

## (A37) MPL基本航行學

最近更新日期：無；更新題號：無

原始題號:0065859 題組:0 難易度:易

- (C) 1. 若進場程序包括了程序轉彎時，從第一次通過最初進場定位點( IAF) 上空，直到程序轉彎結束為止，其最大速度限制為：
- (A)180 節 指示空速. (B)200 節 真空速. (C)200 節 指示空速.

原始題號:0065860 題組:0 難易度:易

- (B) 2. 在美國，當在航路以外飛行時，於指定為山區的地區，要保持與障礙物隔離高度為2000呎，在非山區，其隔離為1000呎，這個隔離的高度名稱叫做
- (A)最低向量高度( MVA ) (B)航路外障礙物隔離高度 ( OROCA ) (C)最低安全 / 扇形區域高度( MSA )

原始題號:0065861 題組:0 難易度:易

- (C) 3. 那一種導航系統是慣性導航系統 ( INS )？是一種提供位置資訊的導航電腦，
- (A)其資訊來自羅盤，空速，與所輸入的風與磁差資料 (B)其資訊來自於類似雷達之感應器，此感應器是測量地速與偏流角 (C)藉由獨立運作(不靠地面助航設備)的陀螺儀和加速器提供訊號

原始題號:0065862 題組:0 難易度:易

- (A) 4. 在什麼位置，DME指示器所顯示距 VORTAC的距離與地面上實際距離會有最大的誤差？
- (A)高高度下接近VORTAC (B)低高度下接近VORTAC (C)低高度下遠離VORTAC

原始題號:0065863 題組:0 難易度:易

- (B) 5. 當直接在VORTAC之上方12,000呎時，飛行員應看見DME的指示為？
- (A)0 DME里 (B)2 DME 里. (C)2.3 DME 里.

原始題號:0065864 題組:1 難易度:易

- (B) 6. ( 請參考Fig9 ) 那一個RMI 圖指出飛機以磁方向235度飛離電台？( 風050度20節 )(如圖A37\_Fig9)
- (A)2 (B)3 (C)4

題目圖：

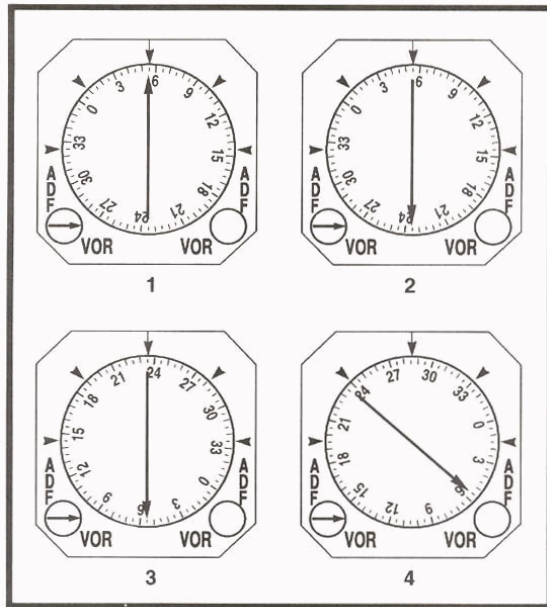


FIGURE 125.—RMI Illustrations.

原始題號:0065865 題組:2 難易度:易

- ( B ) 7. ( 請參考Fig9 ) 如4號圖所示，往電台的磁方向為何？(如圖A37\_Fig9)  
(A)285 度. (B)055 度. (C)235 度.

題目圖：

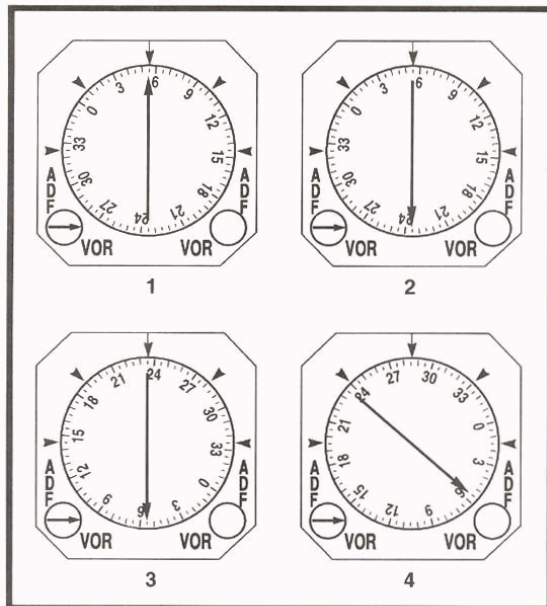


FIGURE 125.—RMI Illustrations.

原始題號:0065866 題組:3 難易度:易

- ( A ) 8. ( 請參考Fig9 ) 那一個RMI 圖指出飛機在電台的西南方，並飛向電台?(如圖A37\_Fig9)  
(A)1 (B)2 (C)3

題目圖：

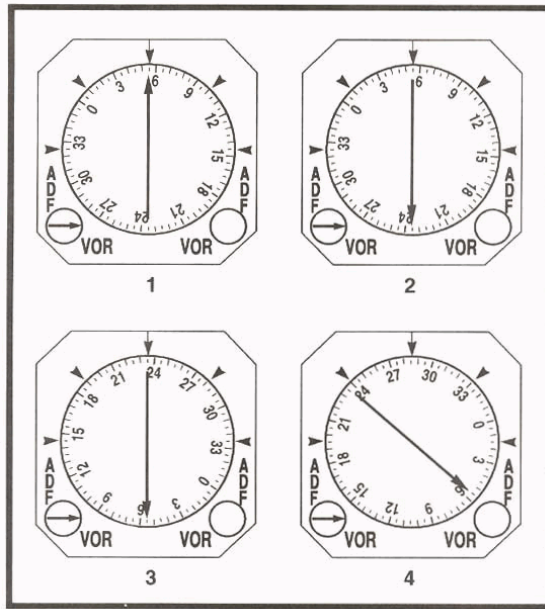


FIGURE 125.—RMI Illustrations.

原始題號:0065867 題組:4 難易度:易

- ( B ) 9. ( 請參考Fig9 ) 那一個RMI 圖指出飛機在電台的050度幅向(radial), 並飛離電台?(如圖A37\_Fig9)
- (A)1 (B)2 (C)3

題目圖：

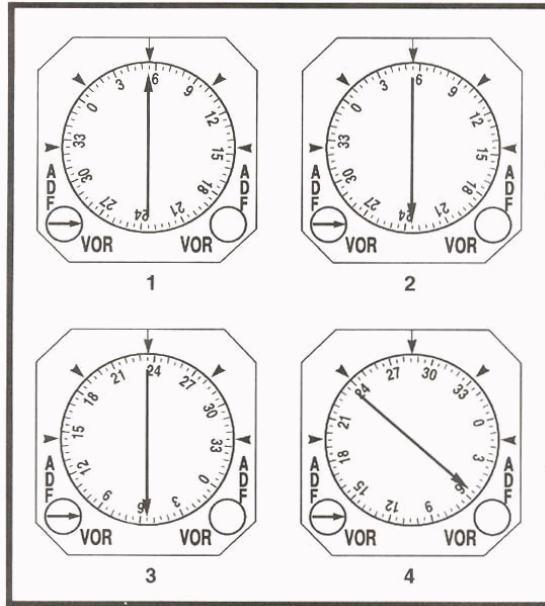
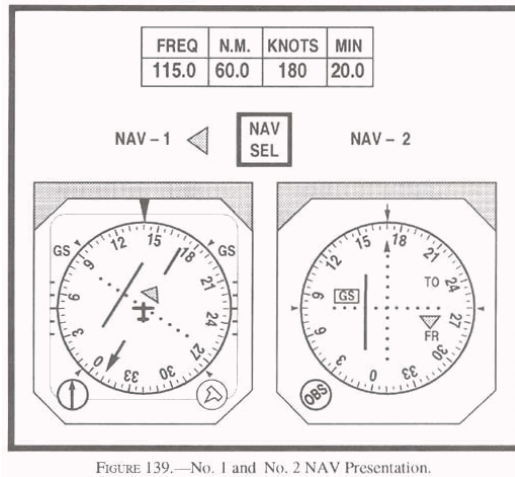


FIGURE 125.—RMI Illustrations.

原始題號:0065868 題組:1 難易度:易

- ( A ) 10. ( 請參考Fig10 ) 在No.1 NAV所選擇的幅向(radial)上 , 飛機左右偏離了多少海里 ?(如圖A37\_Fig10)
- (A)5.0 NM (B)7.5 NM (C)10.0 NM

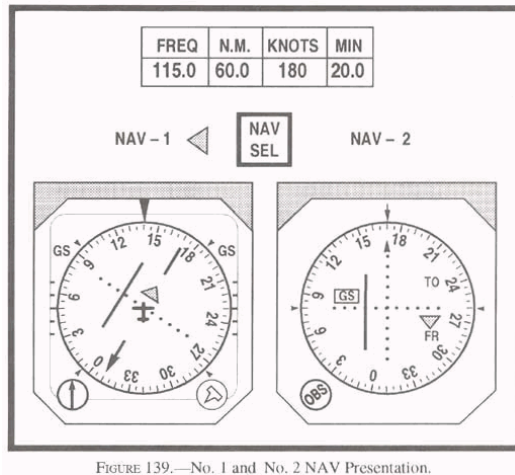
題目圖：



原始題號:0065869 題組:2 難易度:易

- ( C ) 11. ( 請參考Fig10 ) No.1 NAV指示飛機在那一個幅向(radial) ?(如圖A37\_Fig10)  
(A)R-175. (B)R-165. (C)R-345.

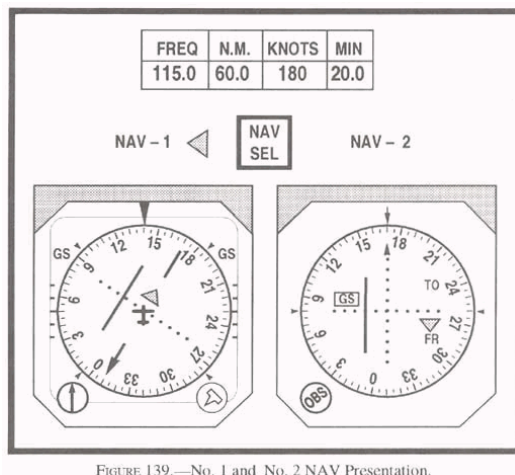
題目圖：



原始題號:0065870 題組:3 難易度:易

- ( B ) 12. ( 請參考Fig10 ) 在No.1 NAV 中那一個OBS選擇可使CDI歸回中央位置，和改變TO / FROM 指示器到TO ?(如圖A37\_Fig10)  
(A)175 (B)165 (C)345

題目圖：



原始題號:0065871 題組:4 難易度:易

- ( C ) 13. ( 請參考Fig10 ) 在No.2 NAV所選擇的幅向(radial)上，飛機左右偏離了多少度 ?(如圖A37\_Fig10)  
(A)1 度 (B)2 度 (C)4 度

題目圖：

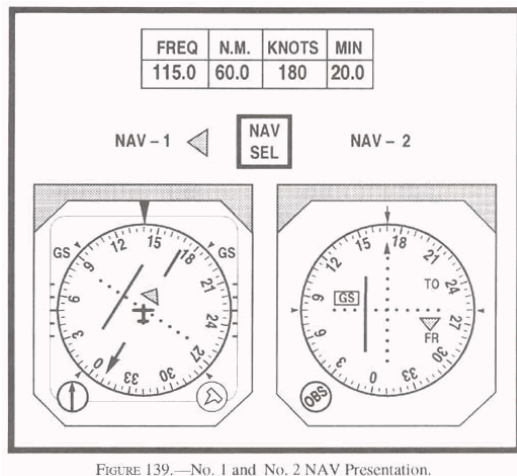


FIGURE 139.—No. 1 and No. 2 NAV Presentation.

原始題號:0065872 題組:5 難易度:易

- (A) 14 (請參考Fig10) 在No. 2 NAV 中那一個OBS選擇可使CDI歸回中央位置 ?(如圖A37\_Fig10)  
(A)174 (B)166 (C)335

題目圖：

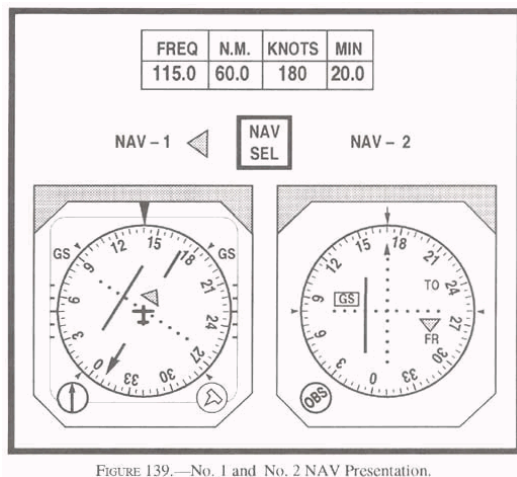


FIGURE 139.—No. 1 and No. 2 NAV Presentation.

原始題號:0065873 題組:6 難易度:易

- (C) 15 (請參考Fig10) 在No. 2 NAV 中那一個OBS選擇可使CDI歸回中央位置，和改變TO / FROM 指示器到TO ?(如圖A37\_Fig10)  
(A)166 (B)346 (C)354

題目圖：

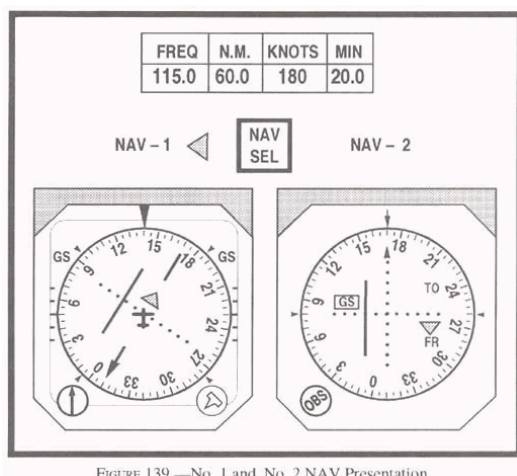


FIGURE 139.—No. 1 and No. 2 NAV Presentation.

