

(A35) MPL陸空通訊

最近更新日期：無；更新題號：無

原始題號:0013286 題組:0 難易度:中

- (A) 1. 儀器飛行時，最即時的航路及目的地天氣資料可由下列那個方式獲得？
(A)自動飛航服務站(AFSS) (B)機場航站資料服務(ATIS) (C)飛行員提示系統(NOTAMS)

原始題號:0013287 題組:0 難易度:中

- (C) 2. 電話資訊提示服務(TIBS)以何種方式提供自動飛航服務站(AFSS)之資訊？
(A)在122.0MHz廣播天氣資訊 (B)在特定區域50英里內廣播天氣資訊 (C)以電話方式循環播放天氣資訊

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- (B) 3. 危險天氣警示服務(HWAS)在特定VOR頻率廣播何種資訊？
(A)在每小時的15及45分時，撥報顯著天氣變化(SIGMETs)及飛行員天氣回報(AIRMETs)
(B)連續循環播放飛航天氣警示 (C)在每小時的15及45分時，撥報顯著天氣變化(SIGMETs)，對流顯著天氣變化(CONVECTIVE SIGMETs)及飛行員天氣回報(AIRMETs)

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- (A) 4. 天氣警示廣播，包含危害天氣警示(AWW)，顯著天氣變化(SIGMETs)及對流顯著天氣變化(CONVECTIVE SIGMETs)，由何方式提供？
(A)由地區航管中心(ARTCCs)在其管轄範圍的150英里內，以緊急頻道以外的適當頻道播放 (B)由自動飛航服務站(AFSS)在其管轄範圍200海里以內以122.0MHz頻率廣播 (C)以特定的低頻或極高頻萬向導航台頻率播放

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- (C) 5. 下列何種飛航天氣警示，提供飛行員關於可能的中度積冰及亂流，和地面及山區30海里以上的風速變化？
(A)顯著天氣變化(SIGMETs)，對流顯著天氣變化(CONVECTIVE SIGMETs) (B)危害天氣警示(AWW)及顯著天氣變化(SIGMETs) (C)飛行員天氣回報(AIRMETs)及中心天氣警示(CWA)

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- (B) 6. 航路天氣警示服務(EFAS)對特定航路上，特定高度之航機提供定期天氣警示。航機可透過何方式獲得資訊？
(A)在每小時的15及45分時，收聽航路上極高頻萬向導航台頻率之播放 (B)聯繫該地區之地區航管中心(ARTCCs)，回報本身飛機呼號或最近之極高頻萬向導航台名稱，若在海平面17500呎以下則聯繫122.0MHz (C)聯繫該地區之自動飛航服務站(AFSS)，回報本身飛機呼號或最近之極高頻萬向導航台名稱

原始題號:0013292 題組:0 難易度:中

- (A) 7. 飛行員接受“落地後暫停等待程序”許可之能見度與雲幕高限制為何？
(A)能見度3英里，雲幕高1000呎 (B)能見度3海里，雲幕高1000呎 (C)能見度3英里，雲幕高1500呎

原始題號:0013293 題組:0 難易度:中

- (B) 8. 夜航操作時最佳的夜間視力可以何時達到？
(A)約10分鐘後當瞳孔放大時 (B)約30分鐘後當視網膜上的桿狀細胞調整至適應黑暗時
(C)約5分鐘後當視網膜上的錐狀細胞調整至適應黑暗時

原始題號:0013294 題組:0 難易度:中

- (C) 9. 下列何種預報提供該航路之雲頂高，雲量，能見度等資料？
(A)地區預報 (B)航站氣象預報(TAF) (C)連續錄音播放天氣簡報 (TWEB)

原始題號:0013295 題組:0 難易度:中

- (A) 10. 滑行時發現有電線的絕緣部分被燒焦，此時飛行員應該
(A)不必回報 (B)48小時內向最近的FAA單位回報 (C)立刻向最近的NTSB單位回報

原始題號:0013296 題組:0 難易度:中

- (C) 11. 在停機坪滑行時輪胎或起落架因碰觸地面設施而受損，此時飛行員應該
(A)立刻向最近的NTSB單位回報 (B)7天內向最近的FAA單位回報 (C)不必回報

原始題號:0013297 題組:0 難易度:中

- (A) 12. 下列何種事件必須立刻向最近的NTSB辦公室回報？
(A)飛行中火警 (B)地面火警導致啟動滅火裝置 (C)停放於機棚內的一級航空器發生火警，導致損失超過25000美元

原始題號:0013298 題組:0 難易度:易

- (C) 13. ILS提供何種功能？
(A)方位，距離及垂直角度 (B)方位，範圍及垂直角度 (C)導引，範圍及目視資訊

原始題號:0013299 題組:0 難易度:易

- (B) 14. ILS操作之左右定位台之頻率範圍為？
(A)108.1 to 118.1 兆赫. (B)108.1 to 111.95 兆赫. (C)108.1 to 117.95 兆赫.

