

(A45) ATPL陸空通訊

最近更新日期：109/12/22 ~ 109/12/22；更新題號：
0014177, 0014209, 0014226, 0014231, 0014246, 0014283, 0014285

原始題號:0014168 題組:0 難易度:易

- (C) 1. 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:0014169 題組:0 難易度:易

- (B) 2. 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:0014170 題組:0 難易度:易

- (C) 3. 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:0014171 題組:0 難易度:中

- (B) 4. 下列何者是利用左右定位台辨識中的後兩位字母來做辨證？
(A)內信標台 (B)中信標台 (C)外信標台

原始題號:0014172 題組:0 難易度:易

- (A) 5. 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)每秒兩次之長音 (C)每秒兩次之交互點音及長音

原始題號:0014173 題組:0 難易度:易

- (C) 6. 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)每秒兩次之長音 (C)每秒兩次之交互點音及長音

原始題號:0014174 題組:0 難易度:易

- (B) 7. 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)每秒兩次之長音 (C)每秒兩次之交互點音及長音

原始題號:0014175 題組:0 難易度:中

- (A) 8. 當使用飛行導引器時，駕駛員於待命航線中應觀察到何種轉彎率或轉彎坡度？
(A)每秒3度或25度坡度何者為少 (B)每秒3度或30度坡度何者為少 (C)每秒1-1/2度或25度坡度何者為少

原始題號:0014176 題組:0 難易度:易

- (B) 9. 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:0014177 題組:0 難易度:易 (R20180823)

- (C) 10. 渦輪噴射飛機於 FL200 以上至 FL340 之最大待命速度為？
(A)210 哩/時 (B)230 哩/時 (C)265 哩/時

原始題號:0014179 題組:0 難易度:中

- (C) 11. 除非緊急情況發生，駕駛員可預期之優先落地權為？
(A)當許可儀器進場時 (B)當駕駛一架大型，重體航機 (C)依序，先到先服務原則

原始題號:0014180 題組:0 難易度:易

- (A) 12. 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:0014181 題組:0 難易度:中
- (B) 13. 當在儀器進場駕駛員被引導穿越最後進場航時應作何處置？
(A)繼續保持最後航向直到進一步指示 (B)聯絡進場台，告知航機飛越最後進場航道 (C)轉向五邊，以及盲目廣播航機將飛向五邊
原始題號:0014182 題組:0 難易度:易
- (A) 14. 多向導航太康臺(VORTC)中測距儀(DME)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:0014183 題組:0 難易度:易
- (C) 15. 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:0014184 題組:0 難易度:易
- (A) 16. 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:0014185 題組:0 難易度:易
- (C) 17. 當許可執行公佈之側降(side-step)動作，駕駛員於何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:0014186 題組:0 難易度:易
- (B) 18. 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:0014187 題組:0 難易度:易
- (C) 19. 第三A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:0014188 題組:0 難易度:易
- (C) 20. 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邊界燈 (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:0014189 題組:0 難易度:易
- (B) 21. LDA與ILS LOC 有何不同？
(A)LDA寬6或12度，ILS3到6度 (B)LDA從跑道偏角正負3度，ILS對正跑道 (C)LDA可用指示為15度，ILS為35度
原始題號:0014190 題組:0 難易度:易
- (B) 22. 微波落地系統之前方位與背方位有何不同？
(A)無，除了指示相反 (B)將以較低之速率發送 (C)背方位無測距儀(DME/P).

原始題號:0014191 題組:0 難易度:易

- (B) 23.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:0014192 題組:0 難易度:易

- (A) 24.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:0014193 題組:0 難易度:易

- (C) 25.微波落地系統之落地跑道每邊進場方位角限制為？
(A)至少15度 (B)20度 (C)至少40度

原始題號:0014194 題組:0 難易度:易

- (C) 26.微波落地系統之前向及背向引導之範圍限制為？
(A)10哩及10哩 (B)15哩及10哩 (C)20哩及7哩

原始題號:0014195 題組:0 難易度:易

- (A) 27.考量飛機經由全球定位系統導航，於飛行計畫中應有
(A)有RNAV裝備 (B)有Astrotracker裝備 (C)有FMS/EFIS裝備

原始題號:0014196 題組:0 難易度:易

- (B) 28.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:0014197 題組:0 難易度:易

- (A) 29.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(不含全球定位系統進場)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:0014198 題組:0 難易度:中

- (B) 30.全球定位系統迷失進場需要駕駛員依序行動
(A)通過MAWP時 (B)通過MAWP後 (C)剛好於MAWP之前

原始題號:0014199 題組:0 難易度:中

- (C) 31.當駕駛員因為空中防撞系統II(resolution advisory, RA)建議而偏離航管許可時解決建議應被預期
(A)保持偏離之航向與高度，當航管有雷達引導時 (B)要求航管許可偏離 (C)盡可能通知航管偏離

原始題號:0014200 題組:0 難易度:中

- (C) 32.當駕駛員因為空中防撞系統建議而偏離航管許可時應告知航管及
(A)保持偏離之航向與高度，當航管有雷達引導時 (B)要求新的航管許可 (C)碰撞危機解除後，儘速回到原航管之許可

原始題號:0014201 題組:0 難易度:易

- (A) 33.空中防撞系統II提供
(A)航情解決及建議(TA及RA) (B)接近警告 (C)全方位之衝突航機閃避動作

原始題號:0014202 題組:0 難易度:易

- (B) 34. 空中防撞系統I提供
(A)航情解決及建議(TA及RA) (B)接近警告 (C)全方位之衝突航機閃避動作

原始題號:0014203 題組:0 難易度:中

- (B) 35. 於何種情況下航管將發佈安全警告?
(A)當快與其他航機發生撞機時 (B)當飛機高度與地障或建築物高度太過接近時 (C)當天氣型態巨變以及風切或附近有大型冰雹

