000 feet MSL?
(A) 288 knots. (B) 250 knots. (C) 230 knots.

原始題號:0012794 題組:0 難易度:中

- (B) 253. When must an air carrier airplane be DME equipped?
(A) A- In Class E airspace for all IFR or VFR on Top operations. (B) B- Whenever VOR navigational receivers are required. (C) C- For flights at or above FL 180.

原始題號:0012795 題組:0 難易度:中

- (C) 254. When a pilot plans a flight using NDB NAVAIDS, which rule applies?
(A)The airplane must have sufficient fuel to proceed, by means of VOR NAVAIDS, to a suitable airport and land. (B)The pilot must be able to return to the departure airport using other navigation radios. (C) The airplane must have sufficient fuel to proceed, by means of VOR NAVAIDS, to a suitable airport and complete an instrument approach by use of the remaining airplane radio system.

原始題號:0012796 題組:0 難易度:中

- (A) 255. If an air carrier airplane is flying IFR using a single ADF navigation receiver and the ADF equipment fails, the flight must be able to
(A)proceed safely to a suitable airport using VOR aids and complete an instrument approach by use of the remaining airplane radio system. (B)continue to the destination airport by means of dead reckoning navigation. (C)proceed to a suitable airport using VOR aids, complete an instrument approach and land.

原始題號:0012797 題組:0 難易度:中

- (A) 256. An air carrier airplane's airborne radar must be in satisfactory operating condition prior to dispatch, if the flight will be
(A)conducted under VFR conditions at night with scattered thunderstorms reported en route. (B)carrying passengers, but not if it is 'all cargo.' (C)C- conducted IFR, and ATC is able to radar vector the flight around areas of weather.

原始題號:0012798 題組:0 難易度:中

- (A) 257. Where is a list maintained for routes that require special navigation equipment?
(A)Air Carrier's Operations Specifications. (B)International Flight Information Manual. (C)Airplane Flight Manual.

原始題號:0012799 題組:0 難易度:中

- (B) 258. What is the advantage of HIRL or MIRL on an IFR runway as compared to a VFR runway?
(A)A- Lights are closer together and easily distinguished from surrounding lights. (B)B- Amber lights replace white on the last 2,000 feet of runway for a caution zone. (C)C- Alternate red and white lights replace the white on the last 3,000 feet of runway for a caution zone.

原始題號:0012800 題組:0 難易度:中

- (B) 259. A pilot of a high-performance airplane should be aware that flying a steeper-than-normal VASI glide slope angle may result in
(A)a hard landing. (B) increased landing rollout. (C)landing short of the runway threshold.

原始題號:0012801 題組:0 難易度:中

- (C) 260. The higher glide slope of the three-bar VASI is intended for use by
(A) high performance aircraft. (B) helicopters. (C)high cockpit aircraft.

原始題號:0012802 題組:0 難易度:中

- (A) 261. For a 2-hour flight in a reciprocating engine-powered airplane at a cabin pressure altitude of 12,000 feet, how much supplemental oxygen for sustenance must be provided? Enough oxygen for
(A)30 minutes for 10 percent of the passengers. (B)10 percent of the passengers for 1.5 hours. (C) each passenger for 30 minutes.

原始題號:0012803 題組:0 難易度:中

- (B) 262. At which cabin altitude must oxygen be provided for all passengers during the entire flight at those altitudes?
(A) 15,000 feet. (B)16,000 feet. (C) 14,000 feet.

原始題號:0012804 題組:0 難易度:中

- (C) 263. Who is required to submit a written report on a deviation that occurs during an emergency?
(A)Pilot in command. (B)Dispatcher. (C)Person who declares the emergency.

原始題號:0012805 題組:0 難易度:中

- (B) 264. 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:0012806 題組:0 難易度:中

- (A) 265. 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:0012807 題組:0 難易度:中

- (C) 266. If a pilot is being radar vectored in IFR conditions and loses radio communications with ATC, what action should be taken?
(A)Fly directly to the next point shown on the IFR flight plan and continue the flight. (B)Squawk 7700 and climb to VFR on Top. (C)Fly direct to a fix, route, or airway specified in the vector clearance.