原始題號:0013300 題組:0 難易度:易

- (C) 15. 下列何者是利用左右定位台辨識中的前兩位字母來做辨證？
(A)內信標台 (B)中信標台 (C)外信標台

原始題號:0013301 題組:0 難易度:易

- (A) 16. 當飛過ILS內信標台時何種聲音或目視指示可被觀察到？
(A)每秒六次之連續點音 (B)每秒兩次之短音 (C)每秒兩次之交互點音及短音

原始題號:0013302 題組:0 難易度:易

- (C) 17. 當飛過ILS中信標台時何種聲音或目視指示可被觀察到？
(A)每秒六次之連續點音 (B)每秒兩次之短音 (C)每秒兩次之交互點音及短音

原始題號:0013303 題組:0 難易度:易

- (B) 18. 當飛過ILS外信標台時何種聲音或目視指示可被觀察到？
(A)每秒六次之連續點音 (B)每秒兩次之短音 (C)每秒兩次之交互點音及短音

原始題號:0013304 題組:0 難易度:易

- (B) 19. 當在14,000呎以上加入待命航線初始之外飛邊不應超過
(A)1 分鐘 (B)1-1/2 分鐘 (C)1-1/2 分鐘或10哩為少者

原始題號:0013305 題組:0 難易度:易

(C) 20. 渦輪噴射飛機於14,000呎以上之最大待命速度為？

(A)210 哩 (B)230 哩 (C)265 哩

原始題號:0013306 題組:0 難易度:易

(B) 21. 當駕駛員飛過極高頻萬向導航台時所觀察到之測距儀讀數應為？

(A)0 哩 (B)2 哩 (C)2.3 哩

原始題號:0013307 題組:0 難易度:易

(A) 22. 當雷達引導儀器進場至非管制機場時何時雷達服務終止？

(A)只有落地或指示更換至建議頻率 (B)當對正最後進場航道時 (C)當許可進場時

原始題號:0013308 題組:0 難易度:易

(A) 23. 極高頻萬向導航台中測距儀指示與地面距離於何時會有最大誤差？

(A)高高度並接近極高頻萬向導航台 (B)低高度並接近極高頻萬向導航台 (C)低高度並遠離極高頻萬向導航台

原始題號:0013309 題組:0 難易度:易

(C) 24. 駕駛員於第一次與管制員聯絡時應表示其收到ATIS之廣播藉由

(A)陳述"號碼" (B)陳述"天氣" (C)覆頌廣播中所附之字母代碼

原始題號:0013310 題組:0 難易度:易

(A) 25. 當同時進場程序實施時，每位飛行員應如何接收雷達管制？

(A)在塔台頻率 (B)在進場管制頻率 (C)一個駕駛員在塔台頻率另一個在在進場管制頻率

原始題號:0013311 題組:0 難易度:易

(C) 26. 當許可執行公佈之偏側動作，駕駛員於點開始進行此一動作？

(A)在公佈之決定高度 (B)在公佈之最低下降高度或環繞進場 (C)儘速在目視跑道後

原始題號:0013312 題組:0 難易度:易

(B) 27. 第二類ILS之最低限度為？

(A)決定高度50呎，跑道視程1,200呎 (B)決定高度100呎，跑道視程1,200呎 (C)決定高度150呎，跑道視程1,500呎

原始題號:0013313 題組:0 難易度:易

(C) 28. 第三類ILS之最低限度為？

(A)決定高度50呎，跑道視程1,200呎 (B)跑道視程1,000呎 (C)跑道視程700呎

原始題號:0013314 題組:0 難易度:易

(C) 29. 在第二類ILS中除了左右定位台，下滑道，信標台以及進場燈光外還需何種之地面設施？

(A)雷達及跑道視程 (B)跑道中心線燈及跑道頭警示燈 (C)高強度跑道燈，觸地區燈，跑道中心線燈及跑道視程

原始題號:0013315 題組:0 難易度:易

(B) 30. LDA與ILS LOC 有何不同？

(A)LDA寬6或12度, ILS3到6度 (B)LDA從跑道偏差正負3度, ILS對正跑道 (C)LDA可用指示為15度, ILS為35度

原始題號:0013316 題組:0 難易度:易

(B) 31. 微波落地系統之前方位與背方位有何不同？

(A)無，預期指示倒轉 (B)將以較低之速率發送 (C)背方位無測距儀

原始題號:0013317 題組:0 難易度:易

(B) 32. 除了基本資訊外，微波落地系統還有何其他附加能力？

(A)背方位下滑道 (B)背方位以及資料傳輸 (C)可要求之不同前方位及背方位

原始題號:0013318 題組:0 難易度:易

(A) 33. 微波落地系統之進場方位引導角度涵蓋最低離地高度為？

(A)20,000 呎 (B)10,000 呎 (C)8,000 呎

原始題號:0013319 題組:0 難易度:易

(C) 34. 微波落地系統之落地跑道每邊側向進場方位角限制為？

(A)至少15度 (B)20度 (C)至少40度

原始題號:0013320 題組:0 難易度:易

(C) 35. 微波落地系統之前向及背向引導之範圍限制限制為？

(A)10哩及10哩 (B)15哩及10哩 (C)20哩及7哩

原始題號:0013321 題組:0 難易度:易

(A) 36. 考量飛機經由全球定位系統導航，於飛行計畫，應為

(A)有RNAV裝備 (B)有Astrotracker裝備 (C)有FMS/EFIS裝備

原始題號:0013322 題組:0 難易度:易

(B) 37. 全球定位系統儀器進場程序，於美國之外必須經何授權？

(A)FAA核可之飛機飛行手冊或飛行手冊補充 (B)政府單位或主權國 (C)只要FAA即可

原始題號:0013323 題組:0 難易度:易

(A) 38. 當使用全球定位系統作為導航及儀器進場時，備降站一定要有

(A)一個許可之儀器進場，飛全球定位系統進場且在預計到場時間正常運作 (B)全球定位系統進場應於預計到場時間時可以運作 (C)在儀器飛行下使用全球定位系統授權飛行進場

原始題號:0013324 題組:0 難易度:易

(A) 39. 空中防撞系統II提供

(A)航情解決及建議 (B)接近警告 (C)全方位之衝突航機閃避動作

原始題號:0013325 題組:0 難易度:易

(B) 40. 空中防撞系統I提供

(A)航情解決及建議 (B)接近警告 (C)全方位之衝突航機閃避動作

原始題號:0013326 題組:0 難易度:易

(B) 41. 至少於多少距離時駕駛員與組員有責任做空中接近之報告

(A)與其他航機隔離50呎或少於 (B)與其他航機隔離500呎或少於 (C)與其他航機隔離1000呎或少於

原始題號:0013327 題組:0 難易度:易

(A) 42. 建議宣布緊急情況之最低狀況為？

(A)駕駛員任何時候認為會對飛行安全造成影響時 (B)當油料或天氣需要沿航線或落地優先權時 (C)當有遇難情形例如火警，機械故障或結構損傷發生時

原始題號:0013328 題組:0 難易度:易

- (B) 43. 劫機電碼為?
(A)7200 (B)7500 (C)7777

原始題號:0013329 題組:0 難易度:易

- (C) 44. 當改變異頻響應器電碼時駕駛員應避免轉動通過何種範圍?
(A)0000到1000 (B)7200到7500系列 (C)7500, 7600及7700系列

原始題號:0013330 題組:0 難易度:易

- (A) 45. 當設定高度表時, 駕駛員應忽略
(A)非標準大氣溫度及壓力之影響 (B)靜壓系之修正 (C)儀器錯誤之修正

原始題號:0013331 題組:0 難易度:易

- (C) 46. 當通過國內之防空識別區之最大可接受誤差為?
(A)加或減10哩;加或減10分鐘 (B)加或減20哩;加或減5分鐘 (C)加或減10哩;加或減5分鐘

原始題號:0013332 題組:0 難易度:易

- (A) 47. 在儀器飛行於航路或路線時何時應做位置報告?
(A)通過所有之指定強制報告點 (B)只有當航管有特別要求時 (C)當要求改變高度或因天氣情況而改變時

原始題號:0013333 題組:0 難易度:易

- (C) 48. 當被航管詢問"確認9,000呎"而實際飛行高度為8,000呎時駕駛員應?
(A)立即爬升至9,000呎 (B)報告爬升至9,000呎 (C)報告保持8,000呎

原始題號:0013334 題組:0 難易度:易

- (A) 49. 駕駛員於許可限制時應做何種報告?
(A)到達或離開時間及高度/飛航空層 (B)時間及高度/飛航空層以及預計待命速度 (C)時間及高度/飛航空層, 預計待命速度以及內飛邊長度

原始題號:0013335 題組:0 難易度:易

- (B) 50. 當駕駛員收到航管許可可能會違反法規時應作何處置?
(A)將許可全部覆頌 (B)向航管要求查證 (C)不接受許可

原始題號:0013336 題組:0 難易度:易

- (B) 51. 一個航管"指示"
(A)與航管"許可"完全相同 (B)由航管直接發出其目的是為了要求駕駛員做出特定反應 (C)一定要對航管完整"覆頌"以及在實施前做好確認

原始題號:0013337 題組:0 難易度:易

- (A) 52. 當駕駛員呼叫塔台準備起飛時應陳述其在機場之位置
(A)從跑道交叉點 (B)只有在夜間, 從跑道交叉點 (C)只有在儀器天氣下, 從跑道交叉點

原始題號:0013338 題組:0 難易度:易

- (A) 53. 航管於何時會頒佈標準到場程序?
(A)只有航管認為需要時 (B)只對高優先權之航機 (C)只有駕駛員要求時

原始題號:0013339 題組:0 難易度:易

(B) 54. "標準到場程序"之主要目的為？

(A)提供儀器及目視航機之間隔 (B)簡化許可傳遞程序 (C)在特地機場減低航機之擁擠

原始題號:0013340 題組:0 難易度:易

(C) 55. 當儀器飛行於管制空域時，下列何者失效將需立即向航管單位報告？

(A)多引擎飛機之單引擎 (B)空中雷達 (C)測距儀

原始題號:0013341 題組:0 難易度:易

(A) 56. 當儀器飛行於管制空域或雲上飛行於"victor航路"，下列何種裝備必須裝置兩套？

(A)極高頻萬向導航台 (B)空中定向器 (C)極高頻萬向導航台或測距儀

原始題號:0013342 題組:0 難易度:易

(B) 57. 何時航空器必須具備測距儀？

(A)在E類空域中所有雲上儀器或目視操作 (B)當配備極高頻萬向導航台接收器時 (C)飛行於飛航空層18,000以上時

原始題號:0013343 題組:0 難易度:易

(C) 58. 當儀器飛行於管制空域，空中定向器失效之情況應如何處置？

(A)下降至A類空域以下 (B)經公司頻道告知派遣中心 (C)立即通知航管

原始題號:0013344 題組:0 難易度:易

(C) 59. 當儀器飛行於管制空域遭遇ILS接收器部分失效之情況應如何處置？

(A)依許可繼續如被要求時提出書面報告 (B)如果飛機具有其他無線電裝備可以實施儀器進場，則不需有進一步行動 (C)立即向航管報告失效

原始題號:0013345 題組:0 難易度:易

(A) 60. 當儀器飛行於管制空域遭遇兩套無線電均失效之情況應如何處置？

(A)立即告知航管 (B)轉電碼7600 (C)守聽極高頻萬向導航台接收器

原始題號:0013346 題組:0 難易度:易

(C) 61. 在ILS進場時何種設施可取代中信標台？

(A)極高頻萬向導航台/空中定向儀 (B)管制雷達 (C)定位台

原始題號:0013347 題組:0 難易度:易

(A) 62. 當在儀器飛行時使用空中檢查點來檢查極高頻萬向導航台時，最大之方向誤差許可為？

(A)正負6度 (B)正6度或負4度 (C)正負4度

原始題號:0013348 題組:0 難易度:中

(A) 63. 當收到"SQUAWK IDENT"指示時，你的反應動作是：

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

原始題號:0013349 題組:0 難易度:中

(C) 64. 當管制員要你"Pass me the following information"時，會用何術語來表示？

(A)READBACK (B)REQUEST (C)REPORT (D)SAY AGAIN

原始題號:0013350 題組:0 難易度:中

(C) 65. 當你在做盲目發話時, 你應該:

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

原始題號:0013351 題組:0 難易度:中

(A) 66. 當有緊急狀況發生, 管制員會用何術種語來強制此頻率無線電靜默?

- (A)STOP TRANSMITTING MAYDAY OUT (B)MAYDAY MAYDAY MAYDAY OUT (C)DISTRESS TRAFFIC IN PROGRESS

原始題號:0013352 題組:0 難易度:中

(B) 67. 管制員何時會使用術語 "BREAK BREAK"?

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

原始題號:0013353 題組:0 難易度:中

(A) 68. 如果你沒辦法聯絡上所指定頻率的航管單位, 你應該:

- (A)嘗試換到另一適當頻率聯絡 (B)發話時每個字發兩次 (C)開始盲目發話

原始題號:0013354 題組:0 難易度:中

(C) 69. 許可限制點的定義為:

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

原始題號:0013355 題組:0 難易度:中

(A) 70. 當聽見有緊急迫切情況(Urgency)的訊息時, 飛行員應該:

- (A)能見度3英里, 雲幕高1000呎 (B)能見度3海里, 雲幕高1000呎 (C)能見度3英里, 雲幕高1500呎

原始題號:0013356 題組:0 難易度:中

(B) 71. 下列對於渦流氣旋的敘述何者正確?