原始題號:0065874 題組:1 難易度:易

- (A) 16. (請參考Fig12) 你接收到航管的指示: "...HOLD EAST OF THE ABC VORTAC ON THE ZERO NINER ZERO RADIAL, LEFT TURNS..." 那一種程序是被建議為進入待命航線的方法?(如圖A37\_Fig12)
- (A)只有平行進入法 (B)只有直接進入法 (C)只有淚點進入法

題目圖:

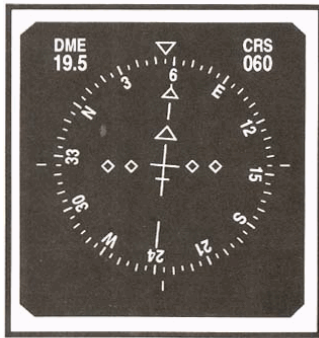


FIGURE 123.—Aircraft Course and DME Indicator.

原始題號:0065875 題組:2 難易度:易

- (B) 17. (請參考Fig12) 你接收到航管的指示: "...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL.." 那一種程序是被建議為進入待命航線的方法?(如圖A37\_Fig12)
- (A)只有淚點進入法 (B)只有直接進入法 (C)只有平行進入法

題目圖:

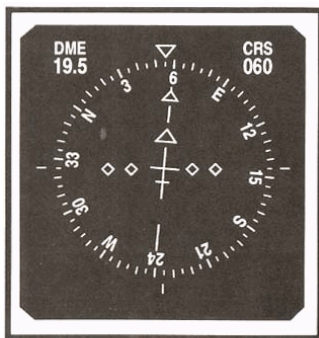


FIGURE 123.—Aircraft Course and DME Indicator.

原始題號:0065876 題組:3 難易度:易

- (C) 18. (請參考Fig12) 你接收到航管的指示: "...CLEARED TO THE XYZ VORTAC. HOLD NORTH ON THE THREE SIX ZERO RADIAL, LEFT TURNS..." 那一種程序是被建議為進入待命航線的方法?(如圖A37\_Fig12)
- (A)只有平行進入法 (B)只有直接進入法 (C)只有淚點進入法

題目圖:

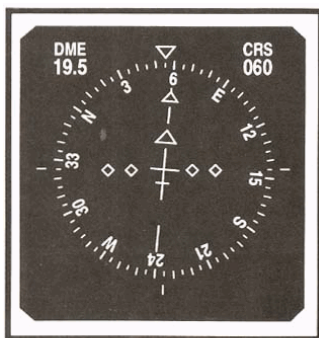


FIGURE 123.—Aircraft Course and DME Indicator.

原始題號:0065877 題組:4 難易度:易

- (B) 19. (請參考Fig12) 你接收到航管的指示： "...CLEARED TO THE ABC VORTAC. HOLD WEST ON THE TWO SEVEN ZERO RADIAL..." . 那一種程序是被建議為進入待命航線的方法？(如圖A37\_Fig12)
- (A)只有平行進入法 (B)只有直接進入法 (C)只有淚點進入法

題目圖：

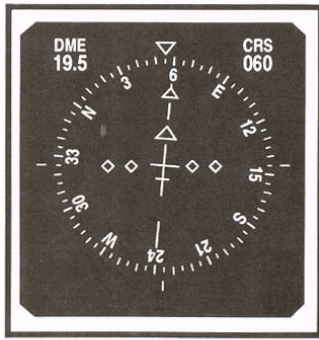


FIGURE 123.—Aircraft Course and DME Indicator.

原始題號:0065878 題組:1 難易度:易

- (C) 20. (請參考Fig13) 飛行員接收到航管的指示： "...CLEARED TO THE ABC VORTAC. HOLD WEST ON THE TWO SEVEN ZERO RADIAL..." . 那一種程序是被建議為進入待命航線的方法？(如圖A37\_Fig13)
- (A)平行和淚點進入法 (B)只有平行進入法 (C)只有直接進入法

題目圖：

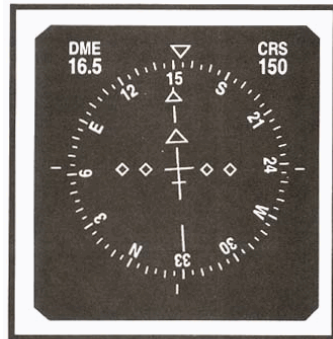


FIGURE 124.—Aircraft Course and DME Indicator.

原始題號:0065879 題組:2 難易度:易

- (C) 21. (請參考Fig13) 飛行員接收到航管的指示： "...CLEARED TO THE XYZ VORTAC. HOLD NORTH ON THE THREE SIX ZERO RADIAL, LEFT TURNS..." . 那一種程序是被建議為進入待命航線的方法？(如圖A37\_Fig13)
- (A)只有淚點進入法 (B)只有平行進入法 (C)直接進入法

題目圖：

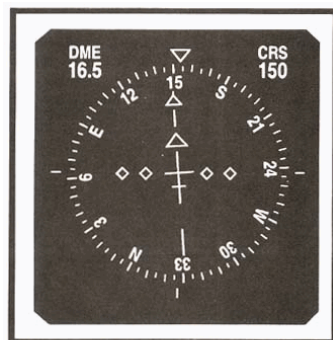
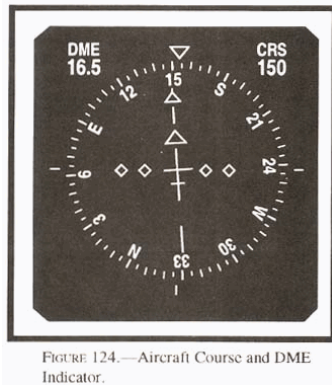


FIGURE 124.—Aircraft Course and DME Indicator.

原始題號:0065880 題組:3 難易度:易

- (A) 22. (請參考Fig13) 飛行員接收到航管的指示 : "...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL..." 那一種程序是被建議為進入待命航線的方法 ?(如圖A37\_Fig13)
- (A)只有淚點進入法 (B)只有平行進入法 (C)只有直接進入法

題目圖：



原始題號:0065881 題組:0 難易度:易

- (A) 23. 在待命航線(holding)中螺旋槳飛機最大速度限制是
- (A)265 節. (B)230 節. (C)156 節.

原始題號:0065882 題組:0 難易度:易

- (C) 24. 在民航與軍方共用的機場上空 7000呎到14000呎之高度中， 民用噴射渦輪引擎飛機最大待命速度限制是
- (A)200 節. (B)265 節. (C)230 節.

原始題號:0065883 題組:0 難易度:易

- (A) 25. 除非在亂流或結冰的情況下需要更高速度，而航管也得到知會，否則在民用機場上空 15000呎之平均海平面高度中， 民用噴射渦輪引擎飛機最大待命速度(Maximum holding speed)限制是？
- (A)265 節. (B)230 節. (C)250 節.

原始題號:0065884 題組:0 難易度:易

- (C) 26. 民用飛機在民航與軍方共用的機場上空 14000呎待命，應預期使用的待命速度(holding speed)是？
- (A)250 節. (B)260 節. (C)230 節.

原始題號:0065885 題組:0 難易度:易

- (A) 27. 當使用飛行方向指示系統時，在待命航線(holding pattern)中轉彎，飛行員應保持那一種轉彎率或左右傾斜角(bank angle)？
- (A)3度每秒 或 25度 左右傾斜角，兩者中之較小者. (B)3度 每秒 或 30度 左右傾斜角，兩者中之較小者. (C)1-1/2度 每秒 或 25度 左右傾斜角，兩者之中較小者.

原始題號:0065886 題組:0 難易度:易

- (B) 28. 當在14000呎以上進入待命航線(holding pattern)時，第一次向外航線不應超過
- (A)1 分鐘. (B)1-1/2 分鐘. (C)1-1/2 分鐘 或 10 海里，兩者中之較小者.

原始題號:0065887 題組:0 難易度:易

- (C) 29. 當在NDB上待命時，在何處開始第二段飛離航段(second leg outbound)的計時？  
 (A)等待點在飛機的側面或當飛機完成轉向至outbound航向機翼平飛時，兩者先發生為主 (B)在通過電台後，以標準轉彎率完成了 1 分鐘的轉彎時 (C)等待點在飛機的側面

原始題號:0065888 題組:1 難易度:易

- (A) 30. (請參考Fig14)在Cougar Four標準儀器到場結束於那裡?(如圖A37\_Fig14)  
 (A)在BANTY INT (B)在 IAH VORTAC (C)當被許可降落時

題目圖：

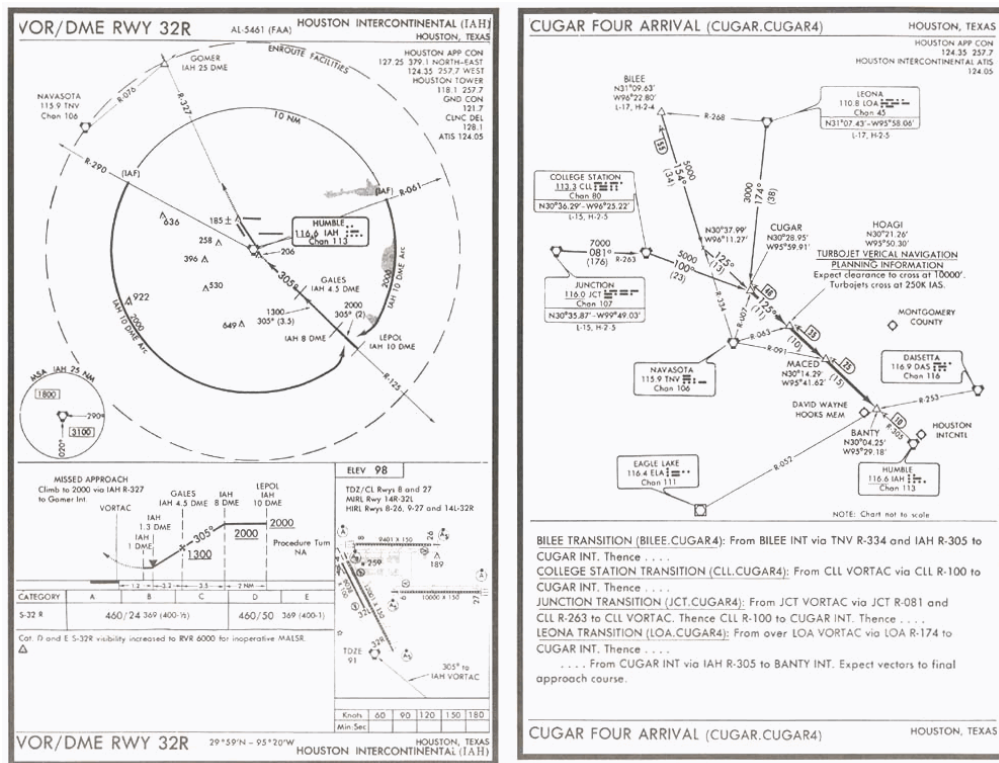
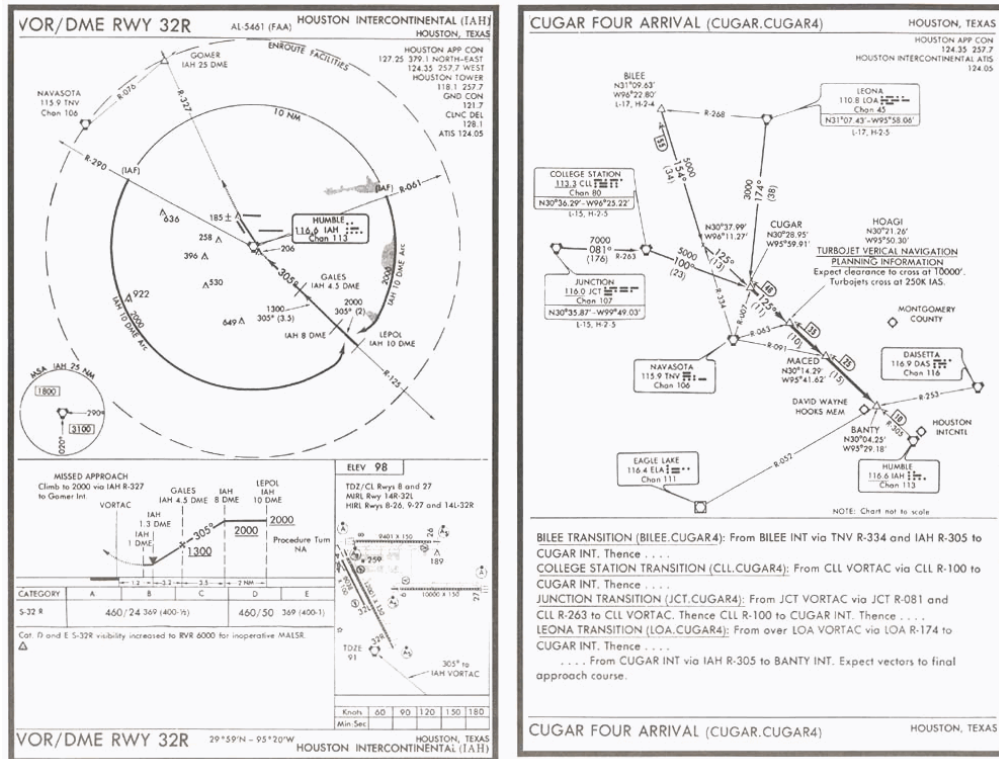


FIGURE 112.—VOR / DME RWY 32R (IAH) / Cougar Four Arrival (Cugar.Cugar4).