原始題號:0012808 題組:0 難易度:中

- (A) 267. When using a flight director system, what rate of turn or bank angle should a pilot observe during turns in a holding pattern?
(A)3° per second or 25° bank, whichever is less. (B)3° per second or 30° bank, whichever is less. (C)1-1/2° per second or 25° bank, whichever is less.

原始題號:0012809 題組:0 難易度:中

- (C) 268. Who is responsible for collision avoidance in an MOA?
(A)Military controllers. (B)ATC controllers. (C)Each pilot.

原始題號:0012810 題組:0 難易度:中

- (C) 269. Under what condition may a pilot cancel an IFR flight plan prior to completing the flight?
(A) Anytime it appears the clearance will cause a deviation from FARs. (B) Anytime within controlled airspace by contacting ARTCC. (C) Only if in VFR conditions in other than Class A airspace.

原始題號:0012811 題組:0 難易度:中

- (B) 270. What action(s) should a pilot take if vectored across the final approach course during an IFR approach?
(A) Continue on the last heading issued until otherwise instructed. (B) Contact approach control, and advise that the flight is crossing the final approach course. (C) Turn onto final, and broadcast in the blind that the flight has proceeded on final.

原始題號:0012812 題組:0 難易度:中

- (C) 271. How should a pilot describe braking action?
(A) 00 percent, 50 percent, 75 percent, or 100 percent. (B) Zero-zero, fifty-fifty or normal. (C) Nil, poor, fair, or good.

原始題號:0012813 題組:0 難易度:中

- (C) 272. 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:0012814 題組:0 難易度:中

- (C) 273. If ATC requests a speed adjustment that is not within the operating limits of the aircraft, what action must the pilot take?
(A) Maintain an airspeed within the operating limitations as close to the requested speed as possible. (B) Attempt to use the requested speed as long as possible, then request a reasonable airspeed from ATC. (C) Advise ATC of the airspeed that will be used.

原始題號:0012815 題組:0 難易度:中

- (C) 274. When must the pilot initiate a missed approach procedure from an ILS approach?
(A) At the DH when the runway is not clearly visible. (B) When the time has expired after reaching the DH and the runway environment is not clearly visible. (C) At the DH, if the visual references for the intended runway are not distinctly visible or anytime thereafter that visual reference is lost.

原始題號:0012816 題組:0 難易度:中

- (B) 275. If being radar vectored to the final approach course of a published instrument approach that specifies 'NO PT,' the pilot should
(A) advise ATC that a procedure turn will not be executed. (B) not execute the procedure turn unless specifically cleared to do so by ATC. (C) execute a holding-pattern type procedure turn.

原始題號:0012817 題組:0 難易度:中

- (B) 276. What altitude is a pilot authorized to fly when cleared for an ILS approach?
The pilot
(A) may begin a descent to the procedure turn altitude. (B) must maintain the last assigned altitude until established on a published route or segment of the approach. (C) may descend from the assigned altitude only when established on the final approach course.

原始題號:0012818 題組:0 難易度:中

- (C) 277. An aircraft that encounters a headwind of 45 knots, within a microburst, may expect a total shear across the microburst of
(A) 40 knots. (B) 80 knots. (C) 90 knots.

原始題號:0012819 題組:0 難易度:易

- (A) 278. What report should the pilot make at a clearance limit?
(A) Time and altitude/flight level arriving or leaving. (B) Time, altitude/flight level, and expected holding speed. (C) Time, altitude/flight level, expected holding speed, and inbound leg length.

原始題號:0012820 題組:0 難易度:易

- (A) 279. 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:0012821 題組:0 難易度:易

- (C) 280. When cleared to execute a published side-step maneuver, at what point is the pilot expected to commence this maneuver?
(A) At the published DH. (B) At the MDA published or a circling approach. (C) As soon as possible after the runway environment is in sight.

