

## ATPL-Laws and Regulations

1. The Civil Aviation Law of the People's Republic of China is enacted with a view to: ①safeguarding the national sovereignty of territorial airspace and the rights of civil aviation; ②ensuring the conduct of civil aviation activities in a safe and orderly manner; ③protecting the lawful rights and interests of the parties concerned in civil aviation activities; ④promoting the development of civil aviation industry

- A. ③④
- B. ①②
- C. ①②③④

2. The departments to promulgate domestic aviation laws and regulations of three levels are: ①the National People's Congress (NPC) or NPC Standing Committee; ②the State Council and the Central Military Commission (CMC); ③the Civil Aviation Administration of PRC (CAAC); ④the Civil Aviation District Administration Bureau

- A. ①②③
- B. ①②③
- C. ③④

3. Which of the following aviation laws and regulations is supreme?

- A. The Basic Flight Rule of the People's Republic of China
- B. The Civil Aviation Law of the People's Republic of China
- C. The Provisions of the People's Republic of China on Search and Rescue of Civil Aircraft

4. The first principle of China to enact the air law is

- A. the principle of aviation sovereignty
- B. the principle of safety first
- C. the principle of clear and orderly air traffic

5. Above which of the following areas of air space is belonging to a certain country's territorial airspace?

- A. Exclusive Economic Zone (EEZ)
- B. Air Defense Identification Zone (ADIZ)
- C. Coastline within 12 nautical miles

6. Which of the followings are correct about territorial airspace? ①The airspace above the territorial land is named territorial airspace. ②The People's Republic of China has complete sovereignty over its territorial airspace. ③The People's Republic of China has unique and exclusive sovereignty over its territorial airspace.

- A. ②③
- B. ①②
- C. ①②③

7. The department which exercises unified supervision and administration over civil aviation activities in the whole country is

- A. the Civil Aviation Administration of PRC (CAAC)
- B. the State Council
- C. the National People's Congress (NPC).

8. The department which exercises supervision and administration over civil aviation activities in one district is

- A. the CAAC
- B. the Civil Aviation District Administration Bureau

C.the local government

9. Which of the followings said about the relationships among aviation regulations is correct?

A.The Civil Aviation Law of the People's Republic of China is secondary law of CAAC.

**B.**The State Council enacts civil aviation laws and regulations to regulate departments concerned with civil aviation.

C.Basic Flight Rule of the People's Republic of China has no right to regulate national aircraft; China Civil Aviation Regulations (CCAR) is secondary law of CMC.

10. A civil aircraft which has acquired the nationality of the People's Republic of China according to law shall display the specified nationality mark and

A.company logo

**B.**regiisration mark

C.aircraft type mark

11. An application for () shall not be filed for a civil aircraft which has not canceled its nationality of a foreign country.

**A.**the nationality registration certificate of the People's Republic of China

B.an airworthiness certificate

C.an operating license

12. Which of the followings said about the Nationa lity of Civil Aircraft is correct?

A.A civil aircraft can put into operation without nationality registration.

**B.** A civil aircraft shall not possess dual nationality

C.A civil aircraft leased from abroad can apply for the nationality registration of the Peo ple's Repub lic of China.

13. The correct statements about the Nationa l Aircraft are 1. aircraft used for flight missions of military, ustoms and police services; 2. national aircraft for special purpose , such as special airplane; 3. the aircraft leased from the civil aviation department for carrying military supplies are national aircraft; 4. whatever an aircraft carries, as long as its ownership belongs to civil aviation, it is civil aircraft.

A.1、 3

B.1、 4

**C.** 1, 2、 3

14. The correct statements abou "aircraft nationality mark and registration mark" are 1.Every aircraft for international air transport shall display proper nationality mark and 注册 gistration mark. 2. The nationality mark of aircraft of China is B. 3. The aircraft nationality mark can only be numbers, letters or a combination of both. 4. The registration mark must be letters, numbers or a combination of both.

A. 1, 2、 3、 4

**B.**1,2,4

C.1、 3、 4

15. Which of the followings is correct about “aircraft nationality mark and registration mark” and “their appearance and position on an aircraft in Chine” ?

A. "B2518" ; on both sides of the fuselage, the uper surface of the left wing and the lower surface of the right wing.

B. "B2518" ; on both 州 es of the fuselage, the uper surface of the right wing and the lower surface of the left wing.

**C.** "B - 2518" ; on both 必 es of the fuselage, the uper surface of the right wing and the lower surface of the left wing.

16. The People's Republic of China has complete and exclusive sovereignty over its territorial airspace, which means that 1. foreign aircraft should comply with the restrictions on China's territorial airspace whether entering or flying by China. 2. domestic transporting rights can not be opened to foreign civil aircraft. 3. foreign aircraft should not be injurious to China's security and observe the Chinese Law; 4. China has the right of criminal jurisdiction to those crimes of foreign civil aircraft flying within the scope of China's territorial airspace.

A. 1、2、3、4

B. 1、2、3

C. 1、3、4

17. Which of the followings are correct about "civil aircraft liens" ? ① A civil aircraft lien is the right of the claimant to take priority in compensation against the owner and lessee of the civil aircraft with respect to the civil aircraft which gave rise to the said claim. ② Remuneration for rescuing the civil aircraft and necessary expenses incurred for the custody of the civil aircraft shall be satisfied first. ③ The mortgage of a civil aircraft shall have priority over a civil aircraft lien. ④ The expenses incurred in enforcing the decision of the People's Court and in the course of auction sale shall be deducted and paid first from the proceeds of the auction sale of the civil aircraft.