原始題號:0065889 題組:2 難易度:易

- (C) 31. (請參考Fig14) 如果在Cougar Four 到場，飛機轉向至 IAH 的 305幅向(radial)後失去通信，飛行員該如何處置?(如圖A37\_Fig14)  
 (A)直飛至IAH VORTAC，然後沿IAH R-125出境做程序轉彎後進場 (B)從BANTY INT 沿IAH R-290 飛至最初進場定位點，然後沿IAH 10 海里弧圈，準備最後進場 (C)直飛至IAH VORTAC，然後沿IAH 10 海里弧圈至任一最初進場定位點，準備最後進場

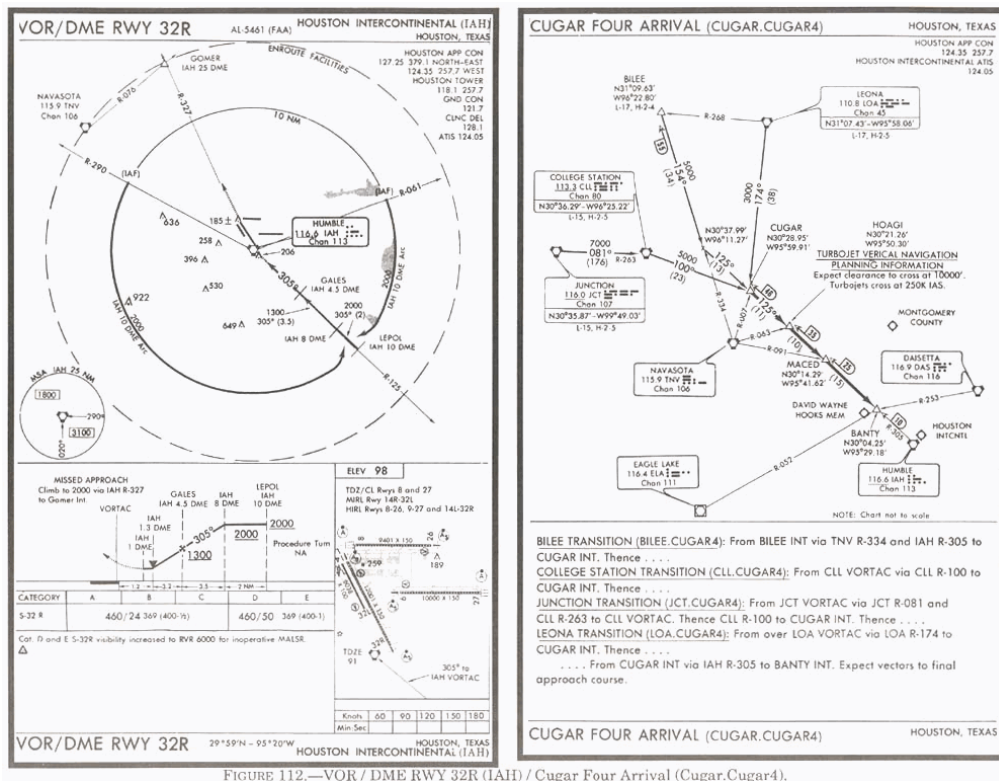
題目圖：



原始題號:0065890 題組:3 難易度:易

- (C) 32 (請參考Fig14) 當飛在IAH 10 海里弧圈上，遭遇左側風，則相對於機翼尖端90度位置，為維持在10海里弧圈上，方位指針應指向何處(如圖A37\_Fig14)
- (A)指向左側機翼尖端點 (B)在左側機翼尖端點之後 (C)在左側機翼尖端點之前

題目圖：



原始題號:0065891 題組:0 難易度:易

- (C) 33. ILS提供何種功能？

(A)方位，距離及垂直角 (B)方位，範圍及垂直角 (C)導引，範圍及目視訊息

原始題號:0065892 題組:0 難易度:易

- (B) 34. ILS 的左右定位台(localizer)·發射器的頻率範圍為何？  
 (A)108.10 to 118.10 MHz. (B)108.10 to 111.95 MHz. (C)108.10 to 117.95 MHz.

原始題號:0065893 題組:0 難易度:易

- (C) 35. ILS中那一部份由左右定位台(localizer)識別碼之前兩碼來識別？  
 (A)內信標台 (B)中羅盤定位台 (C)外羅盤定位台

原始題號:0065894 題組:0 難易度:易

- (A) 36. 若有安裝的話，在通過ILS反向信標台(back course marker)時會接收到何種聽覺及目視指示？  
 (A)連串兩短響組合及白色信標台燈 (B)連續每秒一長音及白色信標台燈 (C)一連串兩長音組合及白色信標台燈

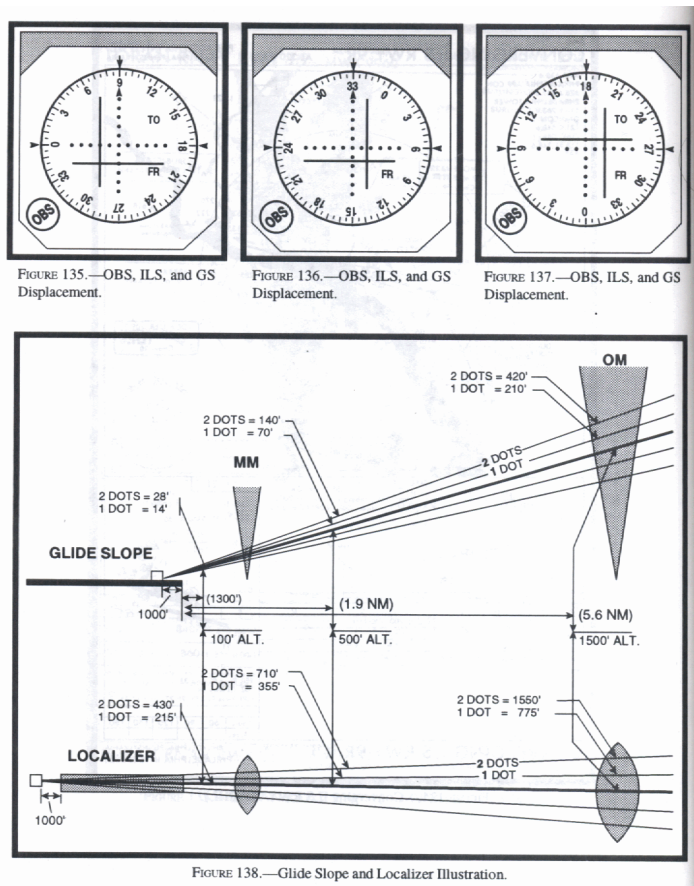
原始題號:0065895 題組:0 難易度:易

- (A) 37. 通過ILS內信標台(inner marker)之聽覺及目視指示為何？  
 (A)每秒連續6短音 (B)每秒連續2長音 (C)每秒兩次長短音交替

原始題號:0065896 題組:1 難易度:易

- (B) 38. (根據Fig15表135及138) 在1.9海里處，其左右定位台(localizer)的偏移以及下滑道(glideslope)的偏移為何？(如圖A37\_Fig15)  
 (A)左右定位台中心線左側710呎及下滑道之下140呎 (B)左右定位台中心線右側710呎及下滑道之上140呎 (C)左右定位台中心線右側430呎及下滑道之上28呎

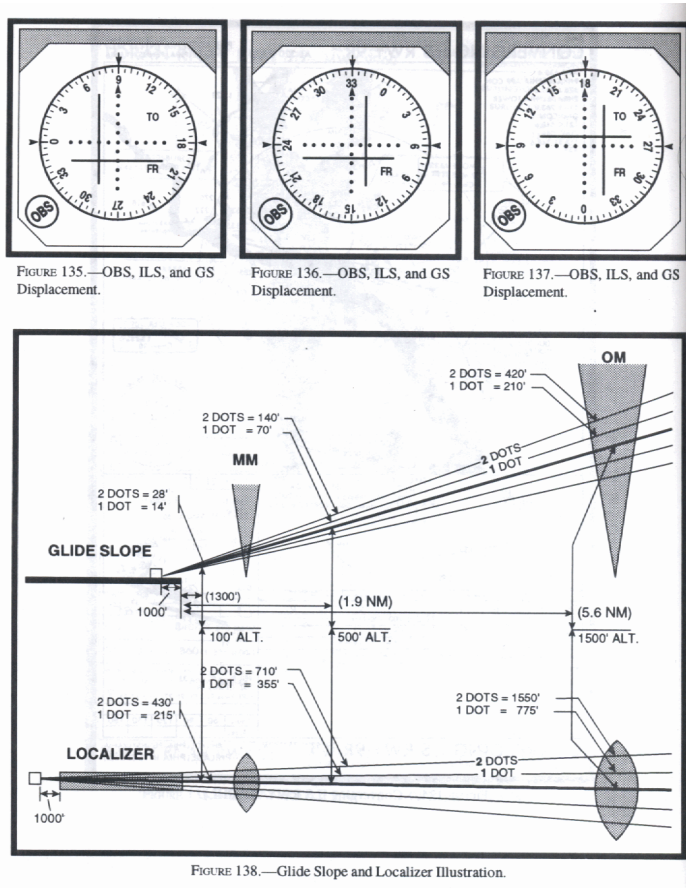
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原始題號:0065897 題組:1 難易度:易

- (C) 39. (根據Fig15表136及表138) 距跑道1300呎處其左右定位台(localizer)的偏移以及下滑道(glide slope)的偏移為何?(如圖A37\_Fig15)  
 (A)下滑道之下21呎及跑道中心線右側約320呎 (B)下滑道之上28呎及跑道中心線右側約250呎 (C)下滑道之上21呎及跑道中心線左側約320呎

題目圖：



原始題號:0065898 題組:0 難易度:易

- (B) 40. 何時航路偏移指示(CDI)可視為最大偏移?  
 (A)當CDI指針從最左側移至最右側或反之亦然 (B)當CDI指針從中間偏移至最左或最右側 (C)當CDI指針從最左側一半處移至最右側一半處或反之亦然

原始題號:0065899 題組:0 難易度:易

- (B) 41. 在第一類ILS進場甚麼設備可取代失效的中信標台 (middle marker)?  
 (A). ASR及PAR (B)中信標台對直線進場並無影響 (C)羅盤定位台, PAR 及 ASR

原始題號:0065900 題組:0 難易度:易

- (A) 42. 當ILS同時進場(simultaneous ILS approaches)執行時, 應即時告知進場管制下列何項信息?  
 (A)飛機上任何失效的接收器 (B)想要做ILS同時進場 (C)希望雷達監控以提供側向區隔

原始題號:0065901 題組:0 難易度:易

- (C) 43. 當許可進行公佈的side-step進場時, 飛行員應在何處開始執行?  
 (A)在公佈的DH (B)在公佈的MDA或環繞進場 (C)在跑道環境看到後儘快執行

原始題號:0065902 題組:0 難易度:易

(B) 44. 當對特定進場及降落在平行跑道被許可執行公布的sidestep maneuver進場時，飛行員應在何時執行？

(A)在所公布的環繞進場最低高度時 (B)在跑道或跑道環境看到後儘快執行 (C)在左右定位台MDA及當看到跑道時

原始題號:0065903 題組:0 難易度:易

(B) 45. 第二類( Category II) ILS最低標準為何？

(A)DH 50 呎及 RVR 1,200 呎. (B)DH 1 00 呎及 RVR 1,200 呎. (C)DH 150 呎及 RVR 1,500 呎.

原始題號:0065904 題組:0 難易度:易

(C) 46. 第三A類( Category IIIA) ILS最低標準為何？

(A)DH 50 呎及RVR 1,200 呎. (B)RVR 1,000 呎. (C)RVR 700 呎.

原始題號:0065905 題組:0 難易度:易

(C) 47. 除了左右定位台( localizer), 下滑道( glideslope), 信標台(marker beacons), 進場燈及HIRL 外，對於第二類ILS儀器進場下降至決定高度(DH)小於150呎(離地面)時，還需要甚麼有效的地面設施？

(A)RCLS 及 REIL. (B)雷達 及 RVR. (C)TDZL, RCLS, 及RVR.

原始題號:0065906 題組:0 難易度:易

(C) 48. 對第二類進場除了左右定位台(localizer)，下滑道(glideslope)，信標台(marker beacon)及進場燈外，那些其他地面設備是必要的？

(A)雷達及RVR (B)RCLS及REIL (C)HIRL, TDZL, RCLS及RVR

原始題號:0065907 題組:0 難易度:易

(A) 49. 在飛行計劃上飛機藉GPS來航行被視為

(A)有RNAV配備 (B)有星象追蹤器配備 (C)有FMS/EFIS配備

原始題號:0065908 題組:0 難易度:易

(C) 50. 對LUKACHUKAI ( GPS RWY 25 ) ARIZONA 而言，天氣預報需要備降機場，此備降機場必須要有核可的儀器進場程序，在飛機預定到達時間要能操作及使用，除了是甚麼儀器進場之外？

(A)GPS或VOR (B)ILS或GPS (C)GPS或Loran C

原始題號:0065909 題組:0 難易度:易

(A) 51. 在進行GPS進場時，撤消自動選取靈敏度(automatically selected sensitivity)會造成：

(A)取消進場狀態指示 (B)必須在進場時飛點對點，以遵守法定進場程序 (C)如果是手飛則完全沒影響

原始題號:0065910 題組:0 難易度:易

(C) 52. 在儀器飛航規則下授權作任何GPS操作必須：

(A)所有設備須符合TSO C-115A 得到許可 (B)飛行員必須審視天氣，飛機手冊及特定接收器的操作 (C)建立若失去RAIM能力時的操作程序

原始題號:0065911 題組:0 難易度:易

(B) 53. 在美國境外，GPS儀器進場操作必須由誰來授權？

(A)由FAA許可的飛機飛行手冊 或飛行手冊補充文件 (B)由主權國家或政府單位 (C)僅可由FAA官員

原始題號:0065912 題組:0 難易度:易

- (C) 54. 當設定GPS進場時若接收器自主完整性監視 (RAIM)失效的話, 飛行員必須  
(A)繼續飛至誤失進場點並等待直至重新接收到衛星訊號 (B)飛至許可的最初進場定位點並等待直至重新接收到衛星訊號 (C)選擇另一型進場使用另一型導航設施