原始題號:0012822 題組:0 難易度:易

- (C) 281. What minimum information does an abbreviated departure clearance 'cleared as filed' include?
(A) Clearance limit and en route altitude. (B) Clearance limit, en route altitude, and SID, if appropriate. (C) Destination airport, en route altitude, and SID, if appropriate.

原始題號:0012823 題組:0 難易度:易

- (A) 282. Under what condition does a pilot receive a 'void time' specified in the clearance?
(A) On an uncontrolled airport. (B) When 'gate hold' procedures are in effect. (C) If the clearance is received prior to starting engines.

原始題號:0012824 題組:0 難易度:易

- (C) 283. 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:0012825 題組:0 難易度:易

- (A) 284. Where are position reports required on an IFR flight on airways or routes?
(A)Over all designated compulsory reporting points. (B)Only where specifically requested by ARTCC. (C)When requested to change altitude or advise of weather conditions.

原始題號:0012826 題組:0 難易度:易

- (C) 285. Which reports are required when operating IFR in radar environment?
(A)Position reports, vacating an altitude, unable to climb 500 ft/min, and time and altitude reaching a holding fix or point to which cleared. (B)Position reports, vacating an altitude, unable to climb 500 ft/min, time and altitude reaching a holding fix or point to which cleared, average TAS exceeding 5 percent or 10 knots. (C)Vacating an altitude, unable to climb 500 ft/min, time and altitude reaching a holding fix or point to which cleared, a change in average TAS exceeding 5 percent or 10 knots, and leaving any assigned holding fix or point.

原始題號:0012827 題組:0 難易度:易

- (A) 286. Which reports are always required when on an IFR approach not in radar contact?
(A)Leaving FAF inbound or outer marker inbound and missed approach. (B)Leaving FAF inbound, leaving outer marker inbound or outbound, and missed approach. (C)Leaving FAF inbound, leaving outer marker inbound or outbound, procedure turn outbound and inbound, and visual contact with the runway.

原始題號:0012828 題組:0 難易度:易

- (C) 287. 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:0012829 題組:0 難易度:易

- (A) 288. What is the suggested time interval for filing and requesting an IFR flight plan?
(A)File at least 30 minutes prior to departure and request the clearance not more than 10 minutes prior to taxi. (B)File at least 30 minutes prior to departure and request the clearance at least 10 minutes prior to taxi. (C)File at least 1 hour prior to departure and request the clearance at least 10 minutes prior to taxi.

原始題號:0012830 題組:0 難易度:易

- (B) 289. How should an off-airway direct flight be defined on an IFR flight plan?
(A)The initial fix, the true course, and the final fix. (B)All radio fixes over which the flight will pass. (C)The initial fix, all radio fixes which the pilot wishes to be compulsory reporting points, and the final fix.

原始題號:0012831 題組:0 難易度:易

- (A) 290. 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:0012832 題組:0 難易度:易

- (C) 291. While being vectored to the final approach course of an IFR approach, when may the pilot descend to published altitudes?
(A)Anytime the flight is on a published leg of an approach chart. (B)When the flight is within the 10-mile ring of a published approach. (C)Only when approach control clears the flight for the approach.

原始題號:0012833 題組:0 難易度:易

- (A) 292. When is radar service terminated while vectored for an IFR approach at an uncontrolled airport?
(A)Only upon landing or advised to change to advisory frequency. (B)When aligned on the final approach course. (C)When cleared for the approach.

原始題號:0012834 題組:0 難易度:易

- (B) 293. 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:0012835 題組:0 難易度:易

- (A) 294. What is the pilot's responsibility for clearance or instruction readback?
(A)Except for SIDs, read back altitude assignments, altitude restrictions, and vectors. (B)If the clearance or instruction is understood, an acknowledgment is sufficient. (C)Read back the entire clearance or instruction to confirm the message is understood.