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

原始題號:0013357 題組:0 難易度:中

(B) 72. 航管單位如何播報跑道視程(RVR):

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

原始題號:0013358 題組:0 難易度:中

(D) 73. 在地面上無線電測試正確的呼叫方式為:

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

原始題號:0013359 題組:0 難易度:中

(C) 74. 管制員廣播"DISTRESS TRAFFIC ENDED"的訊息意思為:

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

原始題號:0013360 題組:0 難易度:中

(B) 75. 航空器被許可從FL100下降至FL80所必須做的覆誦為:

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

原始題號:0013361 題組:0 難易度:中

(C) 76. "READABILITY 5" 表示發話品質為:

(A)偶爾聽的清晰 (B)聽的清晰 (C)聽的非常清晰 (D)難以解讀

原始題號:0013362 題組:0 難易度:中

(A) 77. 機場作業時間有"HJ"縮寫,意思為:

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

原始題號:0013363 題組:0 難易度:中

(B) 78. 當管制員要你"listen out on a frequency"時,會用何術語來表示?

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

原始題號:0013364 題組:0 難易度:中

(B) 79. 你在收到 "STANDBY ON 118.9 FOR TOWER" 後的動作是:

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

原始題號:0013365 題組:0 難易度:易

(C) 80. 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:0013366 題組:0 難易度:易

(C) 81. "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:0013367 題組:0 難易度:易

(B) 82. 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:0013368 題組:0 難易度:易

(B) 83. 劫機的 transponder codes為何?

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

原始題號:0013369 題組:0 難易度:易

(C) 84. 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:0013370 題組:0 難易度:易

(C) 85. 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:0013371 題組:0 難易度:易

(C) 86. 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:0013372 題組:0 難易度:易

(B) 87. 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:0013373 題組:0 難易度:易

(B) 88. 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:0013374 題組:0 難易度:易

(C) 89. 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:0013375 題組:0 難易度:易

(A) 90. 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:0013376 題組:0 難易度:易

(A) 91. 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:0013377 題組:0 難易度:易

(B) 92. 當收到IFR進場許可至無管制機場且無FSS時,在被告知切換後,飛行員應做何預警?

(A)守聽航管的 traffic advisories 及 UNICOM (B)守聽 traffic advisories 並報告航機的位置及意向 (C)直到目視跑道後,再於UNICOM 波道上報告航機的位置及意向

原始題號:0013378 題組:0 難易度:易

(A) 93. 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:0013379 題組:0 難易度:易

(C) 94. 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:0013380 題組:0 難易度:易

(C) 95. 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:0013381 題組:0 難易度:易

(A) 96. 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:0013382 題組:0 難易度:易

(C) 97. 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:0013383 題組:0 難易度:易

(A) 98. 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:0013384 題組:0 難易度:易

(C) 99. 如何辨別軍用機場?

(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:0013385 題組:0 難易度:易

(A) 100. 如何辨別 ILS inner marker?

(A)Continuous dots at the rate of six per second. (B)Continuous dashes at the rate of two per second. (C)Alternate dots and dashes at the rate of two per second.

原始題號:0013386 題組:0 難易度:易

(C) 101. 如何辨別 ILS middle marker?

(A)Continuous dots at the rate of six per second. (B)Continuous dashes at the rate of two per second. (C)Alternate dots and dashes at the rate of two per second.

原始題號:0013387 題組:0 難易度:易

(B) 102. 如何辨別 ILS outer marker?

(A)Continuous dots at the rate of six per second. (B)Continuous dashes at the rate of two per second. (C)Alternate dots and dashes at the rate of two per second.

原始題號:0013388 題組:0 難易度:易

(C) 103. ILS 提供何種訊息?

(A)方位, 距離及斜角 (B)方位, 範圍及斜角 (C)引導, 範圍及目視參考

原始題號:0013389 題組:0 難易度:易

(A) 104. 如何簡易計算3度下滑角所需之下降率?

(A)5倍的地速(kt) (B)8倍的地速(kt) (C)10倍的地速(kt)

原始題號:0013390 題組:0 難易度:易

(B) 105. CVR (cockpit voice recorders) 及 FDR (flight data recorders) 不應使用在?

(A)NTSB調查後決定事故發生的原因 (B)判斷民事賠償或認證的證據 (C)NTSB調查後決定事故發生的原因是否包括程序錯誤 (NTSB Part 830)

原始題號:0013391 題組:0 難易度:易

- (C) 106. CVR (cockpit voice recorders) 及 FDR (flight data recorders) 之訊息只能用於?
(A)決定誰該為事故負責 (B)民事賠償或認證的證據 (C)決定事故發生的可能原因

原始題號:0013392 題組:0 難易度:易

- (B) 107. 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:0013393 題組:0 難易度:易

- (B) 108. TCAS I 提供何種訊息?
(A)traffic and resolution advisories. (B)proximity warning. (C) recommended maneuvers to avoid conflicting traffic.

原始題號:0013394 題組:0 難易度:易

- (A) 109. TCAS II 提供何種訊息?
(A)traffic and resolution advisories. (B)proximity warning. (C)maneuvers in all directions to avoid the conflicting traffic.

原始題號:0013395 題組:0 難易度:易

- (C) 110. 飛行員遵守 TCAS II 之RA指示後偏離航管許可應立即通知航管並?
(A)保持改變後的航向及高度, 因航管仍有radar contact (B)請求新的航管許可 (C)在 TCAS TRAFFIC無礙後, 立即返回原先的許可

原始題號:0013396 題組:0 難易度:易

- (C) 111. 飛行員遵守 TCAS II 之RA指示後偏離航管許可應立即?
(A)保持改變後的航向及高度, 因航管仍有radar contact (B)請求航管偏離的許可 (C)立即通知航管此偏離

原始題號:0013397 題組:0 難易度:易

- (C) 112. MODE C of the transponder 提供何種高度訊息?
(A)駕駛艙指示高度 (B)10呎為單位的高度 (C)未經場壓修正之高度

原始題號:0013398 題組:0 難易度:易

- (C) 113. 向航管宣告緊急情況應選用哪個波道?
(A)121.5 MHz VHF. (B) 243.0 MHz UHF. (C)目前始用之波道

原始題號:0013399 題組:0 難易度:易

- (A) 114. CVR必須在哪些情況正常運作?
(A)開車前到飛行任務結束 (B)開車前到關車前 (C)開始滑行到飛行任務結束

原始題號:0013400 題組:0 難易度:易

- (B) 115. 大型民航機的氣象雷達在IFR巡航中故障, 且航路中可能遭遇雷雨胞, PIC應做何處置?
(A)請求雷達引導在就近機場落地 (B)根據航機操作手冊所規的程序處置 (C)若無油量及遭遇雷雨的疑慮, 返航至原起飛站

原始題號:0013401 題組:0 難易度:易

- (C) 116. "READABILITY 5" 表示發話品質為:
(A)偶爾聽的清晰 (B)聽的清晰 (C)聽的非常清晰 (D)難以解讀

原始題號:0013402 題組:0 難易度:易

(A) 117. 13,500 英尺的無線電通話用語為何?

- (A)ONE THREE THOUSAND FIVE HUNDRED FEET (B)THIRTEEN THOUSAND FIVE HUNDRED FEET
(C)ONE THREE THOUSAND FIVE ZERO ZERO FEET

原始題號:0013403 題組:0 難易度:易

(C) 118. "MONITOR" 一詞的定義為何?

- (A)你正在被監看 (B)在某一頻率建立無線電通話 (C)在某一頻率守聽 (D)在某一頻率
等待目視燈光訊號

原始題號:0013404 題組:0 難易度:易

(C) 119. 當你保持3,500英尺飛正西南航向,你的無線電通話用語會是:

- (A)HEADING 045 AT THREE THOUSAND FIVE HUNDRED (B)HEADING 225 AT THRITY FIVE
HUNDRED (C)HEADING 225 AT THREE THOUSAND FIVE HUNDRED (D)SOUTHWEST HEADING AT
THREE FIVE ZERO ZERO

原始題號:0013405 題組:0 難易度:易

(C) 120. 用何術語來修正在航空通話中發話時的口誤?

- (A)Sorry (B)I say again (C)Correction (D)Correct

原始題號:0013406 題組:0 難易度:易

(D) 121. 在機場服務管制的呼號最後名稱是:

- (A)CONTROL (B)APRON (C)GROUND (D)TOWER

原始題號:0013407 題組:0 難易度:易

(B) 122. "WILCO" 的定義是:

- (A)你所發的最後訊息,我已經全部接收到 (B)我了解你所發訊息的意思而且我會依照
著此意思做 (C)對所提議假定的行動得到允許

原始題號:0013408 題組:0 難易度:易

(B) 123. 當要做一緊急迫切情況呼叫時,首先所使用的頻率為何?

- (A)最鄰近的雷達服務頻率 (B)正在使用的頻率 (C)國際緊急危難頻率

原始題號:0013409 題組:0 難易度:易

(B) 124. 當無法建立雙向無線電通話時,你會在發話前加何術語?

- (A)RADIO CHECK (B)TRANSIMTTING BLIND (C)PAN PAN PAN (D)DO YOU READ?

原始題號:0013410 題組:0 難易度:易

(A) 125. 當電碼設定為7700時,意思為:

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

原始題號:0013411 題組:0 難易度:易

(A) 126. 緊急迫切情況(Urgency)的條件定義為何?