原始題號:0014204 題組:0 難易度:易

- (B) 36. 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:0014205 題組:0 難易度:易

- (A) 37. 建議宣告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:0014206 題組:0 難易度:易

- (B) 38. 劫機電碼為?
(A)7200 (B)7500 (C)7777

原始題號:0014207 題組:0 難易度:中

- (C) 39. "最低油量"是提示航管?
(A)需要目的地機場之先行權 (B)要求緊急處置至最近之合適機場降落 (C)告知如有不正常之延誤可能有緊急情況將會發生

原始題號:0014208 題組:0 難易度:易

- (C) 40. 當改變答詢器(Transponder)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:0014209 題組:0 難易度:易 (R20201222)

- (A) 41. 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:0014210 題組:0 難易度:易

- (C) 42. 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:0014211 題組:0 難易度:易

- (A) 43. 在儀器飛行於航路或航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:0014212 題組:0 難易度:易

- (C) 44. 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:0014213 題組:0 難易度:易

- (A) 45. 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:0014214 題組:0 難易度:易

- (B) 46. 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:0014215 題組:0 難易度:易

- (B) 47. 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:0014216 題組:0 難易度:易

- (A) 48. 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:0014217 題組:0 難易度:中

- (A) 49. 駕駛員於何時會收到許可"有效時間"(valid time)
(A)在非管制機場 (B)當有"機門等待"程序實施時 (C)如果在啟動引擎前收到許可

原始題號:0014218 題組:0 難易度:中

- (C) 50. "許可如申請"中至少會有哪些基本之訊息？
(A)許可限制及沿路線高度 (B)許可限制，沿路線高度，以及標準儀器離場程序 (C)目的地機場，沿路線高度，以及標準儀器離場

原始題號:0014219 題組:0 難易度:易

- (A) 51. 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:0014220 題組:0 難易度:易

- (B) 52. "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)在特設機場減低航機之擁擠

原始題號:0014221 題組:0 難易度:易

- (C) 53. 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(DME)

原始題號:0014222 題組:0 難易度:易

- (A) 54. 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(VOR) (B)空中定向器(ADF) (C)極高頻萬向導航台或測距儀(VOR&DME)

原始題號:0014223 題組:0 難易度:易

- (B) 55. 何時航空器必須具備測距儀(DME)？
(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(VOR)接收器時 (C)飛行於飛航空層18,000以上時

原始題號:0014224 題組:0 難易度:易

- (C) 56. 當儀器飛行於管制空域，空中定向器(ADF)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:0014225 題組:0 難易度:易

- (C) 57. 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:0014226 題組:0 難易度:易 (R20201222)

- (A) 58. 當儀器飛行於管制空域遭遇兩套無線電中一套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(VOR receiver)。

原始題號:0014227 題組:0 難易度:易

- (C) 59. 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/測距儀(VOR/DME) (B)管制雷達 (C)定位台

原始題號:0014228 題組:0 難易度:中

- (C) 60. 當駕駛員在儀器飛行下被雷達引導而無線電失效，應作何處置？
(A)應直接飛向儀器飛行計畫之下一點並繼續飛行 (B)轉電碼7700爬升至雲上目視 (C)直接飛向定位點，航線，或引導許可之指定航線

原始題號:0014229 題組:0 難易度:中

- (B) 61. 當民用機場沒有最低起飛標準時，三引擎飛機於儀器飛行之最低起飛標準為？
(A)1哩 (B)1/2哩 (C)300呎及1/2哩

原始題號:0014230 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(VOR)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:0014231 題組:0 難易度:中 (R20201222)

- (A) 63. 當兩套極高頻萬向導航台 (VOR) 做檢查時，兩套指示之最大容許誤差值為何？
(A)地面或空中皆為4度。(B)地面或空中皆為6度。(C)空中6度地面4度。

原始題號:0014232 題組:0 難易度:易

- (C) 64. 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:0014233 題組:0 難易度:易

- (C) 65. "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:0014234 題組:0 難易度:易

- (B) 66. 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:0014235 題組:0 難易度:易

(B) 67. 劫機的 transponder codes為何?

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

原始題號:0014236 題組:0 難易度:中

(C) 68. 通過航管許可限制三分鐘以內且未獲得航管進一步指示時, 飛行員應做何處置?

(A)假設通話失效並繼續進場 (B)保持巡航速度計畫待命等待航管指示 (C)減速至待命速度準備待命

原始題號:0014237 題組:0 難易度:易

(C) 69. 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:0014238 題組:0 難易度:易

(C) 70. 飛行員在IFR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線或引導許可之指定航路

原始題號:0014239 題組:0 難易度:中

(A) 71. 飛行員在IFR情況中與航管通話失效, 飛航高度應如何選擇?

(A)最後許可高度, 航管指示之預期高度, 或MEA, 取最高者. (B)至少高於為該航路上之最高地障1000呎 (C)高於該航路MEA的VFR高度

原始題號:0014240 題組:0 難易度:中

(C) 72. 飛行員對TCAS advisory 做出反應動作, 而偏離航管許可, 應通知航管並

(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無影響後, 立即回復保持原先的航管許可

原始題號:0014241 題組:0 難易度:中

(A) 73. 何種情況為最早可宣告為緊急情況的時機?

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

原始題號:0014242 題組:0 難易度:易

(C) 74. 飛行員操作答詢器(transponder)撥定時, 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:0014243 題組:0 難易度:易

(B) 75. 當機場不同的位置出現不同的風向, 何種情況下塔台會報告?

(A)輕柔不同向Light and variable. (B)風切(Wind shear). (C)鋒面通過(Frontal passage).

原始題號:0014244 題組:0 難易度:易

(B) 76. 何謂航管指示(ATC instruction)?