原始題號:0065913 題組:0 難易度:易

- (B) 55. 在GPS誤失進場(Missed approach), 飛行員必須採取行動將接收器排序於  
(A)通過MAWP時 (B)在MAWP之後 (C)恰在MAWP之前

原始題號:0065914 題組:0 難易度:易

- (C) 56. 若執行公佈的GPS離場,  
(A)資料庫會提供所有跑道所有轉換及離場程序 (B)而若RAIM有效的話, 飛行員就不需要手動介入 (C)GPS接收器必須設定成終端區航路偏移指示靈敏度

原始題號:0065915 題組:0 難易度:中

- (C) 57. 在目視飛行圖上, 當圓形藍色折線包圍機場時, 表示其為什麼邊界  
(A)特殊目視飛行規則空域 (B) B 類空域 (C)D 類空域

原始題號:0065916 題組:0 難易度:中

- (C) 58. 飛機巡航高度 6000 英呎, 其耗油率為 每小時 9.5 加侖, 地速 135 節, 若飛行距離為 490 海里, 需要油量多少?  
(A)27 加侖 (B)30 加侖 (C)35 加侖

原始題號:0065917 題組:0 難易度:中

- (B) 59. 以電台 315 幅向(radial), 飛向電台, 飛行員選擇320幅向(radial), 左轉 5 度, 記錄時間, 當維持固定航向後, 飛行員紀錄偏航指示針(CDI)移至中間的時間為 12分鐘, 基於以上資料, 估計到達電台之時間為?  
(A)10 分鐘 (B)12 分鐘 (C)24 分鐘

原始題號:0065918 題組:0 難易度:中

- (C) 60. 真空速115節, ADF相對方位由090度變為095度需1.5分鐘, 估計到達電台之距離為?  
(A)12.5 海里 (B)24.5 海里 (C)34.5 海里

原始題號:0065919 題組:0 難易度:中

- (A) 61. 已知: 於翼尖方向之電台的方位改變: 15 度, 方位改變需時: 7.5 分鐘, 真空速: 85節, 耗油率: 9.6 加侖 / 小時, 估計到達電台之所需之時間, 距離和油量為:  
(A)30 分鐘; 42.5 里; 4.80 加侖 (B)32 分鐘; 48 里; 5.58 加侖 (C)48 分鐘; 48 里; 4.58 加侖

原始題號:0065920 題組:0 難易度:中

- (C) 62. ADF 調整頻道接收NDB電台訊號, 顯示相對方位(relative bearing)由085度變為090度需2分鐘, 估計到達電台之時間為?  
(A)15 分鐘 (B)18 分鐘 (C)24 分鐘

原始題號:0065921 題組:0 難易度:中

- (A) 63. 已知： 真航線： 105 度 ， 真航向： 085 度 ， 真空速： 95 節 ， 地速： 87 節 ， 求風向與風速為何？  
(A)020度和32節 (B)030度和38節 (C)200度和32節

原始題號:0065922 題組:0 難易度:中

- (B) 64. 飛機離場時之條例如下： 機場海拔高度 1500 英尺， 巡航高度 9500 英尺， 爬升率 500 英尺 / 分鐘， 平均真空速160 節， 真航線 145 度， 平均風速 080 度 / 15 節， 磁差50 E， 羅差 -3 度， 平均耗油率 14 加侖 / 小時。 求爬升時所需之時間， 羅盤航向（羅向）， 距離， 耗油  
(A)14分鐘， 128 度， 35 海里， 3.2 加侖 (B)16分鐘， 132 度， 41 海里， 3.7 加侖 (C)16分鐘， 128 度， 32 海里， 3.8 加侖

原始題號:0065923 題組:4 難易度:中

- (A) 65. ( 請參考Fig8 ) 當你在滑行前往正在使用的跑道時， 你有可能被要求停在儀器降落關鍵區域(ILS critical area)之外， 在那一個符號之前？(如圖A37\_Fig8)  
(A)下方黃色符號 (B)上方紅色符號 (C)中間黃色符號

題目圖：

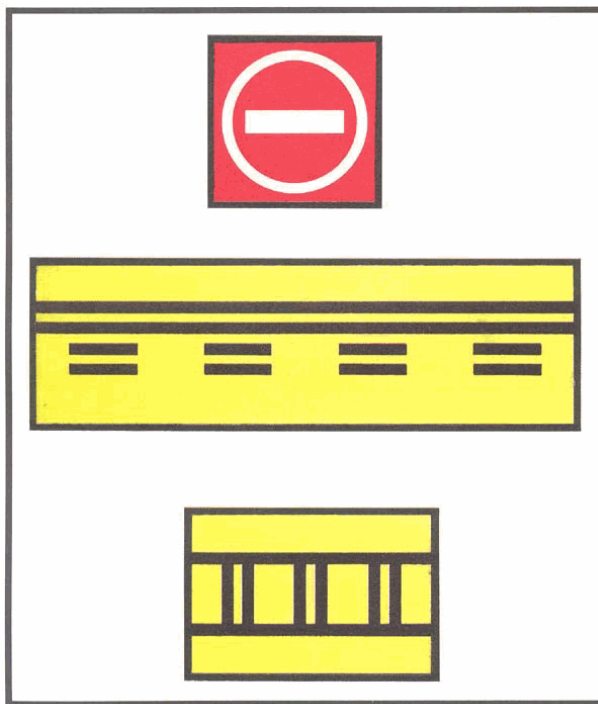


FIGURE 51.—Airport Signs.

原始題號:0065924 題組:5 難易度:中

- (A) 66. ( 請參考Fig8 )那一符號與防止飛機闖入跑道沒有直接關聯(如圖A37\_Fig8)  
(A)上方紅色符號 (B)中間黃色符號 (C)下方黃色符號

題目圖：

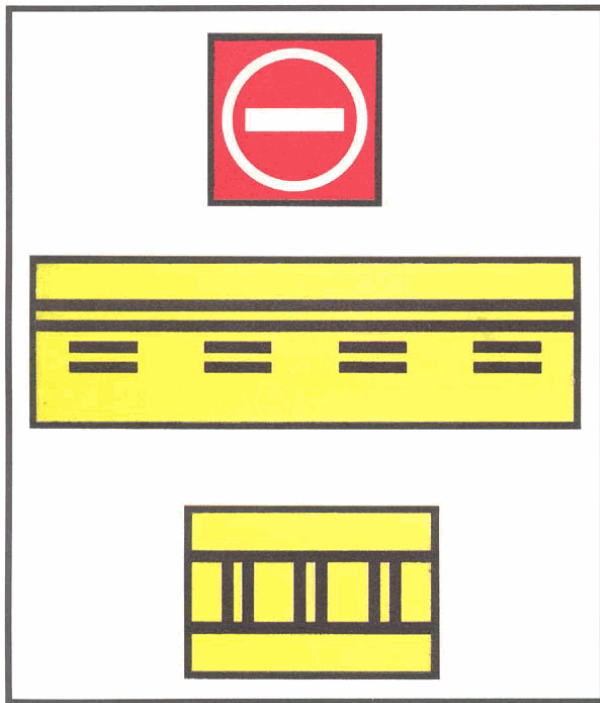


FIGURE 51.—Airport Signs.

原始題號:0065925 題組:0 難易度:中

(B) 67. 當你在目視飛行規則下接近VOR時，必須：

(A)作90度左轉與右轉，以掃瞄看有沒有其他飛機 (B)保持警戒以躲避從VOR其他方向來的飛機 (C)在所飛的VOR幅向中，當通過VOR時，從右方通過，讓在同一幅向但從反方向來的飛機有通過的空間

原始題號:0065982 題組:0 難易度:中

(C) 68. 將ADF轉至NDB電台，相對方位自270度轉至265需時2.5分鐘，到電台需時多久？  
(A)9分鐘. (B)18分鐘. (C)30分鐘.

原始題號:0065983 題組:0 難易度:中

(B) 69. 如果保持標準速率轉彎，做一圈360度的轉彎要多久時間？  
(A)1分鐘. (B)2分鐘. (C)3分鐘.

原始題號:0065984 題組:0 難易度:中

(A) 70. 以135哩的速度固定航向巡航，ADF的指針在7分鐘內自315度減少至270度，請問到電台需時多少？距離多遠？  
(A)7分鐘與16哩. (B)14分鐘與28哩. (C)19分鐘與38哩.

原始題號:0065985 題組:0 難易度:中

(A) 71. 海平面標準大氣壓與溫度為何？  
(A)攝氏15度與29.92釐米汞柱. (B)華氏59度與29.92厘米汞柱. (C)攝氏15度與29.92毫巴.

原始題號:0065986 題組:0 難易度:中

(A) 72. 關於在側風情況下使用ADF導向目標，何者為真？目標導向  
(A)至電台其飛行軌跡為一曲線. (B)不論是朝向電台或是飛離電台，在側風情況下都需要實際經驗. (C)至電台，ADF需備有自動或手動可旋轉之方位角.

原始題號:0065987 題組:2 難易度:中

- (A) 73. (參閱Fig17.)依據圖表2, 如果飛機保持現有航向, 哪一個答案是正確的? 飛機將(如圖A37\_Fig17)
- (A)以45度角穿越180幅向飛離電台. (B)以45度角攔截225度幅向. (C)以45度角攔截360度幅向.

題目圖：

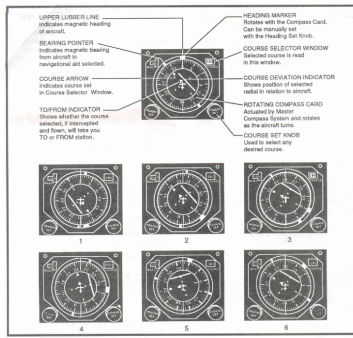


FIGURE 17—Electronic Situation Indicator (ESI).

原始題號:0065988 題組:3 難易度:中

- (B) 74. (參閱Fig17)哪一個圖表顯示飛機保持現有航向, 以75度角攔截060幅向飛向電台?(如圖A37\_Fig17)
- (A)4 (B)5 (C)6

題目圖：

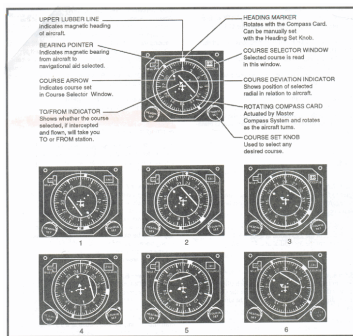


FIGURE 17—Electronic Situation Indicator (ESI).

原始題號:0065989 題組:4 難易度:中

- (A) 75. (參閱Fig17)哪一圖表顯示飛機需左轉150度後才能以60度角攔截360幅向?(如圖A37\_Fig17)
- (A)1 (B)2 (C)3

題目圖：

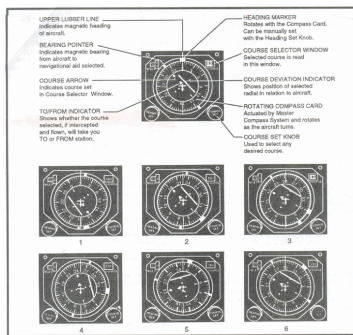


FIGURE 17—Electronic Situation Indicator (ESI).

原始題號:0065990 題組:5 難易度:中

- (C) 76. (參閱Fig17.)依據圖表4, 如果飛機保持現有航向, 哪一個答案是正確的? 飛機將(如圖A37\_Fig17)
- (A)以15度角穿越060幅向. (B)以30度角攔截240度幅向. (C)以75度角攔截180度幅向.

題目圖：

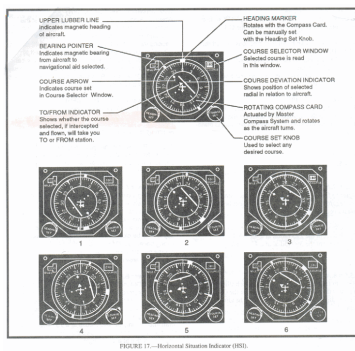


FIGURE 17—Horizontal Situation Indicator (HSI).

原始題號:0065991 題組:0 難易度:中

- (B) 77. 當飛機位於機場VOR之指定檢查點時, 飛行員應如何做VOR接收器之檢查?  
 (A)將OBS轉至180 +4度間, CDI應顯示於中心, 並離開電台. (B)將OBS調至指定幅向, CDI應維持於中心線不超過左右4度的離開電台. (C)將飛機朝向VOR並將OBS轉向000度, CDI應保持中心, 左右不超過4度, 朝向電台.

原始題號:0065992 題組:0 難易度:中

- (A) 78. 飛機保持磁航向270度, 真空速為120哩. 穿過VOR之360幅向是1237, 穿過350幅向是1244; 到電台之時間, 距離為何?  
 (A)42分鐘, 84哩. (B)42分鐘, 91哩. (C)44分鐘, 96哩.

原始題號:0065993 題組:0 難易度:中

- (A) 79. 在海拔較高之機場, 儀器空速將  
 (A)不會有改變, 但地速會比較快. (B)會比較快, 但地速不會改變. (C)會增加, 因為空氣比較稀薄.

原始題號:0065994 題組:0 難易度:中

- (C) 80. 就轉彎協調儀與轉彎指示儀, 兩者在操作上有何差異?轉彎協調儀  
 (A)永遠為電子驅動;轉彎指示儀為真空驅動. (B)只顯示轉彎角度, 轉彎指示儀顯示轉彎之速率. (C)指示滾轉率與轉彎率;轉彎指示儀顯示轉彎率與協調性.

原始題號:0065995 題組:1 難易度:中

- (A) 81. (參閱Fig24)如果從位置2到位置3所需飛行時間是15分鐘, 飛到電台需要多少時間?(如圖A37\_Fig24)  
 (A)15分鐘. (B)30分鐘. (C)60分鐘.

題目圖：

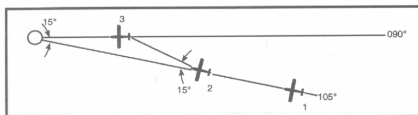


FIGURE 24—Isosceles Triangle.