- (A)對於航空器本身或機上人員有生命安全上的考量,但是還不需要立即的救助 (B)航
空器或人員遭受到嚴重或即將發生的危險所威脅,而且需要立即的救助 (C)在地面上所
發生的緊急事件

原始題號:0013412 題組:0 難易度:易

(D) 127. 當電碼設定為7500時,意思為:

- (A)有緊急狀況發生 (B)無線電失效 (C)沒有雷達服務 (D)遭受劫持

原始題號:0013413 題組:0 難易度:易

(A) 128. 理論上你在5000呎上空可接收到多遠的VHF訊號?

(A)85海哩 (B)120海哩 (C)71海哩 (D)9海哩

原始題號:0013414 題組:0 難易度:易

(C) 129. 你可在何種頻率收聽到ATIS?

(A)專用VHF頻率 (B)VOR頻率 (C)專用VHF 或 VOR 頻率 (D)任何飛航管制頻率

原始題號:0013415 題組:0 難易度:易

(A) 130. 當一航空器在晴空萬里且地障平坦之1萬呎上空時,最遠的VHF無線電通話範圍大約為:

(A)120海哩 (B)100海哩 (C)150海哩 (D)75海哩

原始題號:0013416 題組:0 難易度:易

(A) 131. 當你的航空器沒有迴波器時,你如何回應航管要你"SQUAWK IDENT"的指示:

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

原始題號:0013417 題組:0 難易度:易

(C) 132. 何時會用到 "CORRECTION" 這個術語?

(A)要刪除訊息時 (B)訊息的覆頌為正確之時 (C)當在發話時有口誤發生時使用,然後後面再補上正確的訊息

原始題號:0013418 題組:0 難易度:易

(A) 133. 傳達 "URGENCY" 的通話術語為何:

(A)PanPan PanPan PanPan (B)Urgency Urgency Urgency (C)Mayday Mayday Mayday

原始題號:0013419 題組:0 難易度:易

(A) 134. 為了獲得最佳的VHF通話品質,航空器最好是位於:

(A)在機場附近上空的高高度 (B)在遠距離的高高度位置 (C)在近距離的低高度位置

原始題號:0013420 題組:0 難易度:易

(B) 135. SAR的全名是:

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

原始題號:0013421 題組:0 難易度:易

(A) 136. "FASTAIR 1234" 此呼號可被簡稱為:

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

原始題號:0013422 題組:0 難易度:易

(A) 137. 你何時會用到 "WORDS TWICE" 這個術語?

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

原始題號:0013423 題組:0 難易度:易

(C) 138. 當你想要訊息被再重覆一次,你應用何術語:

(A)WORDS TWICE (B)REPEAT MESSAGE (C)SAY AGAIN (D)SPEAK SLOWER

原始題號:0013424 題組:0 難易度:易

(C) 139. "CANCEL" 此術語的定義為:

- (A)當此次發話沒有傳送過 (B)你的航班已被公司取消 (C)讓先前所給的許可失效

原始題號:0013425 題組:0 難易度:易

(C) 140. 下列哪一名詞被定義為一航空器處於有立即危險發生的情況:

- (A)遇難 (MAYDAY) (B)緊急迫迫情況(URGENCY) (C)緊急危難情況 (DISTRESS) (D)緊急 (PAN PAN)

原始題號:0013426 題組:0 難易度:易

(C) 141. "READABILITY 3" 此用語的意思為:

- (A)偶爾聽的清晰 (B)聽的清晰 (C)聽的清晰但有點難度 (D)難以解讀

原始題號:0013427 題組:0 難易度:易

(B) 142. 在發生無線電失效後你何時會尋找目視燈光訊號:

- (A)落地之後 (B)加入一有管制塔台的機場航線時 (C)機場上空

原始題號:0013428 題組:0 難易度:易

(B) 143. VHF裡的VOLMET廣播哪些資訊:

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

原始題號:0013429 題組:0 難易度:易

(A) 144. 假設你被指示 "SQUAWK 1250", 你應該:

- (A)在SSR迴波器上設定電碼1250 (B)換至125.0MHz的頻率 (C)回答"TEST 1250"

原始題號:0013430 題組:0 難易度:易

(B) 145. 航管對一航空器指示"CHECK" 表示:

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

原始題號:0013431 題組:0 難易度:易

(A) 146. 無線電通話中VHF頻率的範圍是:

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

原始題號:0013432 題組:0 難易度:易

(C) 147. 當要做一緊急迫切情況呼叫時, 首先所使用的頻率為何?

- (A)121.5 MHz (B)最鄰近的雷達服務頻率 (C)正在使用的頻率 (D)最鄰近的飛航情報業務頻率

原始題號:0013433 題組:0 難易度:易

(B) 148. 緊急迫切情況(Urgency)的優先順序為何?

- (A)低於緊急醫療求助 (B)高於一切一般情況但低於緊急危難情況 (C)視情況多寡後排序而定

原始題號:0013434 題組:0 難易度:易

(B) 149. 無線電失效後電碼要設:

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

原始題號:0013435 題組:0 難易度:易

(B) 150. 下列哪一名詞定義為 "Have I correctly received the following" :

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

原始題號:0013436 題組:0 難易度:易

(C) 151. "VERIFY" 一詞的定義為:

(A)確認你最後所傳的訊息 (B)識別你自己 (C)核對及確認來源

原始題號:0013437 題組:0 難易度:易

(B) 152. 假設你想反向滑行, 你的通話應該是:

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

原始題號:0013438 題組:0 難易度:易

(B) 153. 3500英尺的無線電通話用語應為:

(A)THREE FIVE ZERO FEET (B)THREE THOUSND FIVE HUNDRED FEET (C)THIRTY FIVE HUNDRED FEET

原始題號:0013439 題組:0 難易度:易

(B) 154. 當一航空器處於有立即危險情況時, 應用何種術語?

(A)OH NO! (B)MAYDAY MAYDAY MAYDAY (C)PANPAN PANPAN PANPAN (D)PAN PAN MEDICAL

原始題號:0013440 題組:0 難易度:易

(B) 155. " DISREGARD" 一詞的定義為:

(A)不用理會我說甚麼 (B)當前一次的發話沒有傳送過 (C)取消最後的許可

原始題號:0013441 題組:0 難易度:易

(B) 156. 當你被指示 "RE-SQUAWK 1015", 你應該:

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

原始題號:0013442 題組:0 難易度:易

(C) 157. 空無線電通話中, 時間如何表示:

(A)只有分鐘 (B)當地平均時間 (C) UTC (D)日光節約時間

原始題號:0013443 題組:0 難易度:易

(D) 158. 下列哪一名詞的定義為 "Permission not granted" :

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

原始題號:0013444 題組:0 難易度:易

(C) 159. "SSR"此簡稱的全名為:

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

原始題號:0013445 題組:0 難易度:易

(C) 160. 在迴波器上選擇電碼7600, 意指為:

(A)緊急危難情況 (B)航空器被劫持 (C)無線電失效 (D)緊急急迫情況

原始題號:0013446 題組:0 難易度:易

(B) 161. 當聽見"ALL STATIONS, STEPHENVILLE RADAR, STOP TRANSMITTING MAYDAY"的訊息時, 你應該:

(A)幫忙此緊急情況事件 (B)不打擾此有緊急危難情況的航空器 (C)離開此頻率 (D)重新發送一次你的訊息

原始題號:0013447 題組:0 難易度:易

- (B) 162. 擁有頻率118.0 to 136.975 MHz的無線電波段是：
(A)UHF 波段 (B)VHF 波段 (C)SHF 波段 (D)HF 波段

原始題號:0013448 題組:0 難易度:易

- (B) 163. 當講到頻率,"DECIMAL" 這小數點用語可否省略？
(A)只有在覆誦頻率時可以 (B)不可以 (C)只有在雙方無線電通話建立好滿意之後可省略

原始題號:0013449 題組:0 難易度:易

- (B) 164. 對於管制員所給資訊中,必須要覆誦的項目有：
(A)天氣及風向 (B)測站高度表撥定值和跑道名稱 (C)除了有猶豫的聲音外,所有都必須覆誦

原始題號:0013450 題組:0 難易度:易

- (B) 165. "CHEROKEE XY-ABC" 此呼號可被簡稱為：
(A)CHEROKEE XY-BC (B)CHEROKEE BC (C)XY-BC (D)ABC

原始題號:0013451 題組:0 難易度:易

- (B) 166. 管制員給航空器下達放棄起飛指示會使用何術語？
(A)GIVE-UP TAKE OFF (B)STOP IMMEDIATELY (C)ABORT TAKE OFF

原始題號:0013452 題組:0 難易度:易

- (C) 167. 航管單位名稱或呼號何時可以被省略？
(A)不可以 (B)在航空器目視機場及聯絡後才可以 (C)只有在雙方無線電通話建立好滿意之後可省略

原始題號:0013453 題組:0 難易度:易

- (B) 168. "READABILITY 2" 表示發話品質為：
(A)雙向無線電通話已經建立 (B)偶爾聽的清晰 (C)聽的清晰但有點難度 (D)聽的清晰

原始題號:0013286 題組:0 難易度:中

- (A) 169. The most current en route and destination weather information for an instrument flight should be obtained from the
(A)AFSS (B)ATIS broadcast (C)Notices to Airmen Publications