(A)同航管許可(ATC clearance) (B)航管直接下達的指示, 需要航機作出特定的處置 (C)必須完整"read back"後方確認生效

原始題號:0014245 題組:0 難易度:易

(C) 77. 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:0014246 題組:0 難易度:中 (R20180823)

- (C) 78. 飛行員應如何描述煞車作用度(braking action)?
(A)0%, 50%, 75%, 100% (B)Zero-zero, fifty-fifty, or normal. (C)Nil, poor, fair, or good.

原始題號:0014248 題組:0 難易度:易

- (A) 79. 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,或告知切換至適當管制波道(advisory frequency) (B)當對正 final approach course (C)當許可進場時

原始題號:0014249 題組:0 難易度:易

- (B) 80. 當收到IFR進場許可至無管制機場且無標準飛航服務(FSS)時,在被告知切換至適當管制波道後,飛行員應做何預警?
(A)守聽航管的 traffic advisories 及共同波道(UNICOM) (B)在共同波道廣播航機的位置及意向,並守聽此一波道 (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:0014250 題組:0 難易度:中

- (C) 81. IFR 有 radar contact,何者為必須報告項目?
(A)位置報告,離開高度,無法保持爬升率500ft/min,到達待命點的時間及高度 (B)位置報告,離開高度,無法保持爬升率500ft/min,到達待命點的時間及高度,及平均真空速改變超過5%或10哩 (C)離開高度,無法保持爬升率500ft/min,到達待命點的時間及高度,及平均真空速改變超過5%或10哩,離開指定之待命位置或待命點許可點,

原始題號:0014251 題組:0 難易度:易

- (A) 82. IFR 進場時若無 radar contact,何者為必須報告項目?
(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:0014252 題組:0 難易度:易

- (C) 83. 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:0014253 題組:0 難易度:易

- (C) 84. 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:0014254 題組:0 難易度:易

- (A) 85. 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時 (C)須轉換高度或報告天氣時

原始題號:0014255 題組:0 難易度:易

- (C) 86. 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:0014256 題組:0 難易度:中

- (A) 87. 當執行同時進場(simultaneous approaches)時, 飛行員會如何收到 radar advisories?
(A)塔台波道 (B)approach control波道 (C)一架在塔台波道, 另一架在 approach control波道

原始題號:0014257 題組:0 難易度:易

- (A) 88. 當到達clearance limit時, 飛行員應報告哪些事項?
(A)到達或離開時間, 與高度/空層 (B)到達時間, 與高度/空層, 及預期的待命速度 (C)到達時間, 與高度/空層, 預期的待命速度, 及內邊長度(inbound leg length)

原始題號:0014258 題組:0 難易度:易

- (C) 89. 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:0014259 題組:0 難易度:易

- (A) 90. 如何辨別 ILS inner marker之語音及目視指示?
(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:0014260 題組:0 難易度:易

- (C) 91. 如何辨別 ILS middle marker之語音及目視指示? ?
(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:0014261 題組:0 難易度:易

- (B) 92. 如何辨別 ILS outer marker之語音及目視指示? ?
(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:0014262 題組:0 難易度:中

- (B) 93. ILS 的 Localizer 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:0014263 題組:0 難易度:易

- (C) 94. 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:0014264 題組:0 難易度:易

- (A) 95. 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:0014265 題組:0 難易度:中

- (A) 96. 何種訊息可能顯示VOR正在維護中且不可參考?
(A) Coded identification T-E-S-T. (B) Identifier is preceded by 'M' and an intermittent 'OFF' flag might appear. (C) An automatic voice recording stating the VOR is out-of-service for maintenance.

原始題號:0014266 題組:0 難易度:中

- (B) 97. 以高度12000呎通過VORTAC, DME應顯示多少?
(A) 0 DME miles. (B) 2 DME miles. (C) 2.3 DME miles.

原始題號:0014267 題組:0 難易度:中

- (A) 98. En Route Flight Advisory Service可提供何種服務訊息?
(A) 根據飛行種類之天氣情報, 飛行計畫及高度 (B) 顯著天氣, 飛行計畫更改及抄收位置報告 (C) 雷達引導航機隔離, 天氣及高度表設定值

原始題號:0014268 題組:0 難易度:易

- (B) 99. 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:0014269 題組:0 難易度:中

- (A) 100. 在IFR管制空域中, 兩套VHF中的一套失效, 飛行員應做何處置?
(A) 立即通知航管 (B) Squawk 7600. (C) 監控 VOR receiver

原始題號:0014270 題組:0 難易度:中

- (B) 101. 在IFR管制空域中, 兩套VOR中的一套失效, PIC應做何處置?
(A) 只要有一套好則不須告知 (B) 立即告知航管 (C) 用公司頻道通知公司之派遣人員

原始題號:0014271 題組:0 難易度:中

- (C) 102. 在IFR管制空域中, ADF失效, 飛行員應做何處置?
(A) 下降至 Class A airspace 以下 (B) 用公司頻道通知公司之派遣人員 (C) 立即通知航管

原始題號:0014272 題組:0 難易度:中

- (C) 103. 何種裝備可取代 Category I ILS middle marker?
(A) VOR/DME FIX. (B) Surveillance radar. (C) Compass locator.

原始題號:0014273 題組:0 難易度:易

- (C) 104. 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:0014274 題組:0 難易度:易

- (B) 105. 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:0014275 題組:0 難易度:中

(C) 106. 航機剛在JFK機場落地, 塔台指示當 clear of the runway 後聯絡地面, 航機何時可視為 clear of the runway?

(A)機尾與滑行道指示牌平行 (B)駕駛艙與 hold line 平行 (C)航機的每一部份都通過 hold line

原始題號:0014276 題組:0 難易度:中

(A) 107. 如何辨識 Holding position signs?

(A)紅底白字 (B)白底紅字 (C)紅底黃字

原始題號:0014277 題組:0 難易度:中

(C) 108. 如何辨識 Airport information signs提供之目的地或資訊?