原始題號:0065996 題組:0 難易度:中

- (A) 82. 哪一種情況會造成VOR接收器反向感應?  
 (A)飛行的航向與OBS所選擇的方位相反. (B)設定OBS與飛機所在方位成90度角. (C)當飛機過電台後, OBS自飛向電台調整至飛離電台產生錯誤.

原始題號:0065997 題組:0 難易度:中

- (B) 83. 壓力高度...12000呎 溫度...華氏50度 求密度高度為何?  
 (A)11900呎. (B)14130呎. (C)18150呎.

原始題號:0065998 題組:0 難易度:中

- ( A ) 84. 若朝向電台之相對幅向為045度, 飛向電台之磁幅向為何?  
(A)040度. (B)065度. (C)220度.

原始題號:0065999 題組:0 難易度:中

- ( B ) 85. 當飛機保持磁航向265度時, ADF顯示相對幅向為065度, 表示飛機正經過?  
(A)065度磁幅向飛離電台. (B)150度磁幅向飛離電台. (C)330度磁幅向飛離電台.

原始題號:0066000 題組:0 難易度:中

- ( C ) 86. 將ADF轉向電台, 若磁航向為040度, 相對幅向是290度, 飛向電台之磁幅向為何?  
(A)150度. (B)285度. (C)330度.

原始題號:0065859 題組:0 難易度:易

- ( C ) 87. When the approach procedure involves a procedure turn the maximum speed that should be observed from first overheading the course reversal IAF through the procedure turn is  
(A)180 knots IAS. (B)200 knots TAS. (C)200 knots IAS.

原始題號:0065860 題組:0 難易度:易

- ( B ) 88. An off-route altitude which provides obstruction clearance of 1,000 feet in nonmountainous terrain areas and 2,000 feet in designated mountainous areas within the United States is called  
(A)Minimum Vectoring Altitude (MVA). (B)OROCA. (C)Minimum Safe/Sector Altitude (MSA).

原始題號:0065861 題組:0 難易度:易

- ( C ) 89. What type navigation system is Inertial Navigation System (INS)? A navigation computer which provides position  
(A)from information by compass, airspeed, and an input of wind and variation data. (B)from radar-type sensors that measure ground speed and drift angles. (C)by signals from self-contained gyros and accelerometers.

原始題號:0065862 題組:0 難易度:易

- ( A ) 90. Where does the DME indicator have the greatest error between the ground distance and displayed distance to the VORTAC?  
(A)High altitudes close to the VORTAC. (B)Low altitudes close to the VORTAC. (C)Low altitudes far from the VORTAC.

原始題號:0065863 題組:0 難易度:易

- ( B ) 91. 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:0065864 題組:1 難易度:易

- ( B ) 92. (Refer to figure 9.) Which RMI illustration indicates the aircraft to be flying outbound on the magnetic bearing of 235 degree FROM the station? (Wind 050 degree at 20 knots.)(如圖A37\_Fig9)  
(A)2 (B)3 (C)4

題目圖：

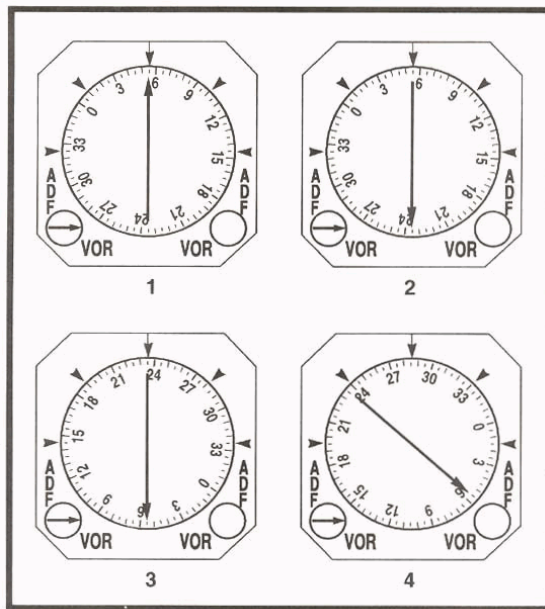


FIGURE 125.—RMI Illustrations.

原始題號:0065865 題組:2 難易度:易

- ( B ) 93. (Refer to figure 9.) What is the magnetic bearing TO the station as indicated by illustration 4?(如圖A37\_Fig9)  
 (A)285 degree. (B)055 degree. (C)235 degree.

題目圖：

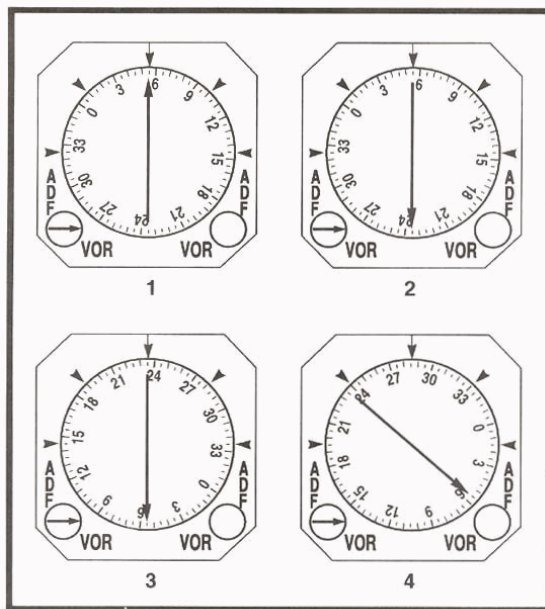


FIGURE 125.—RMI Illustrations.

原始題號:0065866 題組:3 難易度:易

- ( A ) 94. (Refer to figure 9.) Which RMI Illustration indicates the aircraft is southwest of the station and proceeding TO the station?(如圖A37\_Fig9)  
 (A)1 (B)2 (C)3

題目圖：

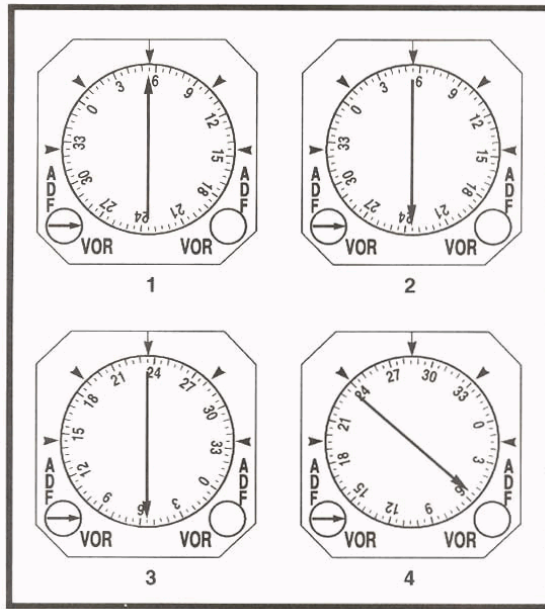


FIGURE 125.—RMI Illustrations.

原始題號:0065867 題組:4 難易度:易

- ( B ) 95. (Refer to figure 9.) Which RMI illustration indicates the aircraft is located on the 055 degree radial of the station and heading away from the station?(如圖A37\_Fig9)  
(A)1 (B)2 (C)3

題目圖：

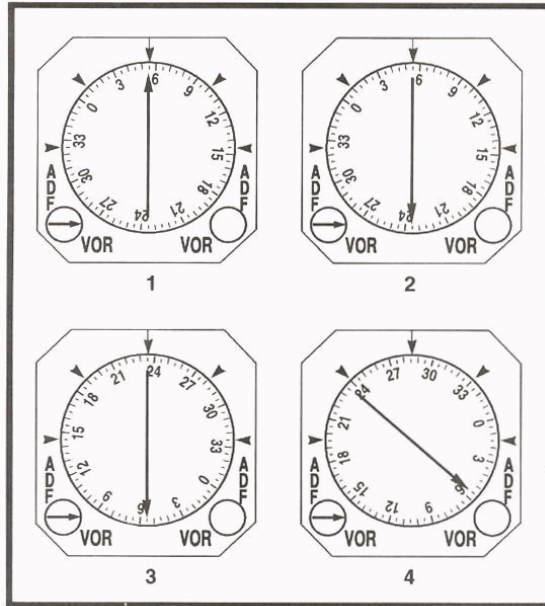
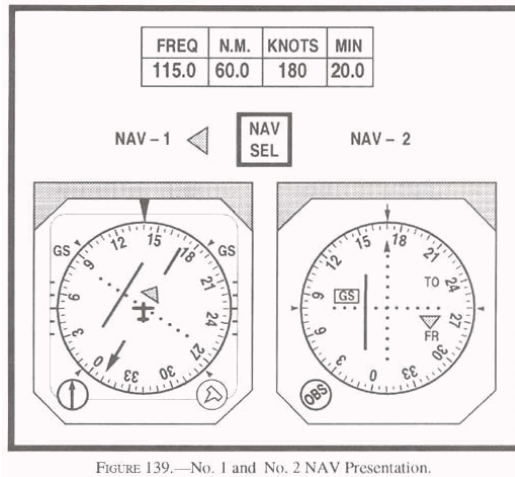


FIGURE 125.—RMI Illustrations.

原始題號:0065868 題組:1 難易度:易

- ( A ) 96. (Refer to figure 10 below.) What is the lateral displacement of the aircraft in nautical miles from the radial selected on the No. 1 NAV?(如圖A37\_Fig10)  
(A)5.0 NM. (B)7.5 NM. (C)10.0 NM.

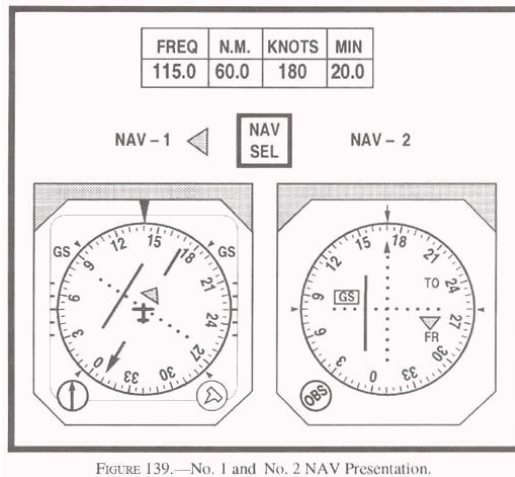
題目圖：



原始題號:0065869 題組:2 難易度:易

- ( C ) 97. (Refer to figure 10 below.) On which radial is the aircraft as indicated by the No. 1 NAV?(如圖A37\_Fig10)  
(A)R-175. (B)R-165. (C)R-345.

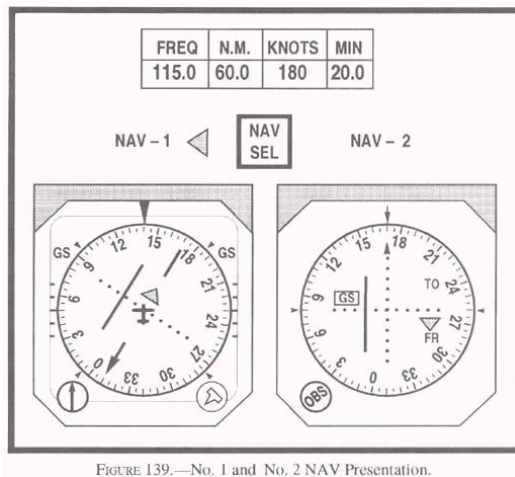
題目圖：



原始題號:0065870 題組:3 難易度:易

- ( B ) 98. (Refer to figure 10.) Which OBS selection on the No. 1 NAV would center the CDI and change the ambiguity indication to a TO?(如圖A37\_Fig10)  
(A)175 (B)165 (C)345

題目圖：



原始題號:0065871 題組:4 難易度:易

- ( C ) 99. (Refer to figure 10.) What is the lateral displacement in degrees from the desired radial on the No. 2 NAV?(如圖A37\_Fig10)  
(A)1 degree (B)2 degree (C)4 degree

題目圖：

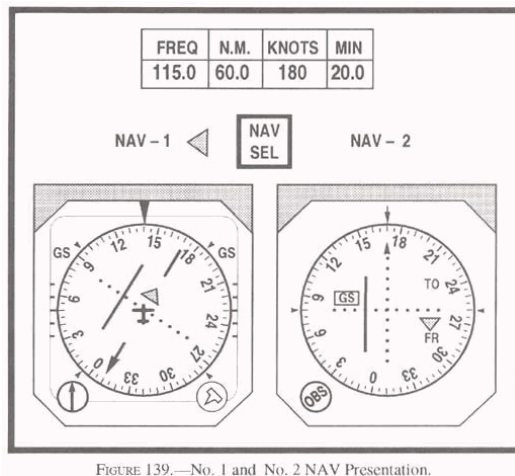


FIGURE 139.—No. 1 and No. 2 NAV Presentation.

原始題號:0065872 題組:5 難易度:易

- ( A )<sup>100</sup> (Refer to figure 10.) Which OBS selection on the No. 2 NAV would center the CDI?(如圖A37\_Fig10)  
(A)174 (B)166 (C)335

題目圖：

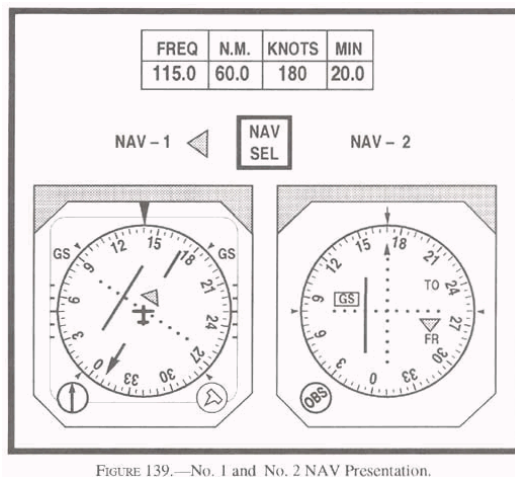


FIGURE 139.—No. 1 and No. 2 NAV Presentation.