原始題號:0013287 題組:0 難易度:中

- (C) 170. The Telephone Information Briefing Service (TIBS) provided by AFSSs includes
(A)weather information service on a common frequency(122.0 MHz) (B)recorded weather briefing service for the local area, usually within 50 miles and route forecasts (C)continuous recording of meteorological and/or aeronautical information available by telephone

原始題號:0013288 題組:0 難易度:中

- (B) 171. The Hazardous In-flight Weather Advisory Service (HWAS) is broadcast service over selected VORs that provides
(A)SIGMETs and AIRMETs at 15 minutes and 45 minutes past the hour for the first hour after issuance (B)continuous broadcast of in-flight weather advisories (C)SIGMETs, CONVECTIVE SIGMETs and AIRMETs at 15 minutes and 45 minutes past the hour

原始題號:0013289 題組:0 難易度:中

- (A) 172. Weather Advisory Broadcasts, including Severe Weather Forecast Alerts (AWW), Convective SIGMETs, and SIGMETs, are provided by
(A) ARTCCs on all frequencies, except emergency, when any part of the area described is within 150 miles of the airspace under their jurisdiction (B)AFSSs on 122.2 MHz and adjacent VORs, when any part of the area described is within 200 miles of the airspace under their jurisdiction (C)selected low-frequency and/or VOR navigational aids

原始題號:0013290 題組:0 難易度:中

- (C) 173. What type of In-flight Weather Advisories provides an en route pilot with information regarding the possibility of moderate icing, moderate turbulence, winds of 30 knots or more at the surface and extensive mountain obscurement?
(A)Convective SIGMETs and SIGMETs (B)Severe Weather Forecast Alerts (AWW) and SIGMETs (C)AIRMETs and Center Weather Advisories (CWA)

原始題號:0013291 題組:0 難易度:中

- (B) 174. En route Flight Advisory Service (EFAS) is a service that provides en route aircraft with timely and meaningful weather advisories pertinent to the type of flight intended, route, and altitude. this information is received by
(A)listening to en route VORs at 15 and 45 minutes past the hour (B)contacting flight watch, using the name of the ARTCC facility identification in your area, your aircraft identification, and name of nearest VOR, on 122.0 MHz below 17,500 feet MSL (C)contacting the AFSS facility in your area, using your airplane identification, and the name of the nearest VOR

原始題號:0013292 題組:0 難易度:中

- (A) 175. What is the minimum visibility and ceiling required for a pilot to receive a "land and hold should" clearance?
(A)3 statute miles and 1000 feet (B)3 nautical miles and 1000 feet (C)3 statute miles and 1500 feet

原始題號:0013293 題組:0 難易度:中

- (B) 176. For night flight operations, the best night vision is achieved when the
(A)pupils of the eyes have become dilated in approximately 10 minutes (B)rods
in the eyes have become adjusted to the darkness in approximately 30 minutes
(C)cones in the eyes have become adjusted to the darkness in approximately 5
minutes

原始題號:0013294 題組:0 難易度:中

- (C) 177. Which forecast provides specific information concerning expected sky cover,
cloud tops, visibility, weather, and obstructions to vision in a route format?
(A)Area Forecast (B)Terminal Area Forecasts (TAF) (C)Transcribed Weather
Broadcast (TWEB)

原始題號:0013295 題組:0 難易度:中

- (A) 178. While taxiing for takeoff, a small fire burned the insulation from a transceiver
wire. What action would be required to comply with NTSB Part 830?
(A)No notification or report is required (B)A report must be filed with the
avionics inspector at the nearest FAA field office within 48 hours (C)An
immediate notification must be filed by the operator of the aircraft with the
nearest NTSB field office

原始題號:0013296 題組:0 難易度:中

- (C) 179. While taxiing on the parking ramp, the landing gear, wheel, and tire are damaged
by striking ground equipment. What action would be required to comply with NTSB
Part 830?
(A)An immediate notification must be filed by the operator of the aircraft with
the nearest NTSB field office (B)A report must be filed with the nearest FAA
field office within 7 days (C)No notification or report is required

原始題號:0013297 題組:0 難易度:中

- (A) 180. Which incident would require that the nearest NTSB field office be notified
immediately?
(A)In flight fire (B)Ground fire resulting in fire equipment dispatch (C)Fire
of the primary aircraft while in a hanger which results in damage to other
property of more than \$25000

原始題號:0013298 題組:0 難易度:易

- (C) 181. What function are provided by ILS?
(A)Azimuth, distance, and vertical angle. (B)Azimuth, range, and vertical angle.
(C)Guidance, range, and visual information.

原始題號:0013299 題組:0 難易度:易

- (B) 182. Within what frequency range does the localizer transmitter of the ILS operate?
(A)108.1 to 118.1 MHz. (B)108.1 to 111.95 MHz. (C)108.1 to 117.95 MHz.

原始題號:0013300 題組:0 難易度:易

- (C) 183. Which component associated with the ILS is identified by the first two letters of the localizer identification group?
(A)inner marker. (B)middle compass locator. (C)outer compass locator.

原始題號:0013301 題組:0 難易度:易

- (A) 184. What aural and visual indications should be observed over an ILS inner marker?
(A)Continuous dots at the rate of six per second. (B)Continuous dashes at the rate of two per second. (C)Alternate dots and dashes at the rate of two per second.

原始題號:0013302 題組:0 難易度:易

- (C) 185. What aural and visual indications should be observed over an ILS middle marker?
(A)Continuous dots at the rate of six per second. (B)Continuous dashes at the rate of two per second. (C)Alternate dots and dashes at the rate of two per second.

原始題號:0013303 題組:0 難易度:易

- (B) 186. What aural and visual indications should be observed over an ILS outer marker?
(A)Continuous dots at the rate of six per second. (B)Continuous dashes at the rate of two per second. (C)Alternate dots and dashes at the rate of two per second.

原始題號:0013304 題組:0 難易度:易

- (B) 187. When entering a holding pattern above 14,000 feet the initial outbound leg should not exceed
(A)1 minute. (B)1-1/2 minute. (C)1-1/2 minute or 10 NM, whichever is less.

原始題號:0013305 題組:0 難易度:易

- (C) 188. Maximum holding speed for a turbojet airplane above 14,000 feet is
(A)210 knots. (B)230 knots. (C)265 knots.

原始題號:0013306 題組:0 難易度:易

- (B) 189. 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:0013307 題組:0 難易度:易

- (A) 190. 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:0013308 題組:0 難易度:易

- (A) 191. Where does the DME indicator have the greatest error between the ground distance and displayed distance to the VORTAC.
(A)High altitude close to the VORTAC. (B)Low altitude close to the VORTAC. (C)Low altitude far from the VORTAC.

原始題號:0013309 題組:0 難易度:易

- (C) 192. 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:0013310 題組:0 難易度:易

- (A) 193. When simultaneous approaches are in progress, how does each pilot receive radar advisories?
(A)On tower frequency. (B)On approach control frequency. (C)One pilot on tower frequency and the other on approach control frequency.

原始題號:0013311 題組:0 難易度:易

- (C) 194. 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:0013312 題組:0 難易度:易

- (B) 195. The lowest ILS Category II minimums are?
(A)DH 50 feet and RVR 1,200 feet. (B)DH 100 feet and RVR 1,200 feet. (C)DH 150 feet and RVR 1,500 feet.

原始題號:0013313 題組:0 難易度:易

- (C) 196. What is the lowest category IIIA minimum?
(A)DH 50 feet and RVR 1,200 feet. (B)RVR 1,000 feet. (C)RVR 700 feet.

原始題號:0013314 題組:0 難易度:易

- (C) 197. Which ground components are required to be operative for a Category II approach in addition to LOC, glide slope, marker beacons, and approach lights?
(A)Radar and RVR. (B)RCLS and REIL. (C)HIRL, TDZL, RCLS, and RVR.

原始題號:0013315 題組:0 難易度:易

- (B) 198. How does the LDA differ from an ILS LOC?
(A)LDA-6 degree or 12 degree wide, ILS-3 degree to 6 degree. (B)LDA-offset from runway plus 3 degree, ILS-3 aligned with runway. (C)LDA-15 degree usable off course indications, ILS-35 degree.

原始題號:0013316 題組:0 難易度:易

- (B) 199. What is the difference, if any, between the front and back azimuth of the microwave landing system?
(A)None, expect indicator reversal. (B)Transmissions are at a lower rate. (C)Back azimuth has no DME/P.

原始題號:0013317 題組:0 難易度:易

- (B) 200. In addition to basic information, what expansion capabilities does the Microwave Landing System (MLS) have?
(A)Back azimuth glide path. (B)Back azimuth and data transmissions. (C)Variable front and back azimuth upon request.

原始題號:0013318 題組:0 難易度:易

- (A) 201. To at least which altitude AGL is the approach azimuth guidance angle coverage of a Microwave Landing System (MLS)?
(A)20,000 feet. (B)10,000 feet. (C)8,000 feet.

原始題號:0013319 題組:0 難易度:易

- (C) 202. What are the lateral approach azimuth angle limits, referenced to either side of the landing runway, of a Microwave Landing System (MLS)?
(A)At least 15 degree. (B)20 degree. (C)At least 40 degree.