原始題號:0012836 題組:0 難易度:易

- (C) 295. To assure expeditious handling of a civilian air ambulance flight, the word 'LIFEGUARD' should be entered in which section of the flight plan?
(A)Aircraft type/special equipment block. (B) Pilot's name and address block. (C) Pilot's name and address block.

原始題號:0012837 題組:0 難易度:易

- (C) 296. How should a pilot describe braking action?
(A) 00 percent, 50 percent, 75 percent, or 100 percent. (B) Zero-zero, fifty-fifty or normal. (C) Poor, fair, or good.

原始題號:0012838 題組:0 難易度:易

- (B) 297. Precision Runway Monitoring (PRM) is
(A) an airborne radar system for monitoring approaches to two runways. (B) a radar system for monitoring approaches to closely spaced parallel runways. (C) a high update rate radar system for monitoring multiple aircraft to a single runway.

原始題號:0012839 題組:0 難易度:易

- (C) 298. 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:0012840 題組:0 難易度:易

- (C) 299. If ATC requests a speed adjustment that is not within the operating limits of the aircraft, what action must the pilot take?
(A) Maintain an airspeed within the operating limitations as close to the requested speed as possible. (B) Attempt to use the requested speed as long as possible, then request a reasonable airspeed from ATC. (C) Advise ATC of the airspeed that will be used.

原始題號:0012841 題組:0 難易度:易

- (C) 300. When must the pilot initiate a missed approach procedure from an ILS approach?
(A) At the DH when the runway is not clearly visible. (B) When the time has expired after reaching the DH and the runway environment is not clearly visible. (C) At the DH, if the visual references for the intended runway are not distinctly visible or anytime thereafter that visual reference is lost.

原始題號:0012842 題組:0 難易度:易

- (B) 301. If being radar vectored to the final approach course of a published instrument approach that specifies 'NO PT,' the pilot should
(A) advise ATC that a procedure turn will not be executed. (B) not execute the procedure turn unless specifically cleared to do so by ATC. (C) execute a holding-pattern type procedure turn.

原始題號:0012843 題組:0 難易度:易

- (A) 302. Assuming that all ILS components are operating and the required visual references are not acquired, the missed approach should be initiated upon
(A) arrival at the DH on the glide slope. (B) arrival at the visual descent point. (C) expiration of the time listed on the approach chart for missed approach.

原始題號:0012844 題組:0 難易度:易

- (B) 303. What action should be taken when a pilot is 'cleared for approach' while being radar vectored on an unpublished route?
(A)Descend to minimum vector altitude. (B)Remain at last assigned altitude until established on a published route segment. (C)Descend to initial approach fix altitude.

原始題號:0012845 題組:0 難易度:易

- (C) 304. Under which condition, if any, may a pilot descend below DH or MDA when using the ALSF-1 approach light system as the primary visual reference for the intended runway?
(A)Under no condition can the approach light system serve as a necessary visual reference for descent below DH or MDA. (B)Descent to the intended runway is authorized as long as any portion of the approach light system can be seen. (C)The approach light system can be used as a visual reference, except that descent below 100 feet above TDZE requires that the red light bars be visible and identifiable.

原始題號:0012846 題組:0 難易度:易

- (B) 305. What altitude is a pilot authorized to fly when cleared for an ILS approach?
The pilot
(A) may begin a descent to the procedure turn altitude. (B)must maintain the last assigned altitude until established on a published route or segment of the approach . (C)may descend from the assigned altitude only when established on the final approach course.

原始題號:0012847 題組:0 難易度:易

- (C) 306. When proceeding to the alternate airport, which minimums apply?
(A)The IFR alternate minimums (B)2000-3 for at least 1 hour before until 1 hour after the ETA. (C)The actual minimums shown on the IAP chart for the airport.

原始題號:0012848 題組:0 難易度:易

- (B) 307. 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:0012849 題組:0 難易度:易

- (B) 308. When cleared to execute a published side-step maneuver for a specific approach and landing on the parallel runway, at what point is the pilot expected to commence this maneuver?
(A)At the published minimum altitude for a circling approach. (B)As soon as possible after the runway or runway environment is in sight. (C)At the localizer MDA minimums and when the runway is in sight.