原始題號:0065873 題組:6 難易度:易

- ( C )<sup>101</sup> (Refer to figure 10.) Which OBS selection on the No. 2 NAV would center the CDI and change the ambiguity indication to a T0?(如圖A37\_Fig10)  
(A)166 (B)346 (C)354

題目圖：

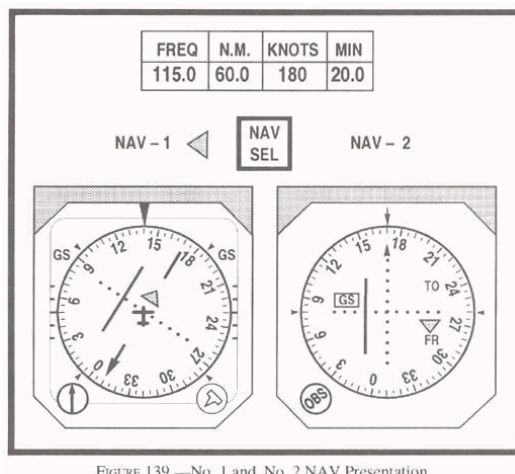


FIGURE 139.—No. 1 and No. 2 NAV Presentation.

原始題號:0065874 題組:1 難易度:易

- (A) 102. (Refer to figure 12 below.) You receive this ATC clearance: "...HOLD EAST OF THE ABC VORTAC ON THE ZERO NINER ZERO RADIAL, LEFT TURNS..." What is the recommended procedure to enter the holding pattern?(如圖A37\_Fig12)  
(A)Parallel only. (B)Direct only. (C)Teardrop only.

題目圖：

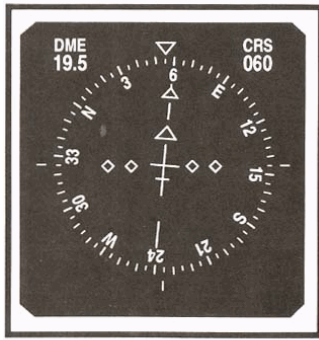


FIGURE 123.—Aircraft Course and DME Indicator.

原始題號:0065875 題組:2 難易度:易

- (B) 103. (Refer to figure 12 above.) You receive this ATC clearance: "...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL..." What is the recommended procedure to enter the holding pattern?(如圖A37\_Fig12)  
(A)Teardrop only. (B)Direct only. (C)Parallel only.

題目圖：

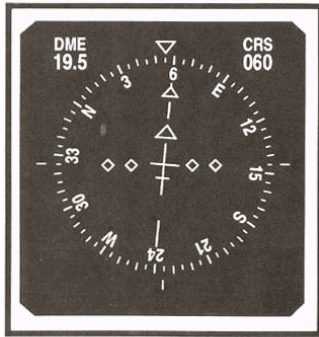


FIGURE 123.—Aircraft Course and DME Indicator.

原始題號:0065876 題組:3 難易度:易

- (C) 104. (Refer to figure 12.) You receive this ATC clearance: "...CLEARED TO THE XYZ VORTAC. HOLD NORTH ON THE THREE SIX ZERO RADIAL, LEFT TURNS..." What is the recommended procedure to enter the holding pattern?(如圖A37\_Fig12)  
(A)Parallel only. (B)Direct only. (C)Teardrop only.

題目圖：



FIGURE 123.—Aircraft Course and DME Indicator.

原始題號:0065877 題組:4 難易度:易

- ( B ) 105. (Refer to figure 12.) You receive this ATC clearance: "...CLEARED TO THE ABC VORTAC. HOLD WEST ON THE TWO SEVEN ZERO RADIAL..." What is the recommended procedure to enter the holding pattern?(如圖A37\_Fig12)  
(A)Parallel only. (B)Direct only. (C)Teardrop only.

題目圖：

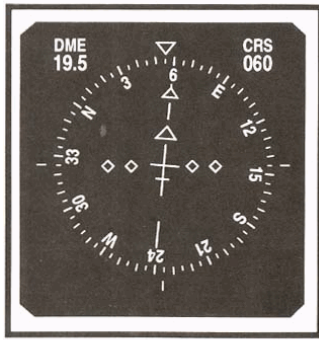


FIGURE 123.—Aircraft Course and DME Indicator.

原始題號:0065878 題組:1 難易度:易

- ( C ) 106. (Refer to figure 13 below.) A pilot receives this ATC clearance: "...CLEARED TO THE ABC VORTAC. HOLD WEST ON THE TWO SEVEN ZERO RADIAL..." What is the recommended procedure to enter the holding pattern?(如圖A37\_Fig13)  
(A)Parallel or teardrop. (B)Parallel only. (C)Direct only.

題目圖：

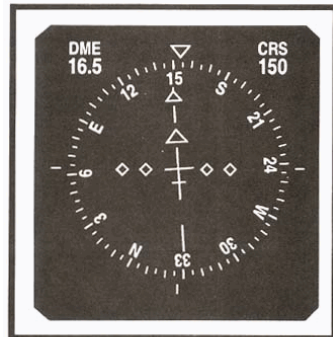


FIGURE 124.—Aircraft Course and DME Indicator.

原始題號:0065879 題組:2 難易度:易

- ( C ) 107. (Refer to figure 13.) A pilot receives this ATC clearance: "...CLEARED TO THE XYZ VORTAC. HOLD NORTH ON THE THREE SIX ZERO RADIAL, LEFT TURNS..." What is the recommended procedure to enter the holding pattern?(如圖A37\_Fig13)  
(A)Teardrop only. (B)Parallel only. (C)Direct.

題目圖：

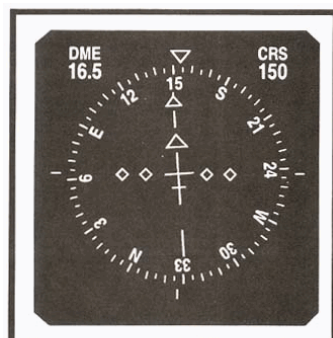
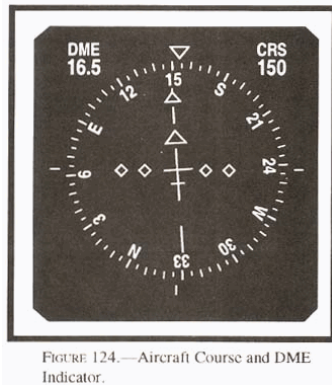


FIGURE 124.—Aircraft Course and DME Indicator.

原始題號:0065880 題組:3 難易度:易

- (A) 108. (Refer to figure 13.) A pilot receives this ATC clearance: "...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL..." What is the recommended procedure to enter the holding pattern?(如圖A37\_Fig13)  
(A) Teardrop only. (B) Parallel only. (C) Direct only.

題目圖：



原始題號:0065881 題組:0 難易度:易

- (A) 109. The maximum speed a propeller-driven airplane may hold at is  
(A) 265 knots. (B) 230 knots. (C) 156 knots.

原始題號:0065882 題組:0 難易度:易

- (C) 110. Maximum holding speed for a civil turbojet aircraft at a joint use airport (civil/Navy) between 7,000 and 14,000 feet is  
(A) 200 knots. (B) 265 knots. (C) 230 knots.

原始題號:0065883 題組:0 難易度:易

- (A) 111. What is the maximum holding speed for a civil turbojet holding at a civil airport at 15,000 ft MSL, unless a higher speed is required due to turbulence or icing, and ATC is notified?  
(A) 265 knots. (B) 230 knots. (C) 250 knots.

原始題號:0065884 題組:0 難易度:易

- (C) 112. Civil aircraft holding at an altitude of 14,000 feet at a military or joint civil/military use airports should expect to operate at which holding pattern airspeed?  
(A) 250 knots. (B) 260 knots. (C) 230 knots.

原始題號:0065885 題組:0 難易度:易

- (A) 113. 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 degree per second or 25 degree bank, whichever is less. (B) 3 degree per second or 30 degree bank, whichever is less. (C) 1-1/2 degree per second or 25 degree bank, whichever is less.

原始題號:0065886 題組:0 難易度:易

- (B) 114. When entering a holding pattern above 14,000 feet, the initial outbound leg should not exceed  
(A) 1 minute. (B) 1-1/2 minutes. (C) 1-1/2 minutes or 10 NM, whichever is less.

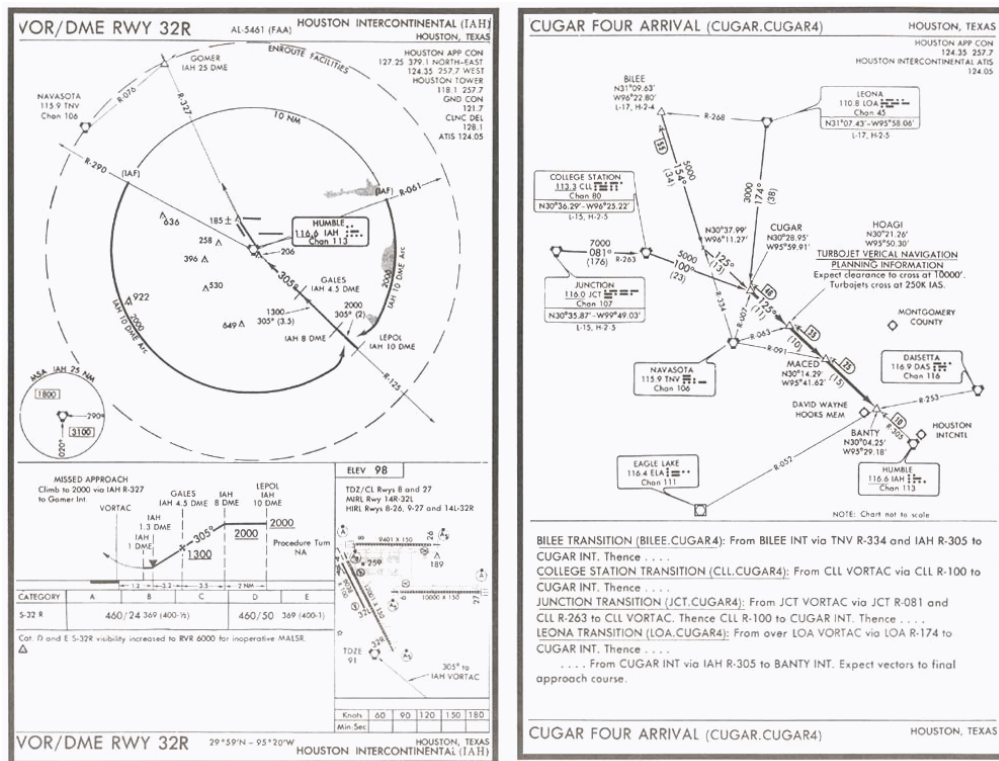
原始題號:0065887 題組:0 難易度:易

- (C) 115. When holding at an NDB, at what point should the begin for the second leg outbound?  
 (A) Abeam the holding fix or when the wings are level after completing the turn to the outbound heading, whichever occurs first. (B) At the end of a 1-minute standard rate turn after station passage. (C) when Abeam the holding fix.

原始題號:0065888 題組:1 難易度:易

- (A) 116. (Refer to figure 14.) The Cugar Four Arrival ends(如圖A37\_Fig14)  
 (A) At BANTY INT. (B) At IAH VORTAC. (C) when cleared to land.

題目圖：



原始題號:0065889 題組:2 難易度:易

- (C) 117. (Refer to figure 14.) What action should the pilot take if communications were lost during the Cougar Four Arrival, after turning on the 305 radial of IAH ?(如圖A37\_Fig14)  
 (A) Proceed direct to IAH VORTAC, then outbound on the IAH R-1 25 for a procedure turn for final approach. (B) From BANTY INT, proceed to the IAF on the IAH R-290, then continue on the IAH 10 DME Arc to final approach. (C) Proceed direct to IAH VORTAG, then to either IAF on the IAH 10 DME Arc to final approach.

題目圖：

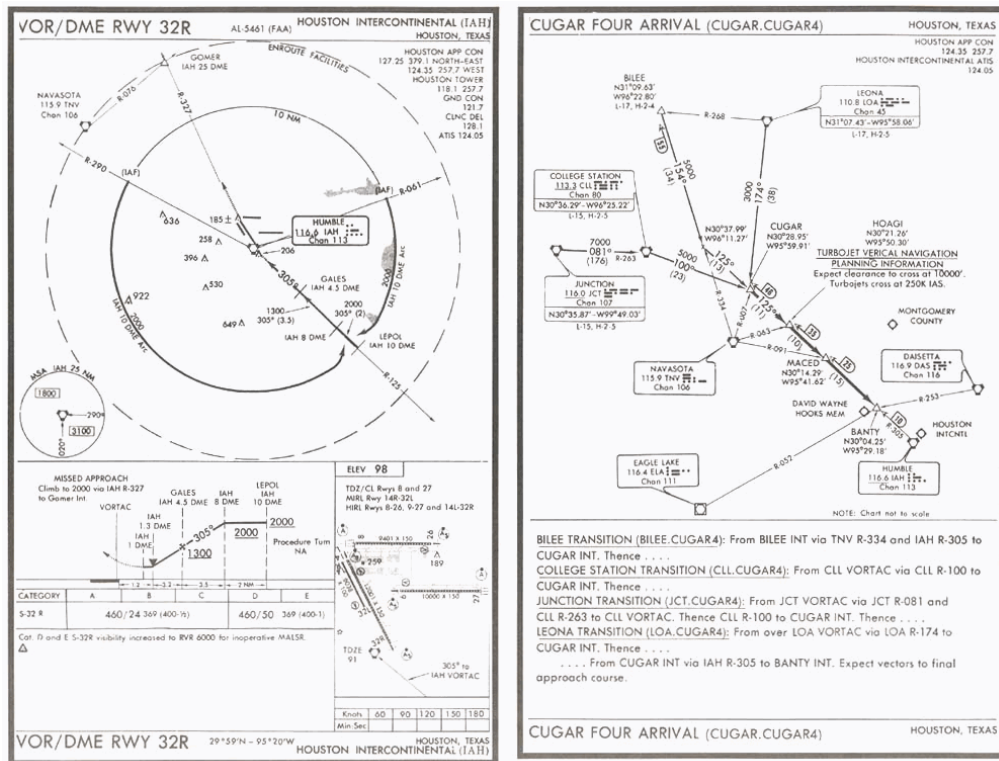


FIGURE 112.—VOR / DME RWY 32R (IAH) / Cugar Four Arrival (Cugar.Cugar4).