原始題號:0013320 題組:0 難易度:易

- (C) 203. What are the respective range limits for the front and back guidance of a Microwave Landing System (MLS)?
(A)10 NM and 10 NM. (B)15 NM and 10 NM. (C)20 NM and 7 NM.

原始題號:0013321 題組:0 難易度:易

- (A) 204. 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:0013322 題組:0 難易度:易

- (B) 205. GPS instrument approach operations, outside the United States, must be authorized by
(A)the FAA-approved aircraft flight manual (AFM) or flight manual supplement.
(B)a sovereign country or government unit. (C)the FAA Administrator only.

原始題號:0013323 題組:0 難易度:易

- (A) 206. When using GPS for navigation and instrument approaches, a required alternate airport must have
(A)an approved instrument approach procedure, besides GPS, that is expected to be operational and available at the ETA. (B)a GPS approach that is expected to be operational and available at the ETA. (C)authorization to fly approaches under IFR using GPS avionics.

原始題號:0013324 題組:0 難易度:易

- (A) 207. TCAS II provides
(A)traffic and resolution advisories. (B)proximity warning. (C)maneuvers in all directions to avoid the conflicting traffic.

原始題號:0013325 題組:0 難易度:易

- (B) 208. TCAS I provides
(A)traffic and resolution advisories. (B)proximity warning. (C)recommended maneuvers to avoid conflicting traffic.

原始題號:0013326 題組:0 難易度:易

- (B) 209. It is responsibility of the pilot and crew to report a near midair collision as a result of proximity of at least
(A)50 feet or less to another aircraft. (B)500 feet or less to another aircraft.
(C)1000 feet or less to another aircraft.

原始題號:0013327 題組:0 難易度:易

- (A) 210. 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:0013328 題組:0 難易度:易

- (B) 211. What is the hijack code?
(A)7200 (B)7500 (C)7777

原始題號:0013329 題組:0 難易度:易

- (C) 212. 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:0013330 題組:0 難易度:易

- (A) 213. When setting the altimeter, pilot should disregard
(A)effects of nonstandard atmospheric temperatures and pressure. (B)corrections for static pressure systems. (C)correction for instrument error.

原始題號:0013331 題組:0 難易度:易

- (C) 214. What is the maximum acceptable tolerance for penetrating a domestic ADIZ?
(A)Plus or minus 10 miles;plus or minus 10 minutes. (B)Plus or minus 20 miles;plus or minus 5 minutes. (C)Plus or minus 10 miles;plus or minus 5 minutes.

原始題號:0013332 題組:0 難易度:易

- (A) 215. 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:0013333 題組:0 難易度:易

- (C) 216. What action should a pilot take if asked by ARTCC to "verify 9,000 feet" 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:0013334 題組:0 難易度:易

- (A) 217. 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:0013335 題組:0 難易度:易

- (B) 218. 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:0013336 題組:0 難易度:易

- (B) 219. 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:0013337 題組:0 難易度:易

- (A) 220. Pilot should state their position on the airport when calling the tower for takeoff
(A)from a runway intersection. (B)from a runway intersection, only at night.
(C)from a runway intersection, only during instrument conditions.

原始題號:0013338 題組:0 難易度:易

- (A) 221. 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:0013339 題組:0 難易度:易

- (B) 222. 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:0013340 題組:0 難易度:易

- (C) 223. While on an IFR flight in controlled airspace, the failure of which unit will precipitate an immediate report to ATC?
(A)One engine, on a multiengine aircraft. (B)Airborne radar. (C)DME.

原始題號:0013341 題組:0 難易度:易

- (A) 224. When an aircarrier flight is operated under IFR or over-the top on "victor airways," which navigation equipment is required to be installed in duplicate?
(A)VOR. (B)ADF. (C)VOR and DME.

原始題號:0013342 題組:0 難易度:易

- (B) 225. When must an air carrier airplane be DME equipped?
(A) In Class E airspace for all IFR or VFR on top operations. (B) Whenever VOR navigational receivers are required. (C) For flights at or above FL 180.

原始題號:0013343 題組:0 難易度:易

- (C) 226. While flying in controlled airspace under IFR, the ADF fails. What action is required?
(A) Descend below Class A airspace. (B) Advise dispatch via company frequency. (C) Notify ATC immediately.

原始題號:0013344 題組:0 難易度:易

- (C) 227. What action is necessary when a partial loss of ILS receiver capability occurs while operating in controlled airspace under IFR?
(A) Continue as cleared and file a written report to the administrator if requested. (B) If the aircraft is equipped with other radios suitable for executing an instrument approach, no further action is necessary. (C) Report the malfunction immediately to ATC.

原始題號:0013345 題組:0 難易度:易

- (A) 228. What action should be taken if one of the two VHF radios fail while IFR in controlled airspace?
(A) Notify ATC immediately. (B) Squawk 7600. (C) Monitor the VOR receiver.

原始題號:0013346 題組:0 難易度:易

- (C) 229. Which facility may be substituted for the middle marker during a Category I ILS approach?
(A) VOR/DME fix. (B) Surveillance radar. (C) Compass locator.

原始題號:0013347 題組:0 難易度:易

- (A) 230. If an airborne checkpoint is used to check the VOR system for IFR operations, the maximum bearing error permissible is
(A) plus or minus 6 degree. (B) plus 6 degree or minus 4 degree. (C) plus or minus 4 degree.

原始題號:0013348 題組:0 難易度:中

- (A) 231. The action that you carry out in response to the instruction "SQUAWK IDENT" is to:
(A) press the special identification (Ident) button on the control panel (B) reset the numbers on the control panel (C) move the switch on the control unit to the ALT position

原始題號:0013349 題組:0 難易度:中

- (C) 232. If a controller would like to say to you "Pass me the following information", he would use the expression:
(A) READBACK (B) REQUEST (C) REPORT (D) SAY AGAIN

原始題號:0013350 題組:0 難易度:中

- (C) 233. When making a blind transmission, you should:
(A)transmit each word twice (B)repeat the message on 121.5 MHz (C)transmit the message twice (D)wait for visual signal

原始題號:0013351 題組:0 難易度:中

- (A) 234. The phrase used by ATC to impose radio silence during an emergency situation is:
(A)STOP TRANSMITTING MAYDAY OUT (B)MAYDAY MAYDAY MAYDAY OUT (C)DISTRESS TRAFFIC IN PROGRESS

原始題號:0013352 題組:0 難易度:中

- (B) 235. A controller would say "BREAK BREAK" when he:
(A)wishes to create a pause in a long message to an aircraft (B)is in a busy environment and has communications with more than one aircraft (C)is instructing an aircraft to abandon take-off (D)wishes to cancel a message already transmitted to an aircraft

原始題號:0013353 題組:0 難易度:中

- (A) 236. If you are unable to contact a station on a designated frequency, you should:
(A)try another appropriate frequency (B)transmit the words twice (C)start transmitting blind

原始題號:0013354 題組:0 難易度:中

- (C) 237. Clearance limit is defined as:
(A)the height below which you will hit the first obstacle (B)the flight level to which an aircraft is granted ATC clearance (C)the point to which aircraft is granted ATC clearance (D)the time at which the ATC clearance expires

原始題號:0013355 題組:0 難易度:中

- (A) 238. On hearing an Urgency message, a pilot should:
(A)maintain a listening watch to see if you can assist in any way (B)acknowledge the message straight away (C)change frequency because a radio silence will be imposed

原始題號:0013356 題組:0 難易度:中

- (B) 239. A "BLIND TRANSMISSION" is a transmission:
(A)from an aircraft that is directly overhead the ground station (B)from one station to another when there is no communication but where it is believed that the caller station is able to receive the transmission (C)where the transmission is unable to see the receiver

原始題號:0013357 題組:0 難易度:中

- (B) 240. How does ATC report RVR?
(A)In feet and inches (B)In meters at touchdown, mid-point and stop-end of runway (C)In kilometers along the final approach (D)In nautical miles along with runway

原始題號:0013358 題組:0 難易度:中

- (D) 241. The correct call to make asking for radio check on the ground is:
(A)G-ABCD RADIO CHECK (B)STEPHENVILLE TOWER, G-ABCD HOW DO YOU READ 118.7
(C)STEPHENVILLE TOWER, G-ABCD READABILITY CHECK, 118.7 (D)STEPHENVILLE TOWER,
G-ABCD RADIO CHECK, 118.7

原始題號:0013359 題組:0 難易度:中

- (C) 242. The ATC message "DISTRESS TRAFFIC ENDED" signifies that:
(A)all aircraft are to end their transmission (B)all aircraft on the frequency
are to change to another frequency (C)normal ATC is resumed after an emergency

原始題號:0013360 題組:0 難易度:中

- (B) 243. The readback from an aircraft that is cleared to change level from FL100 to FL80
is:
(A)DESCENDING TO FL80 (B)LEAVING FL100 DESCENDING TO FL80 (C)DOWN TO FL80

原始題號:0013361 題組:0 難易度:中

- (C) 244. Readability 5 means that your transmission is :
(A)Readable now and then (B)Readable (C)Perfectly readable (D)Unreadable

原始題號:0013362 題組:0 難易度:中

- (A) 245. The abbreviation HJ means that the aerodrome is:
(A)open between sunrise and sunset (B)open between sunset and sunrise (C)open
24 hours (D)open during unspecified hours