原始題號:0012850 題組:0 難易度:易

(B) 309. 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:0012851 題組:0 難易度:易

(A) 310. Aircraft navigating by GPS are considered, on the flight plan, to be

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

原始題號:0012852 題組:0 難易度:易

(B) 311. If you take off behind a heavy jet that has just landed, you should plan to lift off

(A)prior to the point where the jet touched down. (B)beyond the point where the jet touched down. (C)at the point where the jet touched down and on the upwind edge of the runway.

原始題號:0012853 題組:0 難易度:易

(C) 312. Under what condition should a pilot on IFR advise ATC of minimum fuel status?

(A)When the fuel supply becomes less than that required for IFR. (B)If the remaining fuel suggests a need for traffic or landing priority. (C)If the remaining fuel precludes any undue delay.

原始題號:0012854 題組:0 難易度:易

(C) 313. What does the term 'minimum fuel' imply to ATC?

(A)Traffic priority is needed to the destination airport. (B)Emergency handling is required to the nearest suitable airport. (C)Advisory that indicates an emergency situation is possible should an undue delay occur.

原始題號:0012855 題組:0 難易度:易

(B) 314. Under what condition does ATC issue safety alerts?

(A) When collision with another aircraft is imminent. (B) If the aircraft altitude is noted to be in close proximity to the surface or an obstacle. (C)When weather conditions are extreme and wind shear or large hail is in the vicinity.

原始題號:0012856 題組:0 難易度:易

(B) 315. What is the hijack code?

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

原始題號:0012857 題組:0 難易度:易

(C) 316. 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:0012858 題組:0 難易度:易

- (B) 317. 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:0012859 題組:0 難易度:易

- (A) 318. 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:0012860 題組:0 難易度:易

- (C) 319. 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:0012861 題組:0 難易度:易

- (A) 320. 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:0012862 題組:0 難易度:易

- (A) 321. 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:0012863 題組:0 難易度:易

- (A) 322. Wingtip vortices created by large aircraft tend to
(A)sink below the aircraft generating the turbulence. (B) rise from the surface to traffic pattern altitude. (C)accumulate and remain for a period of time at the point where the takeoff roll began.

原始題號:0012864 題組:0 難易度:易

- (B) 323. 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:0012865 題組:0 難易度:易

- (C) 324. Information obtained from flight data and cockpit voice recorders shall be used only for determining
(A)who was responsible for any accident or incident. (B)evidence for use in civil penalty or certificate action. (C)possible causes of accidents or incidents.

原始題號:0012866 題組:0 難易度:易

- (B) 325. 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:0012867 題組:0 難易度:易

- (B) 326. What is the resulting performance loss when one engine on a twin-engine fails?
(A)Reduction of cruise airspeed by 50 percent. (B)Reduction of climb by 50 percent or more. (C)Reduction of all performance by 50 percent.

原始題號:0012868 題組:0 難易度:易

- (A) 327. What effect does landing at high elevation airports have on groundspeed with comparable conditions relative to temperature, wind, and airplane weight?
(A)Higher than at low elevation. (B) Lower than at low elevation. (C) The same as at low elevation.

原始題號:0012869 題組:0 難易度:易

- (C) 328. What should a pilot do to maintain 'best range' airplane performance when a tailwind is encountered?
(A)Increase speed. (B)Maintain speed. (C)Decrease speed.

原始題號:0012870 題組:0 難易度:易

- (C) 329. Which condition reduces the required runway for takeoff?
(A)Higher-than-recommended airspeed before rotation. (B) Lower-than-standard air density. (C)Increased headwind component.

原始題號:0012871 題組:0 難易度:易

- (A) 330. An alternate airport for departure is required
(A)if weather conditions are below authorized landing minimums at the departure airport. (B)when the weather forecast at the ETD is for landing minimums only at the departure airport. (C)when destination weather is marginal VFR (ceiling less than 3,000 feet and visibility less than 5 SM).