(A)黑底黃字 (B)黑底白字 (C)黃底黑字

原始題號:0014278 題組:0 難易度:中

(B) 109. 如何辨識滑行道與跑道交界線(雙實線與雙虛線)之Hold line marking?

(A)白色, 虛線靠近跑道 (B)黃色, 虛線靠近跑道 (C)黃色, 實線靠近跑道

原始題號:0014279 題組:0 難易度:易

(B) 110. 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:0014280 題組:0 難易度:易

(A) 111. 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:0014281 題組:0 難易度:易

(C) 112. 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:0014282 題組:0 難易度:易

(C) 113. 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:0014283 題組:0 難易度:中 (R20130918)

(B) 114. 飛行員接受 Land and Hold Short Operations (LAHSO)許可後必須?

(A)必須遵守 (B)不排除拒絕落地(rejected landing)?n intermittent 'OFF' flag might appear. 真空速改變超過5%或10哩or vertical speed changes greater than 500 ft/min. (C) 排除拒絕落地(rejected landing)先的許可 conflicting traffic.e for maintenance. 0哩, 離開指定之待命位置或待命點許可點, ess of 100 ft/min.

原始題號:0014284 題組:0 難易度:易

(C) 115. 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:0014285 題組:0 難易度:中 (R20201222)

(A) 116. 塔台發出閃爍紅色燈號意為？

(A)人員及車輛應離開滑行道。(B)空中飛機應提高警覺。(C)地面飛機立即返回起始位置。

原始題號:0014286 題組:0 難易度:中

(B) 117. 塔台發出閃爍紅色燈號意為？

(A)車及飛機立即原地停留 (B)機場不安全, 飛機不可落地 (C)地面飛機立即返回起始位置

原始題號:0014287 題組:0 難易度:中

(A) 118. 塔台發出固定紅色燈號意為？

(A)人, 車, 飛機立即原地停留 (B)地面飛機立即返回起始位置 (C)人, 車, 裝備及飛機應提高警覺

原始題號:0014288 題組:0 難易度:易

(C) 119. 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)目前使用之波道

原始題號:0014289 題組:0 難易度:易

(A) 120. CVR必須在何時運作？

(A)從開始engine checklist之前到飛行任務結束的最後一個check list (B)從開始engine checklist之前到發動機關車前的check list (C)開始滑行到飛行任務結束

原始題號:0014290 題組:0 難易度:易

(B) 121. 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:0014291 題組:0 難易度:中

(B) 122. Land and Hold Short Operations (LAHSO) 包括落地許可及 holding short何處？

(A)of an intersecting taxiway only. (B) of some designated point on the runway. (C)only of an intersecting runway or taxiway.

原始題號:0014292 題組:0 難易度:易

(C) 123. "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:0014293 題組:0 難易度:中

(A) 124. 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:0014294 題組:0 難易度:中

(B) 125. 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:0014295 題組:0 難易度:易

- (A) 126. 13, 500 英呎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:0014296 題組:0 難易度:易

- (C) 127. "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:0014297 題組:0 難易度:中

- (B) 128. 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:0014298 題組:0 難易度:易

- (C) 129. 當你保持3,500英呎飛正西南航向, 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:0014299 題組:0 難易度:中

- (B) 130. 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:0014300 題組:0 難易度:中

- (D) 131. 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:0014301 題組:0 難易度:中

- (C) 132. 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:0014302 題組:0 難易度:易

- (C) 133. 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:0014303 題組:0 難易度:易

- (D) 134. 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:0014304 題組:0 難易度:易

- (B) 135. "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:0014305 題組:0 難易度:易

(B) 136. 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:0014306 題組:0 難易度:中

(A) 137. 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:0014307 題組:0 難易度:中

(C) 138. 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:0014308 題組:0 難易度:易

(B) 139. 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)TRANSMITTING BLIND (C)PAN PAN PAN (D)DO YOU READ?

原始題號:0014309 題組:0 難易度:易

(A) 140. 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:0014310 題組:0 難易度:易

(A) 141. 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:0014311 題組:0 難易度:中

(C) 142. 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:0014312 題組:0 難易度:中

(A) 143. 當有緊急狀況發生, 管制員會用何術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:0014313 題組:0 難易度:易

(D) 144. 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:0014314 題組:0 難易度:易

(A) 145. 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:0014315 題組:0 難易度:易

(C) 146. 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:0014316 題組:0 難易度:中

(B) 147. 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,用來對多架航空器發話所使用 (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:0014317 題組:0 難易度:中

(A) 148. 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看看 (B)發話時每個字發兩次 (C)開始盲目發話

原始題號:0014318 題組:0 難易度:易

(A) 149. 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:0014319 題組:0 難易度:中

(C) 150. 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:0014320 題組:0 難易度:易

(A) 151. 當你的航空器沒有答詢器(transponder)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:0014321 題組:0 難易度:中

(A) 152. 當聽見有緊急迫切情況(Urgency)的訊息時,飛行員應該:

- (A)保持守聽是否可能提供協助 (B)直接領知此一訊息 (C)為強制無線電靜音更換波道

原始題號:0014322 題組:0 難易度:易

(C) 153. 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,然後再補上正確的訊息

原始題號:0014323 題組:0 難易度:中

(A) 154. "STANDBY" 此術語的定義為:

- (A)等待然後我會叫你 (B)維持在你現在的位置 (C)當此次發話沒有發生過

原始題號:0014324 題組:0 難易度:易

(A) 155. 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:0014325 題組:0 難易度:易

(A) 156. 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:0014326 題組:0 難易度:易

(B) 157. SAR的全名是:

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

原始題號:0014327 題組:0 難易度:易

(A) 158. "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:0014328 題組:0 難易度:易

(A) 159. 如何使用到 "WORDS TWICE" 這個術語?

(A)每個字重覆兩遍 (B)盲目發話 (C)訊息被重覆一次

原始題號:0014329 題組:0 難易度:易

(C) 160. 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:0014330 題組:0 難易度:中

(B) 161. "盲目發話"之發話為?