原始題號:0013363 題組:0 難易度:中

- (B) 246. The phrase used by ATC to instruct you listen out on a frequency is:
(A)CONTACT (B)MONITOR (C)TRY (D)REPORT

原始題號:0013364 題組:0 難易度:中

- (B) 247. Your action on receipt of the message "STANDBY ON 118.9 FOR TOWER" is to:
(A)change to freq 118.9 and contact TOWER (B)change to freq 118.9 and wait for
TOWER to initiate communications (C)wait for TOWER to contact you on present
frequency to let you know when they are ready

原始題號:0013365 題組:0 難易度:易

- (C) 248. 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:0013366 題組:0 難易度:易

- (C) 249. 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:0013367 題組:0 難易度:易

- (B) 250. 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:0013368 題組:0 難易度:易

- (B) 251. What is the hijack code?
(A) 7200 (B) 7500 (C) 7777

原始題號:0013369 題組:0 難易度:易

- (C) 252. 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:0013370 題組:0 難易度:易

- (C) 253. 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:0013371 題組:0 難易度:易

- (C) 254. 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:0013372 題組:0 難易度:易

- (B) 255. 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:0013373 題組:0 難易度:易

- (B) 256. 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:0013374 題組:0 難易度:易

- (C) 257. 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:0013375 題組:0 難易度:易

- (A) 258. 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:0013376 題組:0 難易度:易

- (A) 259. 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:0013377 題組:0 難易度:易

- (B) 260. When cleared for an IFR approach to an uncontrolled airport with no FSS, what precaution should the pilot take after being advised to change to advisory frequency?
(A) Monitor ATC for traffic advisories as well as UNICOM. (B)Broadcast position and intentions on the Common Traffic Advisory Frequency and monitor the frequency. (C)Wait until visual contact is made with the airport and then broadcast position and intentions to land on UNICOM.

原始題號:0013378 題組:0 難易度:易

- (A) 261. 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:0013379 題組:0 難易度:易

- (C) 262. 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:0013380 題組:0 難易度:易

- (C) 263. 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:0013381 題組:0 難易度:易

- (A) 264. 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:0013382 題組:0 難易度:易

- (C) 265. Who is responsible for collision avoidance in an MOA?
(A)Military controllers. (B)ATC controllers. (C)Each pilot.

原始題號:0013383 題組:0 難易度:易

- (A) 266. 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:0013384 題組:0 難易度:易

- (C) 267. How can a pilot identify a military airport at night?
(A)A- Green, yellow, and white beacon light. (B)B- White and red beacon light with dual flash of the white. (C)C- Green and white beacon light with dual flash of the white.

原始題號:0013385 題組:0 難易度:易

- (A) 268. What aural and visual indications should be observed over an ILS inner marker?
(A)Continuous dots at the rate of six per second. (B)Continuous dashes at the rate of two per second. (C)Alternate dots and dashes at the rate of two per second.

原始題號:0013386 題組:0 難易度:易

- (C) 269. What aural and visual indications should be observed over an ILS middle marker?
(A)Continuous dots at the rate of six per second. (B)Continuous dashes at the rate of two per second. (C)Alternate dots and dashes at the rate of two per second.

原始題號:0013387 題組:0 難易度:易

- (B) 270. What aural and visual indications should be observed over an ILS outer marker?
(A)Continuous dots at the rate of six per second. (B)Continuous dashes at the rate of two per second. (C)Alternate dots and dashes at the rate of two per second.

原始題號:0013388 題組:0 難易度:易

- (C) 271. What functions are provided by ILS?
(A)Azimuth, distance, and vertical angle. (B)Azimuth, range, and vertical angle
(C)Guidance, range, and visual information.

原始題號:0013389 題組:0 難易度:易

- (A) 272. Which 'rule-of-thumb' may be used to approximate the rate of descent required for a 3° glidepath?
(A) 5 times groundspeed in knots. (B) 8 times groundspeed in knots. (C)10 times groundspeed in knots.

原始題號:0013390 題組:0 難易度:易

- (B) 273. For what purpose may cockpit voice recorders and flight data recorders NOT be used?
(A)A- Determining causes of accidents and occurrences under investigation by the NTSB. (B)B- Determining any certificate action, or civil penalty, arising out of an accident or occurrence. (C)C- Identifying procedures that may have been conducive to any accident, or occurrence resulting in investigation under NTSB Part 830.

原始題號:0013391 題組:0 難易度:易

- (C) 274. 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:0013392 題組:0 難易度:易

- (B) 275. 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:0013393 題組:0 難易度:易

- (B) 276. TCAS I provides
(A)traffic and resolution advisories. (B)proximity warning. (C) recommended maneuvers to avoid conflicting traffic.

原始題號:0013394 題組:0 難易度:易

- (A) 277. TCAS II provides
(A)traffic and resolution advisories. (B)proximity warning. (C)maneuvers in all directions to avoid the conflicting traffic.

原始題號:0013395 題組:0 難易度:易

- (C) 278. Each pilot, who deviates from an ATC clearance in response to a TCAS advisory, is expected to notify ATC and
(A)maintain the course and altitude resulting from the deviation, as ATC has radar contact. (B)request a new ATC clearance. (C)expeditiously return to the ATC clearance in effect prior to the advisory, after the conflict is resolved.

原始題號:0013396 題組:0 難易度:易

- (C) 279. Each pilot who deviates from an ATC clearance in response to a TCAS II, resolution advisory (RA) is expected to
(A)maintain the course and altitude resulting from the deviation, as ATC has radar contact. (B)request ATC clearance for the deviation. (C)notify ATC of the deviation as soon as practicable.

原始題號:0013397 題組:0 難易度:易

- (C) 280. What altitude information is transmitted by MODE C of the transponder?
(A)Pilot's indicated altitude. (B)Altitude in 10-foot increments. (C)Altitude without barometric pressure correction.

原始題號:0013398 題組:0 難易度:易

- (C) 281. Which frequency is preferred to declare an emergency to ATC?
(A)121.5 MHz VHF. (B) 243.0 MHz UHF. (C)The one in use.

原始題號:0013399 題組:0 難易度:易

- (A) 282. A cockpit voice recorder must be operated
(A)from the start of the before starting engine checklist to completion of final checklist upon termination of flight. (B)from the start of the before starting engine checklist to completion of checklist prior to engine shutdown. (C)when starting to taxi for takeoff to the engine shutdown checklist after termination of the flight.

原始題號:0013400 題組:0 難易度:易

- (B) 283. What action should be taken by the pilot in command of a transport category airplane if the airborne weather radar becomes inoperative en route on an IFR flight for which weather reports indicate possible thunderstorms?
(A)Request radar vectors from ATC to the nearest suitable airport and land.
(B)Proceed in accordance with the approved instructions and procedures specified in the operations manual for such an event. (C)Return to the departure airport if the thunderstorms have not been encountered, and there is enough fuel remaining.

原始題號:0013401 題組:0 難易度:易

- (C) 284. Readability 5 means that your transmission is :
(A)Readable now and then (B)Readable (C)Perfectly readable (D)Unreadable

原始題號:0013402 題組:0 難易度:易

- (A) 285. An altitude of 13,500 feet would be spoken as:
(A)ONE THREE THOUSAND FIVE HUNDRED FEET (B)THIRTEEN THOUSAND FIVE HUNDRED FEET
(C)ONE THREE THOUSAND FIVE ZERO ZERO FEET

原始題號:0013403 題組:0 難易度:易

- (C) 286. The definition of the instruction "MONITOR" is:
(A)you are being watched (B)establish communications on frequency... (C)listen out on frequency... (D)watch out for visual signals on frequency

原始題號:0013404 題組:0 難易度:易

- (C) 287. When flying on a SW heading at 3500 feet, you would report your heading and level as:
(A)HEADING 045 AT THREE THOUSAND FIVE HUNDRED (B)HEADING 225 AT THRITY FIVE HUNDRED (C)HEADING 225 AT THREE THOUSAND FIVE HUNDRED (D)SOUTHWEST HEADING AT THREE FIVE ZERO ZERO

原始題號:0013405 題組:0 難易度:易

(C) 288. If you make a mistake in transmission, you should use the phrase:

(A)Sorry (B)I say again (C)Correction (D)Correct

原始題號:0013406 題組:0 難易度:易

(D) 289. The suffix in the callsign of an aerodrome control service would be:

(A)CONTROL (B)APRON (C)GROUND (D)TOWER

原始題號:0013407 題組:0 難易度:易

(B) 290. "WILCO" means:

(A)I have received all your last transmission (B)I understand your message and I will comply with it (C)Permission for proposed action granted

原始題號:0013408 題組:0 難易度:易

(B) 291. The frequency to transmit on first for an urgency call is the:

(A)frequency of the nearest radar station (B)frequency in use now
(C)international distress frequency

原始題號:0013409 題組:0 難易度:易

(B) 292. When unable to establish 2-way communications, you should prefix your message with:

(A)RADIO CHECK (B)TRANSMITTING BLIND (C)PAN PAN PAN (D)DO YOU READ?