原始題號:0012872 題組:0 難易度:易

- (B) 331. What is the maximum distance that a departure alternate airport may be from the departure airport for a two-engine airplanes?
(A) 1 hour at normal cruise speed in still air with both engines operating. (B) 1 hour at normal cruise speed in still air with one engine operating. (C) 2 hours at normal cruise speed in still air with one engine operating.

原始題號:0012873 題組:0 難易度:易

- (B) 332. If a four-engine air carrier airplane is dispatched from an airport that is below landing minimums, what is the maximum distance that a departure alternate airport may be located from the departure airport?
(A) Not more than 2 hours at cruise speed with one engine inoperative. (B) Not more than 2 hours at normal cruise speed in still air with one engine inoperative. (C) Not more than 1 hour at normal cruise speed in still air with one engine inoperative.

原始題號:0012874 題組:0 難易度:易

- (C) 333. Under what conditions may an air carrier pilot continue an instrument approach to the DH, after receiving a weather report indicating that less than minimum published landing conditions exist at the airport?
(A) If the instrument approach is conducted in a radar environment. (B) When the weather report is received as the pilot passes the FAF. (C) When the weather report is received after the pilot has begun the final approach segment of the instrument approach.

原始題號:0012875 題組:0 難易度:易

- (A) 334. Below what altitude, except when in cruise flight, are non-safety related cockpit activities by flight crewmembers prohibited?
(A) 10,000 feet. (B) 14,500 feet. (C) FL 180.

原始題號:0012876 題組:0 難易度:易

- (C) 335. With regard to flight crewmember duties, which of the following operations are considered to be in the 'critical phase of flight'?
(A) Taxi, takeoff, landing, and all other operations conducted below 10,000 feet MSL, including cruise flight. (B) Descent, approach, landing, and taxi operations, irrespective of altitudes MSL. (C) Taxi, takeoff, landing, and all other operations conducted below 10,000 feet, excluding cruise flight.

原始題號:0012877 題組:0 難易度:易

- (B) 336. What action is required prior to takeoff if snow is adhering to the wings of an air carrier airplane?
(A) Sweep off as much snow as possible and the residue must be polished smooth. (B) Assure that the snow is removed from the airplane. (C) Add 15 knots to the normal V(R) speed as the snow will blow off.

原始題號:0012878 題組:0 難易度:易

- (C) 337. What is the expected duration of an individual microburst?
(A)Five minutes with maximum winds lasting approximately 2 to 4 minutes. (B)One microburst may continue for as long as an hour. (C)Seldom longer than 15 minutes from the time the burst strikes the ground until dissipation.

原始題號:0012879 題組:0 難易度:易

- (C) 338. Maximum downdrafts in a microburst encounter may be as strong as
(A)1,500 ft/min. (B) 4,500 ft/min. (C)6,000 ft/min.

原始題號:0012880 題組:0 難易度:易

- (C) 339. Which condition would INITIALLY cause the indicated airspeed and pitch to increase and the sink rate to decrease?
(A)Sudden decrease in a headwind component. (B)Tailwind which suddenly increases in velocity. (C) Sudden increase in a headwind component.

原始題號:0012881 題組:0 難易度:易

- (C) 340. Which INITIAL cockpit indications should a pilot be aware of when a constant tailwind shears to a calm wind?
(A)Altitude increases; pitch and indicated airspeed decrease. (B)Altitude, pitch, and indicated airspeed decrease. (C)Altitude, pitch, and indicated airspeed increase.

原始題號:0012882 題組:0 難易度:易

- (B) 341. Which wind-shear condition results in a loss of airspeed?
(A) Decreasing headwind or tailwind. (B) Decreasing headwind and increasing tailwind. (C) Increasing headwind and decreasing tailwind.

原始題號:0012883 題組:0 難易度:易

- (C) 342. Which wind-shear condition results in an increase in airspeed?
(A)Increasing tailwind and decreasing headwind. (B)Increasing tailwind and headwind. (C)Decreasing tailwind and increasing headwind.