(A)由航空器直接向地面站台發射 (B)由站台向其他未能構聯但確信其所呼叫之站台能接收 (C)此發話未能到達接收者所在

原始題號:0014331 題組:0 難易度:易

(C) 162. "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:0014332 題組:0 難易度:易

(C) 163. 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)失事危急(URGENCY) (C)緊急危難情況 (DISTRESS) (D)緊急 (PAN PAN)

原始題號:0014333 題組:0 難易度:易

(C) 164. "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:0014334 題組:0 難易度:易

(B) 165. 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:0014335 題組:0 難易度:易

(B) 166. 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METR (C)特定機場的TAF

原始題號:0014336 題組:0 難易度:易

(A) 167. 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:0014337 題組:0 難易度:易

(B) 168. 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:0014338 題組:0 難易度:易

(A) 169. 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:0014339 題組:0 難易度:易

(C) 170. 當要做一緊急情況(MAYDAY)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:0014340 題組:0 難易度:易

(B) 171. 緊急情況(Urgency)的優先順序為何?

(A)低於緊急(PAN PAN)醫療求助 (B)高於一切一般情況但低於危急(distress) (C)視情況多寡後排序而定

原始題號:0014341 題組:0 難易度:易

(B) 172. 無線電失效後電碼要設:

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

原始題號:0014342 題組:0 難易度:易

(B) 173. 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:0014343 題組:0 難易度:易

(C) 174. "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:0014344 題組:0 難易度:易

(B) 175. 假設你想反向操作, 你的通話應該是:

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

原始題號:0014345 題組:0 難易度:中

(B) 176. 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:0014346 題組:0 難易度:易

(B) 177. 3500英呎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:0014347 題組:0 難易度:易

(B) 178. 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:0014348 題組:0 難易度:易

(B) 179. " 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:0014349 題組:0 難易度:易

(B) 180. 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)在答詢器模式A上重設數字 (C)在高度表上設1015 (D)打開模式C

原始題號:0014350 題組:0 難易度:易

(C) 181. 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:0014351 題組:0 難易度:易

(D) 182. 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:0014352 題組:0 難易度:易

(C) 183. "SSR" 此簡稱的全名為:

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

原始題號:0014353 題組:0 難易度:易

(C) 184. 在答詢器上選擇電碼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:0014354 題組:0 難易度:易

(B) 185. 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:0014355 題組:0 難易度:易

(B) 186. 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:0014356 題組:0 難易度:易

(B) 187. 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:0014357 題組:0 難易度:易

(B) 188. 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)高度表撥定值和使用跑道 (C)除了含糊的聲音外, 所有都必須覆誦

原始題號:0014358 題組:0 難易度:易

(B) 189. "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:0014359 題組:0 難易度:易

(C) 190. 航管單位名稱或呼號字尾何時可以被省略?

- (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且不致混淆後可省略

原始題號:0014360 題組:0 難易度:易

(B) 191. "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

(A45) ATPL陸空通訊

最近更新日期：109/12/22 ~ 109/12/22；更新題號：
0014177, 0014209, 0014226, 0014231, 0014246, 0014283, 0014285

原始題號:0014168 題組:0 難易度:易

- (C) 1. 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:0014169 題組:0 難易度:易

- (B) 2. 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:0014170 題組:0 難易度:易

- (C) 3. 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:0014171 題組:0 難易度:中

- (B) 4. Which component associated with the ILS is identified by the last two letters of the localizer group?
(A) inner marker. (B) middle compass locator. (C) outer compass locator.

原始題號:0014172 題組:0 難易度:易

- (A) 5. 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:0014173 題組:0 難易度:易

- (C) 6. 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:0014174 題組:0 難易度:易

- (B) 7. 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:0014175 題組:0 難易度:中

- (A) 8. 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:0014176 題組:0 難易度:易

- (B) 9. 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:0014177 題組:0 難易度:易 (R20180823)

- (C) 10. Maximum holding speed for a turbojet airplane between FL200 and FL340 is
(A) 210 knots. (B) 230 knots. (C) 265 knots.

原始題號:0014179 題組:0 難易度:中

- (C) 11. Expect 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:0014180 題組:0 難易度:易

- (A) 12. 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:0014181 題組:0 難易度:中

- (B) 13. What actions should a pilot take if vectored across the final approach course during an IFR approach?
(A) Continue on the last heading issued until otherwise instructed. (B) Contact approach control, and advise that the flight is crossing the final approach course. (C) Turn onto final, and broadcast in the blind that the flight has proceeded on final.

原始題號:0014182 題組:0 難易度:易

- (A) 14. 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:0014183 題組:0 難易度:易

- (C) 15. 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:0014184 題組:0 難易度:易

- (A) 16. 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:0014185 題組:0 難易度:易

- (C) 17. 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:0014186 題組:0 難易度:易

- (B) 18. 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:0014187 題組:0 難易度:易

- (C) 19. 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:0014188 題組:0 難易度:易

- (C) 20. 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:0014189 題組:0 難易度:易

- (B) 21. 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:0014190 題組:0 難易度:易

- (B) 22. 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:0014191 題組:0 難易度:易

- (B) 23. 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:0014192 題組:0 難易度:易

- (A) 24. 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:0014193 題組:0 難易度:易

- (C) 25. 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:0014194 題組:0 難易度:易

- (C) 26. 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:0014195 題組:0 難易度:易

- (A) 27. 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:0014196 題組:0 難易度:易

- (B) 28. 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:0014197 題組:0 難易度:易

- (A) 29. 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:0014198 題組:0 難易度:中

- (B) 30. 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:0014199 題組:0 難易度:中

- (C) 31. 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:0014200 題組:0 難易度:中

- (C) 32. 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:0014201 題組:0 難易度:易

- (A) 33. 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:0014202 題組:0 難易度:易

- (B) 34. TCAS I provides
(A)traffic and resolution advisories. (B)proximity warning. (C)recommended maneuvers to avoid conflicting traffic.