原始題號:0065890 題組:3 難易度:易

- (C) 118 (Refer to figure 14.) While arcing left on the IAH 10 DME Arc, the pilot experiences a left crosswind component. Where should the bearing pointer be referenced, relative to the 900 (wingtip) position to maintain the 10 DME range?(如圖A37\_Fig14)
- (A) on the left wingtip reference. (B) Behind the left wingtip reference. (C) Ahead of the left wingtip reference.

題目圖：

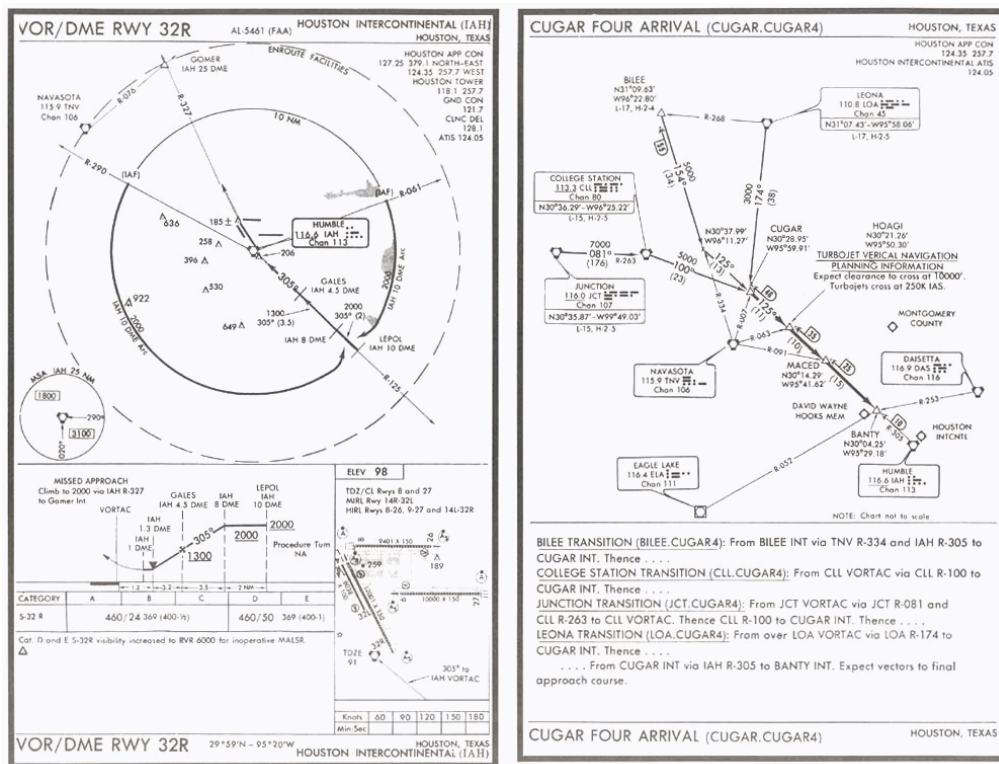


FIGURE 112.—VOR / DME RWY 32R (IAH) / Cugar Four Arrival (Cugar.Cugar4).

原始題號:0065891 題組:0 難易度:易

( C ) 119. 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:0065892 題組:0 難易度:易

( B ) 120. Within what frequency range does the localizer transmitter of the ILS operate?

- (A) 108.10 to 118.10 MHz. (B) 108.10 to 111.95 MHz. (C) 108.10 to 117.95 MHz.

原始題號:0065893 題組:0 難易度:易

( C ) 121. Which component associated with the ILS is identified by the first two letters of the localizer identification group?

- (A) inner marker. (B) Middle course locator. (C) Outer course locator.

原始題號:0065894 題組:0 難易度:易

( A ) 122. If installed, what aural and visual indications should be observed over the ILS back course marker?

- (A) A series of two dot combinations and a white marker beacon light.
- (B) Continuous dashes at the rate of one per second and a white marker beacon light.
- (C) A series of two dash combinations and a white marker beacon light.

原始題號:0065895 題組:0 難易度:易

( A ) 123. 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:0065896 題組:1 難易度:易

( B ) 124. (Refer to table 135 and 138 on figure 15.) Which displacement from the localizer and glide slope at the 1.9 NM point is indicated? (如圖A37\_Fig15)

- (A) 710 feet to the left of the localizer centerline and 140 feet below the glide slope. (B) 710 feet to the right of the localizer centerline and 140 feet above the glide slope. (C) 430 feet to the right of the localizer centerline and 28 feet above the glide slope.

題目圖：

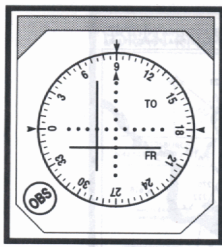


FIGURE 135.—OBS, ILS, and GS Displacement.

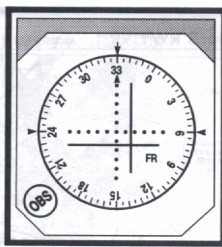


FIGURE 136.—OBS, ILS, and GS Displacement.

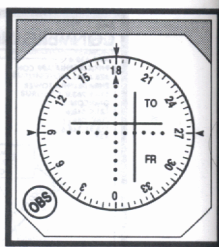


FIGURE 137.—OBS, ILS, and GS Displacement.

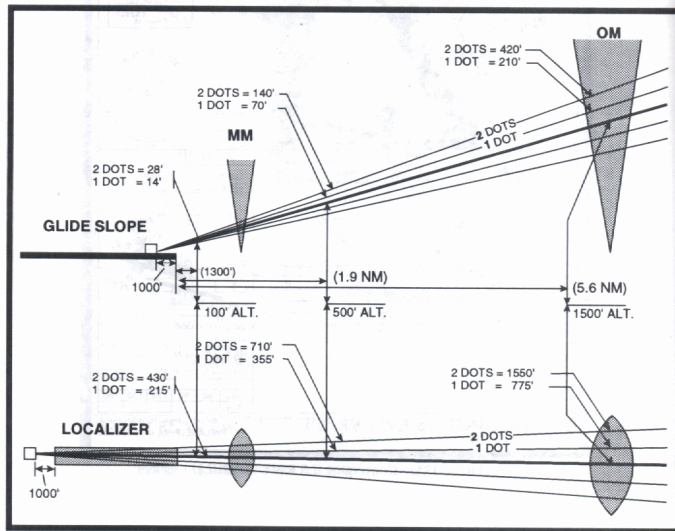


FIGURE 138.—Glide Slope and Localizer Illustration.

原始題號:0065897 題組:1 難易度:易

- (C) 125. (Refer to table 135 and 138 on figure 15.) Which displacement from the localizer centerline and glide slope at the 1,300-foot point from the runway is indicated?(如圖A37\_Fig15)
- (A) 21 feet below the glide slope and approximately 320 feet to the right of the runway centerline. (B) 28 feet above the glide slope and approximately 250 feet to the left of the runway centerline. (C) 21 feet above the glide slope and approximately 320 feet to the left of the runway centerline.

題目圖：

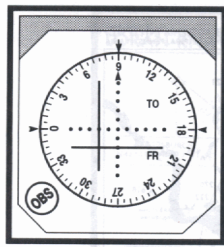


FIGURE 135.—OBS, ILS, and GS Displacement.

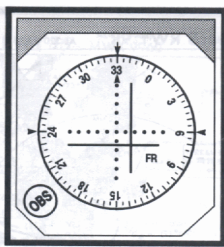


FIGURE 136.—OBS, ILS, and GS Displacement.

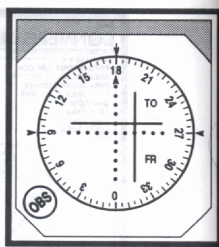


FIGURE 137.—OBS, ILS, and GS Displacement.

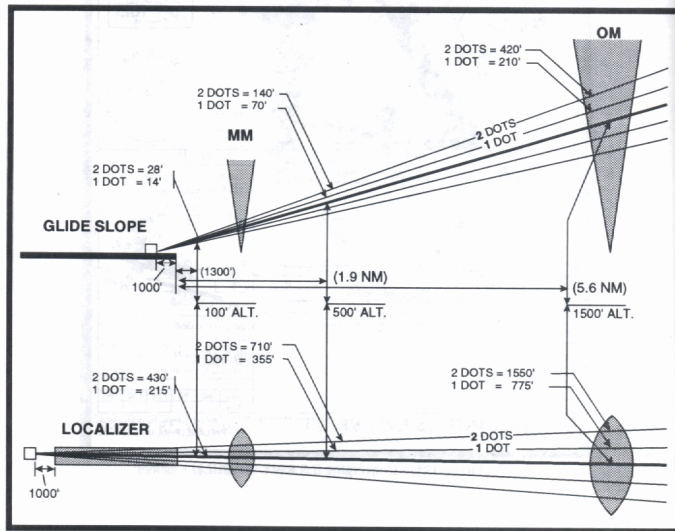


FIGURE 138.—Glide Slope and Localizer Illustration.

原始題號:0065898 題組:0 難易度:易

- ( B ) 126. When is the course deviation indicator (CDI) considered to have a full-scale deflection?
- (A) When the CDI deflects from full-scale left to full-scale right, or vice versa.  
 (B) When the CDI deflects from the center of the scale to full-scale left or right.  
 (C) When the CDI deflects from half-scale left to halfscale right, or vice versa.

原始題號:0065899 題組:0 難易度:易

- ( B ) 127. What facilities may be substituted for an inoperative middle marker during a Category I ILS approach?
- (A). ASR and PAR. (B). The middle marker has no effect on straight-in minimums.  
 (C). Compass locator, PAR, and ASR.

原始題號:0065900 題組:0 難易度:易

- ( A ) 128. When simultaneous ILS approaches are in progress, which of the following should approach control be advised of immediately?
- (A). Any inoperative or malfunctioning aircraft receivers. (B). If a simultaneous ILS approach is desired. (C). if radar monitoring is desired to confirm lateral separation.

原始題號:0065901 題組:0 難易度:易

- ( C ) 129. 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:0065902 題組:0 難易度:易

- ( B ) 130. When cleared to execute a published sidestep 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 ImWizer MDA minimums and when the runway is in sight.

原始題號:0065903 題組:0 難易度:易

- ( B ) 131. 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:0065904 題組:0 難易度:易

- ( C ) 132. 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:0065905 題組:0 難易度:易

- ( C ) 133. In addition to the localizer, glide slope, marker beacons, approach lighting, and HIRL, which ground components are required to be operative for a Category II instrument approach to a DH below 150 feet AGL?  
(A) RCLS and REIL. (B) Radar and RVR. (C) TDZL, RCLS, and RVR.

原始題號:0065906 題組:0 難易度:易

- ( C ) 134. 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:0065907 題組:0 難易度:易

- ( A ) 135. 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:0065908 題組:0 難易度:易

- ( C ) 136. The weather forecast requires an alternate for LUKACHUKAI (GPS RWY 25) ARIZONA. The alternate airport must have an approved instrument approach procedure, which is anticipated to be operational and available at the estimated time of arrival, other than  
(A). GPS or VOR. (B). ILS or GPS. (C). GPS or Loran C.

原始題號:0065909 題組:0 難易度:易

- ( A ) 137. Overriding an automatically selected sensitivity during a GPS approach will  
(A). cancel the approach mode annunciation. (B). require flying point-to-point on the approach to comply with the published approach procedure. (C). have no effect if the approach is flown manually.

原始題號:0065910 題組:0 難易度:易

- ( C ) 138. Authorization to conduct any GPS operation under IFR requires that  
(A). the equipment be approved in accordance with TSO C-115a. (B). the pilot must review appropriate weather, aircraft flight manual (AFM), and operation of the particular receiver. (C). procedures must be established for use in the event that the loss of RAIM capability is predicted to occur.

原始題號:0065911 題組:0 難易度:易

- ( B ) 139. 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 governmental unit. (C)the FAA Administrator only.

原始題號:0065912 題組:0 難易度:易

- ( C ) 140. If Receiver Autonomous Integrity Monitoring (RAIM) is not available when setting up for GPS approach, the pilot should  
(A). continue to the MAP and hold until the satellites are recaptured. (B). proceed as cleared to the IAF and hold until satellite reception is satisfactory.  
(C). select another type of approach using another type of navigation aid.

原始題號:0065913 題組:0 難易度:易

- ( B ) 141. A GPS missed approach requires that the pilot take action to sequence the receiver  
(A). over the MAWP. (B). after the MAWP. (C). just prior to the MAWP.

原始題號:0065914 題組:0 難易度:易

- ( C ) 142. If flying a published GPS departure,  
(A)the data base will contain all of the transition or departures from all runways  
(B)and if RAIM is available, manual intervention by the pilot should not be required. (C)the GPS receiver must be set to terminal course deviation indicator sensitivity.

原始題號:0065915 題組:0 難易度:中

- ( C ) 143. When a dashed blue circle 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:0065916 題組:0 難易度:中

- ( C ) 144. If an airplane is consuming 9.5 gallons of fuel per hour at a cruising altitude of 6,000 feet and the groundspeed is 135 knots, how much fuel is required to travel 490 NM?  
(A)27 gallons. (B)30 gallons. (C)35 gallons.

原始題號:0065917 題組:0 難易度:中

- ( B ) 145. Inbound on the 315 radial, a pilot selects the 320 radial, turns 5 degree to the left, and notes the time. While maintaining a constant heading, the pilot notes the time for the CDI to center is 12 minutes. The ETE to the station is (A)10 minutes (B)12 minutes (C)24 minutes.