原始題號:0012884 題組:0 難易度:易

- (B) 343. Which is a definition of 'severe wind shear'?
(A)Any rapid change of horizontal wind shear in excess of 25 knots; vertical shear excepted. (B)Any rapid change in wind direction or velocity which causes airspeed changes greater than 15 knots or vertical speed changes greater than 500 ft/min. (C)Any change of airspeed greater than 20 knots which is sustained for more than 20 seconds or vertical speed changes in excess of 100 ft/min.

原始題號:0012885 題組:0 難易度:易

- (C) 344. Doppler wind measurements indicate that the windspeed change a pilot may expect when flying through the peak intensity of a microburst is approximately
(A) 15 knots. (B) 25 knots. (C)45 knots.

原始題號:0012886 題組:0 難易度:易

- (A)³⁴⁵ Which airplane performance characteristics should be recognized during takeoff when encountering a tailwind shear that increases in intensity?
(A) Loss of, or diminished, airspeed performance. (B) Decreased takeoff distance.
(C) Increased climb performance immediately after takeoff.

原始題號:0012887 題組:0 難易度:易

- (B)³⁴⁶ Thrust is being managed to maintain desired indicated airspeed and the glide slope is being flown. Which characteristics should be observed when a tailwind shears to a constant headwind?
(A) PITCH ATTITUDE: Increases. VERTICAL SPEED: Increases. INDICATED AIRSPEED: Decreases, then increases to approach speed. (B) PITCH ATTITUDE: Increases. VERTICAL SPEED: Decreases. INDICATED AIRSPEED: Increases, then decreases.
(C) PITCH ATTITUDE: Decreases. VERTICAL SPEED: Decreases. INDICATED AIRSPEED: Decreases, then increases to approach speed.

原始題號:0012888 題組:0 難易度:易

- (C)³⁴⁷ Maximum downdrafts in a microburst encounter may be as strong as
(A) 8,000 ft/min. (B) 7,000 ft/min. (C) 6,000 ft/min.

原始題號:0012889 題組:0 難易度:易

- (C)³⁴⁸ What is the expected duration of an individual microburst?
(A) Two minutes with maximum winds lasting approximately 1 minute. (B) One microburst may continue for as long as 2 to 4 hours. (C) Seldom longer than 15 minutes from the time the burst strikes the ground until dissipation.

原始題號:0012890 題組:0 難易度:易

- (A)³⁴⁹ What is the primary cause of all changes in the Earth's weather?
(A) Variations of solar energy at the Earth's surface. (B) Changes in air pressure over the Earth's surface. (C) Movement of air masses from moist areas to dry areas.

原始題號:0012891 題組:0 難易度:易

- (C)³⁵⁰ What characterizes a ground-based inversion?
(A) Convection currents at the surface. (B) Cold temperatures. (C) Poor visibility.

原始題號:0012892 題組:0 難易度:易

- (A)³⁵¹ When does minimum temperature normally occur during a 24-hour period?
(A) After sunrise. (B) About 1 hour before sunrise. (C) At midnight.

原始題號:0012893 題組:0 難易度:易

- (C) 352. What is an important characteristic of wind shear?
(A) It is primarily associated with the lateral vortices generated by thunderstorms. (B) It usually exists only in the vicinity of thunderstorms, but may be found near a strong temperature inversion. (C) It may be associated with either a wind shift or a windspeed gradient at any level in the atmosphere.

原始題號:0012894 題組:0 難易度:易

- (C) 353. What information from the control tower is indicated by the following transmission? ' SOUTH BOUNDARY WIND ONE SIX ZERO AT TWO FIVE, WEST BOUNDARY WIND TWO FOUR ZERO AT THREE FIVE.'
(A) A downburst is located at the center of the airport. (B) Wake turbulence exists on the west side of the active runway. (C) There is a possibility of wind shear over or near the airport.