原始題號:0014203 題組:0 難易度:中

- (B) 35. 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 larger hail in the vicinity.

原始題號:0014204 題組:0 難易度:易

- (B) 36. 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:0014205 題組:0 難易度:易

- (A) 37. 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:0014206 題組:0 難易度:易

- (B) 38. What is the hijack code?
(A)7200 (B)7500 (C)7777

原始題號:0014207 題組:0 難易度:中

- (C) 39. 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:0014208 題組:0 難易度:易

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

原始題號:0014209 題組:0 難易度:易 (R20201222)

- (A) 41. 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:0014210 題組:0 難易度:易

- (C) 42. 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:0014211 題組:0 難易度:易

- (A) 43. 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:0014212 題組:0 難易度:易

- (C) 44. 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:0014213 題組:0 難易度:易

- (A) 45. 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:0014214 題組:0 難易度:易

- (B) 46. 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:0014215 題組:0 難易度:易

- (B) 47. 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:0014216 題組:0 難易度:易

- (A) 48. 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:0014217 題組:0 難易度:中

- (A) 49. Under what condition does a pilot receive a "void time" specified in the clearance?
(A) On an uncontrolled airport. (B) When "gate hold" procedure are in effect.
(C) If the clearance is received prior to starting engines.

原始題號:0014218 題組:0 難易度:中

- (C) 50. What minimum information does an abbreviated departure clearance "clear as filed" include?
(A) Clearance limit and en route altitude. (B) Clearance limit, en route altitude, and SID, if appropriate. (C) Destination airport, en route altitude, and SID, if appropriate.

原始題號:0014219 題組:0 難易度:易

- (A) 51. 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:0014220 題組:0 難易度:易

- (B) 52. 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:0014221 題組:0 難易度:易

- (C) 53. 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:0014222 題組:0 難易度:易

- (A) 54. When an air carrier 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:0014223 題組:0 難易度:易

- (B) 55. 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:0014224 題組:0 難易度:易

- (C) 56. 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:0014225 題組:0 難易度:易

- (C) 57. 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:0014226 題組:0 難易度:易 (R20201222)

- (A) 58. 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:0014227 題組:0 難易度:易

- (C) 59. 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:0014228 題組:0 難易度:中

- (C) 60. 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:0014229 題組:0 難易度:中

- (B) 61. When takeoff minimums are not prescribed for a civil airport, what are the takeoff minimums under IFR for a three-engine airplane?
(A) 1 SM. (B) 1/2 SM. (C) 300 feet and 1/2 SM.

原始題號:0014230 題組:0 難易度:易

- (A) 62. 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:0014231 題組:0 難易度:中 (R20201222)

- (A) 63. What is the maximum permissible variation between the two bearing indicators on a dual VOR system when checking one VOR against the other?
(A) 4 degree on the ground and in flight. (B) 6 degree on the ground and in flight. (C) 6 degree in flight and 4 degree on the ground.

原始題號:0014232 題組:0 難易度:易

- (C) 64. 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:0014233 題組:0 難易度:易

- (C) 65. 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:0014234 題組:0 難易度:易

- (B) 66. 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:0014235 題組:0 難易度:易

- (B) 67. What is the hijack code?
(A) 7200 (B) 7500 (C) 7777

原始題號:0014236 題組:0 難易度:中

- (C) 68. What action should a pilot take if within 3 minutes of a clearance limit and further clearance has not been received?
(A) Assume lost communications and continue as planned. (B) Plan to hold at cruising speed until further clearance is received. (C) Start a speed reduction to holding speed in preparation for holding.

原始題號:0014237 題組:0 難易度:易

- (C) 69. 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:0014238 題組:0 難易度:易

- (C) 70. 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:0014239 題組:0 難易度:中

- (A) 71. A pilot is flying in IFR weather conditions and has two-way radio communications failure. What altitude should be used?
(A) Last assigned altitude, altitude ATC has advised to expect, or the MEA, whichever is highest. (B) An altitude that is at least 1,000 feet above the highest obstacle along the route. (C) A VFR altitude that is above the MEA for each leg.

原始題號:0014240 題組:0 難易度:中

- (C) 72. 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:0014241 題組:0 難易度:中

- (A) 73. 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:0014242 題組:0 難易度:易

- (C) 74. 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:0014243 題組:0 難易度:易

- (B) 75. 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:0014244 題組:0 難易度:易

- (B) 76. 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:0014245 題組:0 難易度:易

- (C) 77. 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:0014246 題組:0 難易度:中 (R20180823)

- (C) 78. How should a pilot describe braking action?
(A) 0%, 50%, 75%, 100% (B) Zero-zero, fifty-fifty, or normal. (C) Nil, poor, fair, or good.

原始題號:0014248 題組:0 難易度:易

- (A) 79. 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:0014249 題組:0 難易度:易

- (B) 80. 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:0014250 題組:0 難易度:中

- (C) 81. Which reports are required when operating IFR in radar environment?
(A) Position reports, vacating an altitude, unable to climb 500 ft/min, and time and altitude reaching a holding fix or point to which cleared. (B) Position reports, vacating an altitude, unable to climb 500 ft/min, time and altitude reaching a holding fix or point to which cleared, average TAS exceeding 5 percent or 10 knots. (C) Vacating an altitude, unable to climb 500 ft/min, time and altitude reaching a holding fix or point to which cleared, a change in average TAS exceeding 5 percent or 10 knots, and leaving any assigned holding fix or point.

原始題號:0014251 題組:0 難易度:易

- (A) 82. 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:0014252 題組:0 難易度:易

- (C) 83. 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:0014253 題組:0 難易度:易

- (C) 84. 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:0014254 題組:0 難易度:易

- (A) 85. 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:0014255 題組:0 難易度:易

- (C) 86. Who is responsible for collision avoidance in an MOA?
(A) Military controllers. (B) ATC controllers. (C) Each pilot.