原始題號:0065918 題組:0 難易度:中

- ( C ) 146. With a TAS of 115 knots, the relative bearing on an ADF changes from 090 degree to 095 degree in 1.5 minutes of elapsed time. The distance to the station would be (A)12.5 NM. (B)24.5 NM. (C)34.5 NM.

原始題號:0065919 題組:0 難易度:中

- ( A ) 147. GIVEN: Wingtip bearing change : 15 degree , Elapsed time between bearing change : 7.5 min , True airspeed : 85 kts , Rate of fuel consumption : 9.6 gal/hr The time, distance, and fuel required to fly to the station is (A)30 minutes; 42.5 miles; 4.80 gallons. (B)32 minutes; 48 miles; 5.58 gallons. (C)48 minutes; 48 miles; 4.58 gallons.

原始題號:0065920 題組:0 難易度:中

- ( C ) 148. The ADF is tuned to a non-directional radio beacon and the relative bearing change from 0850 to 0900 in 2 minutes of elapsed time. The time en route to the station would be (A)15 minutes. (B)18 minutes. (C)24 minutes.

原始題號:0065921 題組:0 難易度:中

- ( A ) 149. GIVEN: True course : 105 degree , True heading : 085 degree , True airspeed : 95 kts , Groundspeed : 87 kts. Determine the wind direction and speed. (A)020 degree and 32 knots. (B)030 degree and 38 knots. (C)200 degree and 32 knots.

原始題號:0065922 題組:0 難易度:中

- ( B ) 150. An airplane departs an airport under the following conditions: Airport elevation 1,500 ft , Cruise altitude 9,500 ft , Rate of climb 500 ft/min , Average true airspeed 160 kts , True course 145 degree , Average wind velocity 080 at 15 kts , Variation 50E , Deviation -3 degree , Average fuel consumption 14 gal/hr . Determine the approximate time, compass heading, distance, and fuel consumed during the climb. (A)14 minutes, 128 degree , 35 NM, 3.2 gallons. (B)16 minutes, 132 degree , 41 NM, 3.7 gallons. (C)16 minutes, 128 degree , 32 NM, 3.8 gallons.

原始題號:0065923 題組:4 難易度:中

- ( A ) 151. (Refer to figure 8.) When taxiing up to an active runway, you are likely to be clear of the ILS critical area when short of which symbol?(如圖A37\_Fig8)  
 (A)Bottom yellow. (B)Top red. (C)Middle yellow.

題目圖：

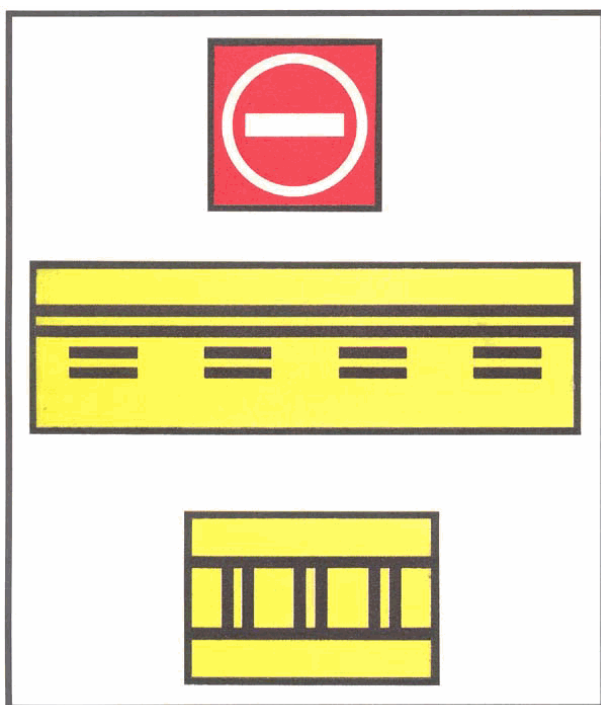


FIGURE 51.—Airport Signs.

原始題號:0065924 題組:5 難易度:中

- ( A ) 152. (Refer to figure 8.) Which symbol does not directly address runway incursion with other aircraft?(如圖A37\_Fig8)  
 (A)Top red. (B)Middle yellow. (C)Bottom yellow.

題目圖：

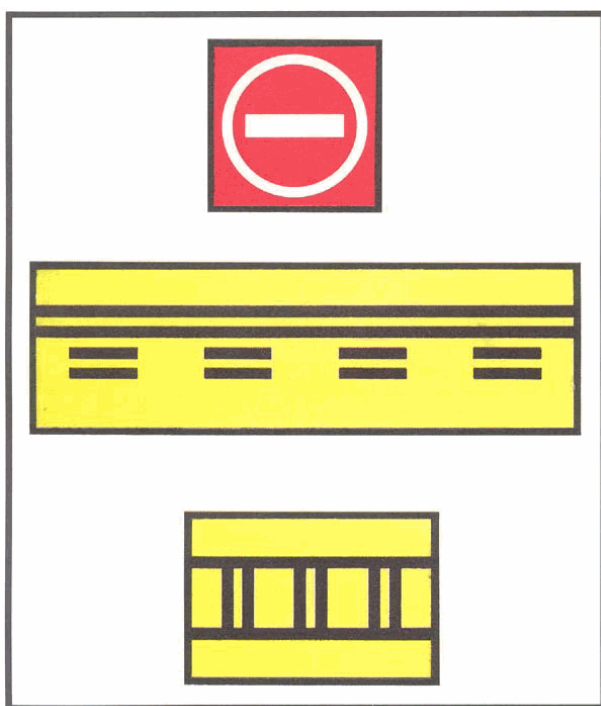


FIGURE 51.—Airport Signs.

原始題號:0065925 題組:0 難易度:中

- ( B ) 153. When in the vicinity of a VOR which is being used for navigation on VFR flight, it is important to  
(A)make 900 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:0065982 題組:0 難易度:中

- ( C ) 154. The ADF is tuned to a nondirectional radiobeacon and the relative bearing change from 270 to 265 in 2.5 minutes of elapsed time. The time en route to that beacon would be  
(A)9min. (B)18min (C)30min.

原始題號:0065983 題組:0 難易度:中

- ( B ) 155. If a standard rate of turn is maintained, how long would it take to turn 360?  
(A)1 min (B)2 mins (C)3mins

原始題號:0065984 題組:0 難易度:中

- ( A ) 156. While cruising at 135 knots and on constant headin, the ADF needle decreases from a relative bearing of 315 to 270 in 7 minutes. The approximate time and distance to the station being used is  
(A)7 minutes and 16 miles. (B)14 minutes and 28 miles. (C)19 minutes and 38 miles.

原始題號:0065985 題組:0 難易度:中

- ( A ) 157. What are the standard temperature and pressure values for sea level?  
(A)15 c and 29.92"Hg. (B)59 F and 1013.2" Hg. (C)15 C and 29.92 Mb.

原始題號:0065986 題組:0 難易度:中

- ( A ) 158. Which is true about homing when using ADF during crosswind conditions? Homing  
(A)to a radio station results in a curved path that leads to the station. (B)is a practical navigation method for flying both to and from a radio station. (C)to a radio station requires that the ADF have an automatically or manually rotatable azimuth.

原始題號:0065987 題組:2 難易度:中

- ( A ) 159. (Refer to figure 17.)which statement is true regarding illustration 2, if the present heading is maintaind? The airplane will(如圖A37\_Fig17)  
(A)cross the 180 radial at 45 angle outbound. (B)intercept 225 radial at a 45 angle. (C)intercept 360 radial at a 45 angle.

題目圖：

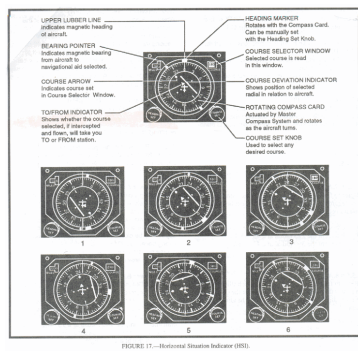


FIGURE 17—Horizontal Situation Indicator (HSI).

原始題號:0065988 題組:3 難易度:中

- ( B ) 160. (Refer to figure 17.) which illustration indicates the airplane will intercept the 060 radial at a 75 angle inbound, if the present heading is maintained?(如圖A37\_Fig17)  
(A)4 (B)5 (C)6

題目圖：

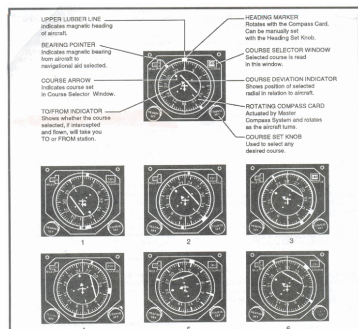


FIGURE 17—Horizontal Situation Indicator (HSI).

原始題號:0065989 題組:4 難易度:中

- ( A ) 161. (Refer to figure 172.) which illustration indicates the airplane should be turned 150 left to intercept the 360 radial at a 60 angle ?(如圖A37\_Fig17)  
(A)1 (B)2 (C)3

題目圖：

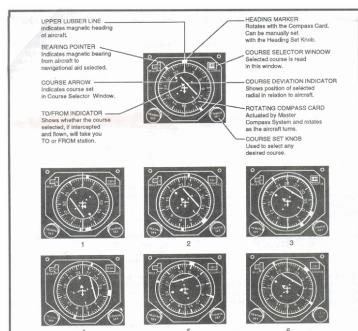


FIGURE 17—Horizontal Situation Indicator (HSI).

原始題號:0065990 題組:5 難易度:中

- ( C ) 162. (Refer to figure 17.) Which is true regarding illustration 4 if the present heading is maintained? The airplane will(如圖A37\_Fig17)  
(A)cross the 060 radial at a 15 angle. (B)intercept the 240 radial at a 30 angle.  
(C)cross the 180 radial at a 75 angle.

題目圖：

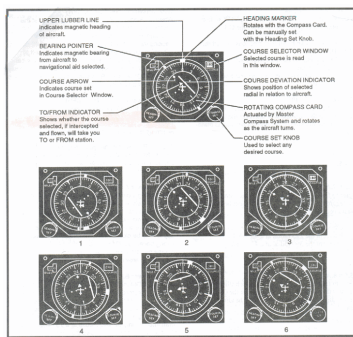


FIGURE 17—Horizontal Situation Indicator (HSI).

原始題號:0065991 題組:0 難易度:中

- (B) 163. How should the pilot make a VOR receiver check when the aircraft is located on the designated check-point on the airport surface?
- (A) Set the OBS on 180 plus or minus 4; the CDI should center with From indication.  
 (B) Set OBS on the designated radial. The CDI must center within plus or minus 4 of that radial with a FROM indication. (C) With the aircraft headed directly toward the VOR and OBS set 000, the CDI should center within plus or minus 4 of that radial with a TO indication.

原始題號:0065992 題組:0 難易度:中

- (A) 164. While maintaining a magnetic heading of 270 and a true airspeed is 120 knots, the 360 radial of VOR is crossed at 1237 and the 350 radial is crossed at 1244. The approximate time and distance to this station are
- (A) 42 minutes and 84NM. (B) 42 minutes and 91NM. (C) 44 minutes and 96NM.

原始題號:0065993 題組:0 難易度:中

- (A) 165. At higher elevation airports the pilot should know that indicated airspeed
- (A) will be unchanged, but groundspeed will be faster. (B) will be higher, but groundspeed will be unchanged. (C) should be increased to compensate for thinner air.

原始題號:0065994 題組:0 難易度:中

- (C) 166. What is an operational difference between the turn coordinator and the turn-and-slip indicator? The turn coordinator
- (A) is always electric; the turn-and-slip indicator is always vacuum-driven.  
 (B) indicates bank angle only; the turn-and-slip indicator indicates rate of turn and coordination. (C) indicates roll rate, rate of turn, and coordination; the turn-and-slip indicator indicates rate of turn and coordination.

原始題號:0065995 題組:1 難易度:中

- (A) 167. (refer to figure 24.) If the time flown between aircraft positions 2 and 3 is 15 minutes, what is the estimated time to the station? (如圖A37\_Fig24)
- (A) 15 minutes. (B) 30 minutes. (C) 60 minutes.

題目圖：

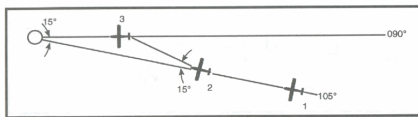


FIGURE 24 — Isosceles Triangle

原始題號:0065996 題組:0 難易度:中

- ( A ) 168. Which situation would result in reverse sensing of a VOR receiver?
- (A) Flying a heading that is reciprocal to the bearing selected on the OBS.
  - (B) setting the OBS to a bearing that is 90 from the bearing on which the aircraft is located.
  - (C) Failing to change the OBS from the selected inbound course to outbound course after passing the station.

原始題號:0065997 題組:0 難易度:中

- ( B ) 169. Pressure altitude....12000ft      True air temperature....+50 F      From the conditions given, the approximate density altitude is
- (A) 11,900 feet.
  - (B) 14,130 feet.
  - (C) 18,150 feet.

原始題號:0065998 題組:0 難易度:中

- ( A ) 170. If the relative bearing to a nondirectional radiobeacon is 045 and the magnetic bearing to that radiobeacon would be
- (A) 040°.
  - (B) 065°.
  - (C) 220°.

原始題號:0065999 題組:0 難易度:中

- ( B ) 171. An aircraft is maintaining a magnetic heading of 265 and the ADF shows a relative bearing of 065, this indicates that aircraft is crossing the
- (A) 065 magnetic bearing FROM the radio beacon.
  - (B) 150 magnetic bearing FROM the radio beacon.
  - (C) 330 magnetic bearing FROM the radio beacon.

原始題號:0066000 題組:0 難易度:中

- ( C ) 172. The ADF is tuned to radiobeacon. If the magnetic heading is 040 and the relative bearing is 290, the magnetic bearing TO that radiobeacon would be
- (A) 150°.
  - (B) 285°.
  - (C) 330°.