原始題號:0012895 題組:0 難易度:易

- (B) 354. Which type clouds are indicative of very strong turbulence?
(A) Nimbostratus. (B) Standing lenticular. (C) Cirrocumulus.

原始題號:0012896 題組:0 難易度:易

- (B) 355. Which weather phenomenon signals the beginning of the mature stage of a thunderstorm?
(A) The appearance of an anvil top. (B) The start of rain at the surface. (C) Growth rate of the cloud is at its maximum.

原始題號:0012897 題組:0 難易度:易

- (C) 356. What feature is normally associated with the cumulus stage of a thunderstorm?
(A) Beginning of rain at the surface. (B) Frequent lightning. (C) Continuous updraft.

原始題號:0012898 題組:0 難易度:易

- (C) 357. What is indicated by the term 'embedded thunderstorms'?
(A) Severe thunderstorms are embedded in a squall line. (B) Thunderstorms are predicted to develop in a stable air mass. (C) Thunderstorms are obscured by other types of clouds.

原始題號:0012899 題組:0 難易度:易

- (C) 358. Where can the maximum hazard zone caused by wind shear associated with a thunderstorm be found?
(A) In front of the thunderstorm cell (anvil side) and on the southwest side of the cell. (B) Ahead of the roll cloud or gust front and directly under the anvil cloud. (C) On all sides and directly under the thunderstorm cell.

原始題號:0012900 題組:0 難易度:易

- (A) 359. What action is recommended when encountering turbulence due to a wind shift associated with a sharp pressure trough?
(A) Establish a course across the trough. (B) Climb or descend to a smoother level.
(C) Increase speed to get out of the trough as soon as possible.

原始題號:0012901 題組:0 難易度:易

- (B) 360. In comparison to an approach in a moderate headwind, which is an indication of a possible wind shear due to a decreasing headwind when descending on the glide slope?
(A) Less power is required. (B) Higher pitch attitude is required. (C) Lower descent rate is required.

原始題號:0012902 題組:0 難易度:易

- (B) 361. Which type precipitation is an indication that supercooled water is present?
(A) Wet snow. (B) Freezing rain. (C) Ice pellets.

原始題號:0012903 題組:0 難易度:易

- (C) 362. Which action is recommended if jetstream turbulence is encountered with a direct headwind or tailwind?
(A) Increase airspeed to get out of the area quickly. (B) Change course to fly on the polar side of the jetstream. (C) Change altitude or course to avoid a possible elongated turbulent area.

原始題號:0012904 題組:0 難易度:易

- (A) 363. Which action is recommended regarding an altitude change to get out of jetstream turbulence?
(A) Descend if ambient temperature is falling. (B) Descend if ambient temperature is rising. (C) Maintain altitude if ambient temperature is not changing.

原始題號:0012905 題組:0 難易度:易

- (C) 364. Turbulence encountered above 15,000 feet AGL, not associated with cloud formations, should be reported as
(A) convective turbulence. (B) high altitude turbulence. (C) clear air turbulence.

原始題號:0012906 題組:0 難易度:易

- (A) 365. What is a likely location of clear air turbulences?
(A) In an upper trough on the polar side of a jetstream. (B) Near a ridge aloft on the equatorial side of a high pressure flow. (C) Downstream of the equatorial side of a jetstream.

原始題號:0012907 題組:0 難易度:易

- (C)³⁶⁶ Which primary source contains information regarding the expected weather at the destination airport, at the ETA?
(A)Low-Level Prog Chart. (B)Radar Summary and Weather Depiction Charts. (C) Terminal Aerodrome Forecast.

原始題號:0012908 題組:0 難易度:易

- (B)³⁶⁷ Which are the only cloud types forecast in the Terminal Aerodrome Forecast?
(A)Altostratus (B)Cumulonimbus (C)Stratocumulus

原始題號:0012909 題組:0 難易度:易

- (B)³⁶⁸ A calm wind that is forecast, in the International Terminal Aerodrome Forecast (TAF), is encoded as
(A)VRB00KT. (B)00000KT. (C)00003KT.