原始題號:0014256 題組:0 難易度:中

- (A) 87. 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:0014257 題組:0 難易度:易

- (A) 88. 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:0014258 題組:0 難易度:易

- (C) 89. 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:0014259 題組:0 難易度:易

- (A) 90. 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:0014260 題組:0 難易度:易

- (C) 91. 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:0014261 題組:0 難易度:易

- (B) 92. 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:0014262 題組:0 難易度:中

- (B) 93. 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:0014263 題組:0 難易度:易

- (C) 94. 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:0014264 題組:0 難易度:易

- (A) 95. 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:0014265 題組:0 難易度:中

- (A) 96. Which indication may be received when a VOR is undergoing maintenance and is considered unreliable?
(A) Coded identification T-E-S-T. (B) Identifier is preceded by 'M' and an intermittent 'OFF' flag might appear. (C) An automatic voice recording stating the VOR is out-of-service for maintenance.

原始題號:0014266 題組:0 難易度:中

- (B) 97. 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:0014267 題組:0 難易度:中

- (A) 98. What type service should normally be expected from an En Route Flight Advisory Service?
(A) Weather advisories pertinent to the type of flight, intended route of flight, and altitude. (B) Severe weather information, changes in flight plans, and receipt of position reports. (C) Radar vectors for traffic separation, route weather advisories, and altimeter settings.

原始題號:0014268 題組:0 難易度:易

- (B) 99. 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:0014269 題組:0 難易度:中

- (A) 100. 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:0014270 題組:0 難易度:中

- (B) 101. While flying IFR in controlled airspace, if one of the two VOR receivers fails, which course of action should the pilot-in-command follow?
(A) No call is required if one of the two VOR receivers is operating properly.
(B) Advise ATC immediately. (C) Notify the dispatcher via company frequency.

原始題號:0014271 題組:0 難易度:中

- (C) 102. 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:0014272 題組:0 難易度:中

- (C) 103. 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:0014273 題組:0 難易度:易

- (C) 104. 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:0014274 題組:0 難易度:易

- (B) 105. 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:0014275 題組:0 難易度:中

- (C) 106. You have just landed at JFK and the tower tells you to call ground control when clear of the runway. You are considered clear of the runway when
(A) the aft end of the aircraft is even with the taxiway location sign. (B) the flight deck area of the aircraft is even with the hold line. (C) all parts of the aircraft have crossed the hold line.

原始題號:0014276 題組:0 難易度:中

- (A) 107. Holding position signs have
(A) white inscriptions on a red background. (B) red inscriptions on a white background. (C) yellow inscriptions on a red background.

原始題號:0014277 題組:0 難易度:中

- (C) 108. Airport information signs, used to provide destination or information, have
(A) yellow inscriptions on a black background. (B) white inscriptions on a black background. (C) black inscriptions on a yellow background.

原始題號:0014278 題組:0 難易度:中

- (B) 109. Hold line markings at the intersection of taxiways and runways consist of four lines (two solid and two dashed) that extend across the width of the taxiway. These lines are
(A) white in color and the dashed lines are nearest the runway. (B) yellow in color and the dashed lines are nearest the runway. (C) yellow in color and the solid lines are nearest the runway.

原始題號:0014279 題組:0 難易度:易

- (B) 110. TCAS I provides
(A) traffic and resolution advisories. (B) proximity warning. (C) recommended maneuvers to avoid conflicting traffic.

原始題號:0014280 題組:0 難易度:易

- (A) 111. 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:0014281 題組:0 難易度:易

- (C) 112. 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:0014282 題組:0 難易度:易

- (C) 113. 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:0014283 題組:0 難易度:中 (R20130918)

- (B) 114. A Land and Hold Short Operations (LAHSO) clearance, that the pilot accepts:
(A) must be adhered to. (B) does not preclude a rejected landing. (C) precludes a rejected landing.

原始題號:0014284 題組:0 難易度:易

- (C) 115. 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:0014285 題組:0 難易度:中 (R20201222)

- (A) 116. What is the significance of a flashing red ATCT light gun signal?
(A)Vehicles or personnel should clear the taxiway. (B)Aircraft in flight should exercise extreme caution. (C)Aircraft on the ground should return to their starting point on the airport.

原始題號:0014286 題組:0 難易度:中

- (B) 117. What is the significance of a flashing red ATCT light gun signal?
(A)Vehicles or aircraft on the ground should stop where they are. (B)Aircraft in flight should not land because the airport is unsafe. (C)Aircraft on the ground should return to their starting point on the airport.

原始題號:0014287 題組:0 難易度:中

- (A) 118. What is the significance of a steady red ATCT light gun signal?
(A) Vehicles, personnel, or aircraft on the ground should stop where they are.
(B)Aircraft on the ground should return to their starting point on the airport.
(C)Vehicles, equipment, personnel, or aircraft should exercise extreme caution.

原始題號:0014288 題組:0 難易度:易

- (C) 119. 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:0014289 題組:0 難易度:易

- (A) 120. 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:0014290 題組:0 難易度:易

- (B) 121. 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:0014291 題組:0 難易度:中

- (B) 122. Land and Hold Short Operations (LAHSO) include landing and holding short:
(A)of an intersecting taxiway only. (B) of some designated point on the runway.
(C)only of an intersecting runway or taxiway.