原始題號:0013410 題組:0 難易度:易

(A) 293. A setting of 7700 on the transponder indicates:

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

原始題號:0013411 題組:0 難易度:易

(A) 294. The condition that defines the state of Urgency is that:

(A)there is concern about the safety of the aircraft or a person on board but it does not require immediate assistance (B)the aircraft is threatened by serious or imminent danger and requires immediate assistance (C)there is an emergency on the ground

原始題號:0013412 題組:0 難易度:易

(D) 295. Setting a Squawk of 7500 indicates that you:

(A)have an emergency (B)have a radio failure (C)are not receiving a radar service
(D)are being Hi-jacked

原始題號:0013413 題組:0 難易度:易

(A) 296. The theoretical VHF range that you can obtain at FL50 is:

(A)85nm (B)120nm (C)71nm (D)9nm

原始題號:0013414 題組:0 難易度:易

(C) 297. The frequency on which ATIS can be found is

(A)Discrete VHF only (B)VOR frequency only (C)Discrete VHF or VOR frequency
(D)any ATC frequency

原始題號:0013415 題組:0 難易度:易

(A) 298. An aircraft at FL100 over flat terrain on a clear day will have a maximum VHF communication range of about:
(A)120nm (B)100nm (C)150nm (D)75nm

原始題號:0013416 題組:0 難易度:易

(A) 299. If you are flying an aircraft without a transponder then reply to an instruction to "SQUAWK IDENT" should be:
(A)NEGATIVE TRANSPONDER (B)NO SQUAWK (C)SQUAWK NOT POSSIBLE (D)NO SQUAWK

原始題號:0013417 題組:0 難易度:易

(C) 300. The term "CORRECTION" is used when:
(A)the message to be deleted (B)the readback of a message is correct (C)an error has been made in the transmission and correct version is.

原始題號:0013418 題組:0 難易度:易

(A) 301. The phrases proceeding an URGENCY message should be:
(A)PanPan PanPan PanPan (B)Urgency Urgency Urgency (C)Mayday Mayday Mayday

原始題號:0013419 題組:0 難易度:易

(A) 302. The best signals for VHF communications are obtained when the position of the aircraft is at:
(A)high altitude and in the vicinity of the aerodrome (B)high altitude at long range (C)low altitude and short range

原始題號:0013420 題組:0 難易度:易

(B) 303. SAR stands for:
(A)Single Aircraft Radio (B)Search And Rescue (C)Secondary Airborne Radar

原始題號:0013421 題組:0 難易度:易

(A) 304. The callsign FASTAIR 1234 can be abbreviated to:
(A)No abbreviation (B)FASTAIR 34 (C)1234 (D)FOXTROT34

原始題號:0013422 題組:0 難易度:易

(A) 305. You would use the phrase "WORDS TWICE" when you
(A)want each word repeat twice (B)make a blind transmission (C)want the message to be repeated

原始題號:0013423 題組:0 難易度:易

(C) 306. When asking for a repeat of a message, you should say:
(A)WORDS TWICE (B)REPEAT MESSAGE (C)SAY AGAIN (D)SPEAK SLOWER

原始題號:0013424 題組:0 難易度:易

(C) 307. The term "CANCEL" means:
(A)consider the message is not sent (B)your flight has been cancelled by your operator (C)annul the previously transmitted clearance

原始題號:0013425 題組:0 難易度:易

(C) 308. The condition that defines the state of an aircraft in imminent danger is:
(A)MAYDAY (B)URGENCY (C)DISTRESS (D)PAN PAN

原始題號:0013426 題組:0 難易度:易

(C) 309. The message "READABILITY3" means:
(A)Readable now and then (B)Readble (C)Readable but with difficulty
(D)Unreadable

原始題號:0013427 題組:0 難易度:易

(B) 310. When do you look for visual signals after a communications failure?
(A)After landing (B)Joining the circuit at a controlled airfield (C)Overhead
an aerodrome

原始題號:0013428 題組:0 難易度:易

(B) 311. What information does VOLMET broadcast on VHF?
(A)SIGMETs (B)METARs for various aerodromes (C)TAFs for specific aerodromes

原始題號:0013429 題組:0 難易度:易

(A) 312. If you are told to "SQUAWK 1250", you should
(A)set code 1250 on SSR transponder (mode A) (B)change to frequency 125.0 MHz
(C)say "TESTING 1250"

原始題號:0013430 題組:0 難易度:易

(B) 313. The message "CHECK" to an aircraft means that you should:
(A)confirm that you received and understood the last message (B)examine a system
or procedure (C)stay where you are

原始題號:0013431 題組:0 難易度:易

(A) 314. The full range of VHF frequencies used for communication is:
(A)118.0 to 136.975 MHz (B)108.0 to 139.5 MHz (C)3 to 30 MHz (D)88 to 108 MHz

原始題號:0013432 題組:0 難易度:易

(C) 315. On what frequency do you transmit your first MAYDAY call?
(A)121.5 MHz (B)The frequency of the nearest radar station (C)The frequency in
use (D)The frequency of the nearest FIS

原始題號:0013433 題組:0 難易度:易

(B) 316. The priority for an urgency call is:
(A)lower than for a Pan Pan medical (B)higher than for everything else but less
than for distress (C)dependant upon the length of the queue

原始題號:0013434 題組:0 難易度:易

(B) 317. The Squawk code for radio failure is :
(A)7700 (B)7600 (C)7500

原始題號:0013435 題組:0 難易度:易

(B) 318. The word for the expression "Have I correctly received the following" is:
(A)ACKNOWLEDGE (B)CONFIRM (C)VERIFY (D)ARE U SURE

原始題號:0013436 題組:0 難易度:易

(C) 319. The term "VERIFY" means:
(A)confrim your last transmission (B)identify yourself (C)check and confirm with originator

原始題號:0013437 題組:0 難易度:易

(B) 320. If you want to backtrack then your transmission should be:
(A)REPORTING BACKTRACK (B)REQUEST BACKTRACK (C)REQUEST VACATE RUNWAY

原始題號:0013438 題組:0 難易度:易

(B) 321. How do you report a level of 3500feet?
(A)THREE FIVE ZERO FEET (B)THREE THOUSND FIVE HUNDRED FEET (C)THIRTY FIVE HUNDRED FEET

原始題號:0013439 題組:0 難易度:易

(B) 322. The call from an aircraft in imminent danger is:
(A)OH NO! (B)MAYDAY MAYDAY MAYDAY (C)PANPAN PANPAN PANPAN (D)PAN PAN MEDICAL

原始題號:0013440 題組:0 難易度:易

(B) 323. The term" DISREGARD" means:
(A)Pay no attention to what I say (B)Consider the last message as not sent
(C)Cancel the last clearance

原始題號:0013441 題組:0 難易度:易

(B) 324. When told "RE-SQUAWK 1015", you should:
(A)press the identification (Ident) button on the control panel (B)reselect the digits on the transponder mode A (C)set 1015 on your altimeter (D)switch on mode C

原始題號:0013442 題組:0 難易度:易

(C) 325. The time given in aeronautical communications is:
(A)in minutes only (B)Local mean time (C)UTC (D)daylight saving time

原始題號:0013443 題組:0 難易度:易

(D) 326. Word for the expression"Permission not granted" is:
(A)WILCO (B)NOT APPROVED (C)NEVER (D)NEGATIVE

原始題號:0013444 題組:0 難易度:易

(C) 327. The abbreviation SSR stands for:
(A)Single System Receiver (B)Sector Safety Range (C)Secondary Surveillance Radar

原始題號:0013445 題組:0 難易度:易

(C) 328. The selection of the code 7600 on a transponder indicates:
(A)distress (B)hi-jacking (C)loss of comms (D)urgency

原始題號:0013446 題組:0 難易度:易

- (B) 329. On hearing the message "ALL STATIONS, STEPHENVILLE RADAR, STOP TRANSMITTING MAYDAY", you should:
(A)assist with the emergency (B)not interfere with the distress traffic (C)leave the frequency (D)re-transmitting the message

原始題號:0013447 題組:0 難易度:易

- (B) 330. The band for frequencies between 118.0 to 136.975 MHz is known as the:
(A)UHF band (B)VHF band (C)SHF band (D)HF band

原始題號:0013448 題組:0 難易度:易

- (B) 331. When referring to a frequency the word "DECIMAL" can be dropped:
(A)only during a readback of a frequency (B)Never (C)only after satisfactory communications have been established

原始題號:0013449 題組:0 難易度:易

- (B) 332. The information in a message from ATC that has to be readback includes:
(A)weather, wind (B)QNH, runway in use (C)everything except hesitation sounds

原始題號:0013450 題組:0 難易度:易

- (B) 333. The abbreviation for the callsign "CHEROKEE XY-ABC" would be:
(A)CHEROKEE XY-BC (B)CHEROKEE BC (C)XY-BC (D)ABC

原始題號:0013451 題組:0 難易度:易

- (B) 334. The instruction from ATC to an aircraft to abandon its take off includes the phrase:
(A)GIVE-UP TAKE OFF (B)STOP IMMEDIATELY (C)ABORT TAKE OFF

原始題號:0013452 題組:0 難易度:易

- (C) 335. The name or suffix on the callsign of an aeronautical station may be omitted:
(A)Never (B)provided that the aircraft is in visual contact with the aerodrome
(C)only after satisfactory communications have been established and providing there will be no confusion

原始題號:0013453 題組:0 難易度:易

- (B) 336. "Readability 2" means that your transmission is :
(A)two way communications have been established (B)readable now and then
(C)readable but with difficulty (D)readable