原始題號:0014292 題組:0 難易度:易

(C) 123. Readability 5 means that your transmission is :

(A)Readable now and then (B)Readable (C)Perfectly readable (D)Unreadable

原始題號:0014293 題組:0 難易度:中

(A) 124. 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:0014294 題組:0 難易度:中

(B) 125. 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:0014295 題組:0 難易度:易

(A) 126. 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:0014296 題組:0 難易度:易

(C) 127. 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:0014297 題組:0 難易度:中

(B) 128. 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:0014298 題組:0 難易度:易

(C) 129. When flying on a SW headind 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:0014299 題組:0 難易度:中

(B) 130. 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:0014300 題組:0 難易度:中

(D) 131. 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:0014301 題組:0 難易度:中

- (C) 132. 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:0014302 題組:0 難易度:易

- (C) 133. 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:0014303 題組:0 難易度:易

- (D) 134. The suffix in the callsign of an aerodrome control service would be:
(A)CONTROL (B)APRON (C)GROUND (D)TOWER

原始題號:0014304 題組:0 難易度:易

- (B) 135. "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:0014305 題組:0 難易度:易

- (B) 136. 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:0014306 題組:0 難易度:中

- (A) 137. 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:0014307 題組:0 難易度:中

- (C) 138. 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:0014308 題組:0 難易度:易

- (B) 139. When unable to establish 2-way communications, you should prefix your message with:
(A)RADIO CHECK (B)TRANSIMTTING BLIND (C)PAN PAN PAN (D)DO YOU READ?

原始題號:0014309 題組:0 難易度:易

- (A) 140. A setting of 7700 on the transponder indicates:
(A)DISTRESS (B)AIRCRAFT IS LOST (C)RADIO FAILURE (D)HI-JACKING

原始題號:0014310 題組:0 難易度:易

- (A) 141. 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:0014311 題組:0 難易度:中

- (C) 142. 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:0014312 題組:0 難易度:中

- (A) 143. 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:0014313 題組:0 難易度:易

- (D) 144. 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:0014314 題組:0 難易度:易

- (A) 145. The theoretical VHF range that you can obtain at FL50 is:
(A)85nm (B)120nm (C)71nm (D)9nm

原始題號:0014315 題組:0 難易度:易

- (C) 146. 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:0014316 題組:0 難易度:中

- (B) 147. 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:0014317 題組:0 難易度:中

- (A) 148. 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:0014318 題組:0 難易度:易

- (A) 149. 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:0014319 題組:0 難易度:中

(C) 150. 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:0014320 題組:0 難易度:易

(A) 151. 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:0014321 題組:0 難易度:中

(A) 152. 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:0014322 題組:0 難易度:易

(C) 153. 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:0014323 題組:0 難易度:中

(A) 154. The definition of the phrase "STANDBY" is:

- (A) wait and I will call you
- (B) hold your present position
- (C) consider the transmission is not sent

原始題號:0014324 題組:0 難易度:易

(A) 155. The phrases proceeding an URGENCY message should be:

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

原始題號:0014325 題組:0 難易度:易

(A) 156. 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:0014326 題組:0 難易度:易

(B) 157. SAR stands for:

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

原始題號:0014327 題組:0 難易度:易

(A) 158. The callsign FASTAIR 1234 can be abbreviated to:

- (A) No abbreviation
- (B) FASTAIR 34
- (C) 1234
- (D) FOXTROT34

原始題號:0014328 題組:0 難易度:易

- (A) 159. 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:0014329 題組:0 難易度:易

- (C) 160. 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:0014330 題組:0 難易度:中

- (B) 161. 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:0014331 題組:0 難易度:易

- (C) 162. 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:0014332 題組:0 難易度:易

- (C) 163. 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:0014333 題組:0 難易度:易

- (C) 164. The message "READABILITY3" means:
(A) Readable now and then (B) Readable (C) Readable but with difficulty (D) Unreadable

原始題號:0014334 題組:0 難易度:易

- (B) 165. 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:0014335 題組:0 難易度:易

- (B) 166. What information does VOLMET broadcast on VHF?
(A) SIGMETs (B) METARs for various aerodromes (C) TAFs for specific aerodromes

原始題號:0014336 題組:0 難易度:易

- (A) 167. 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:0014337 題組:0 難易度:易

- (B) 168. 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:0014338 題組:0 難易度:易

- (A) 169.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:0014339 題組:0 難易度:易

- (C) 170.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:0014340 題組:0 難易度:易

- (B) 171.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:0014341 題組:0 難易度:易

- (B) 172.The Squawk code for radio failure is :
(A)7700 (B)7600 (C)7500

原始題號:0014342 題組:0 難易度:易

- (B) 173.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:0014343 題組:0 難易度:易

- (C) 174.The term "VERIFY" means:
(A)confrim your last transmission (B)identify yourself (C)check and confirm with originator

原始題號:0014344 題組:0 難易度:易

- (B) 175.If you want to backtrack then your transmission should be:
(A)REPORTING BACKTRACK (B)REQUEST BACKTRACK (C)REQUEST VACATE RUNWAY

原始題號:0014345 題組:0 難易度:中

- (B) 176.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:0014346 題組:0 難易度:易

- (B) 177.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:0014347 題組:0 難易度:易

- (B) 178.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:0014348 題組:0 難易度:易

(B) 179. 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:0014349 題組:0 難易度:易

(B) 180. 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:0014350 題組:0 難易度:易

(C) 181. 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:0014351 題組:0 難易度:易

(D) 182. Word for the expression " Permission not granted " is:

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

原始題號:0014352 題組:0 難易度:易

(C) 183. The abbreviation SSR stands for:

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

原始題號:0014353 題組:0 難易度:易

(C) 184. 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:0014354 題組:0 難易度:易

(B) 185. 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:0014355 題組:0 難易度:易

(B) 186. 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:0014356 題組:0 難易度:易

(B) 187. 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:0014357 題組:0 難易度:易

(B) 188. 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:0014358 題組:0 難易度:易

(B) 189. The abbreviation for the callsign " CHEROKEE XY-ABC " would be:

- (A) CHEROKEE XY-BC (B) CHEROKEE BC (C) XY-BC (D) ABC

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- (C) 190. 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

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- (B) 191. "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