A. ①②③

B. ①②④

C. ②③④

18. Which of the followings is incorrect about "civil aircraft liens" ?

A. Remuneration for rescuing the civil aircraft and necessary expenses incurred for the custody of the civil aircraft shall be satisfied first.

B. The mortgage of a civil aircraft shall have priority over a civil aircraft lien.

C. A civil aircraft lien shall be extinguished after a forced auction sale in accordance with law.

19. Matters registered concerning the rights of civil aircraft are ① the ownership of the civil aircraft; ② the right for the acquisition and possession of the civil aircraft through an act of purchase; ③ the right to possess the civil aircraft covering a lease term of three months or over; ④ the mortgage of the civil aircraft

A. ①②③

B. ①③④

C. ①②④

20. Which of the followings said about the ownership and mortgage of civil aircraft are correct? ① The acquisition, transference and extinction of the ownership of a civil aircraft shall be registered with the competent civil aviation authority under the State Council; no acquisition, transference or extinction of the ownership of the civil aircraft shall act against a third party unless registered. ② The mortgage of a civil aircraft shall be established by registering the mortgage of the civil aircraft with the competent civil aviation authority under the State Council jointly by the mortgagee and the mortgagor; no mortgage may act against a third party unless registered. ③ Once a mortgage is established on a civil aircraft, the ownership of the mortgaged civil aircraft shall not be transferred without the consent of the mortgagee.

A. ①②

B. ①③

C. ①②③

21. Which of the followings is correct about "the financing lease of a civil aircraft" ?

A. During the period of financing lease, the lessor shall be legally entitled to the rights of ownership, possession, utilization and earnings of the civil aircraft.

B. During the period of financing lease, the lessee shall be legally entitled to the rights of ownership, possession, utilization and earnings of the civil aircraft.

C. The supplier in the financing lease of a civil aircraft shall not be liable to both the lessor and the lessee at the

same time in respect of the same damage

22. Must the ATPL license holder be a pilot in command?

- A. Not necessarily so
- B. Yes, he must be.
- C. Only if he has an English level endorsement.

23. () is responsible for the airworthiness management of civil aircraft.

- A. The Civil Aviation Administration of China (CAAC)
- B. The State Council
- C. The Central Military Commission (CMC)

24. A unit or an individual shall apply for () from the Civil Aviation Administration of China (CAAC) for the designing of civil aircraft.

- A. an airworthiness certificate
- B. a production certificate
- C. a type certificate

25. A unit or an individual shall not produce civil aircraft without obtaining

- A. an airworthiness certificate
- B. a production certificate
- C. a type certificate

26. A civil aircraft may fly only if it holds () issued by the Civil Aviation Administration of China (CAAC)

- A. an airworthiness certificate
- B. a operating certificate
- C. a airport operating certificate

27. A foreign civil aircraft on lease may fly only if it holds () issued by the Civil Aviation Administration of China (CAAC).

- A. an airworthiness certificate examined and rendered valid
- B. an operating license
- C. an airport operating license

28. Any maintenance unit or individual outside the territory of the People's Republic of China engaged in the maintenance activities of civil aircraft registered in the People's Republic of China

- A. must acquire the maintenance license issued by the competent civil aviation authority under the local government
- B. doesn't need to apply for the maintenance license.
- C. must acquire the maintenance license issued by the Civil Aviation Administration of China (CAAC).

29. The airworthiness management of civil aircraft is in charge of

- A. designing and manufacturing.
- B. utilizing and maintaining.
- C. designing, manufacturing, utilizing and maintaining.

30. The airworthiness management of civil aircraft is in charge of

- A. Aircraft engines, propellers and on-board equipment.
- B. aircraft, engines, and propellers.

C.aircraft and engines.

31.Flight personnel shall, in performing flight missions, carry their

A.f light logbook

B.airworthiness certificate.

**C.personallicense and medical certificate**

32. The airmen as refers to in the Civil Aviation Law of the People's Republic of China means the following () engaged in civil aviation activities.

A.flight personnel

**B.flight personnel and ground personnel.**

C.pilots and ground personnel.

33.The flying personnel in the Civil Aviation Law of the People's Republic of China means

**A.the personnel who directly manipulate the aircraft and also the navigation, communication and other equipment onboard in flight.**

B. aircrew

C.pilot in command and the co-pilot.

34. Which of the followings are belonging to flight personnel? ①flying personnel; ②air security guard; ③cabin attendants; ④flight dispatchers

A.③④

B. ①③④

**C.①②③**

35. Which of the followings are correct about aircrew, random staff members, and trainees? ①Aircrew consists of pilot in command and other flight personnel; ②Aircrew is in command of the pilot in command; ③The aircrew composition and numbers of personnel should conform to regulations of the airworthiness certificate, flight manual and related documents; ④There is no need to note random staff members and trainees in the flight mission documents.

**A.①②③**

B. ②③④

C.①②④

36. Which of the followings said about "the rights and obligations of the pilot in command" are correct? ①when relevant supporting conditions are below the minimum safety standards, or the pilot in command lacks confidence, he has the right to reject takeoff; ②when the pilot in command discovers that some aircrew shouldn't proceed to flying due to flight safety threat.he has the right to replace the aircrew; ③under special circumstances, for the safety of aircraft and passengers, the pilot in command is the final decision-maker of aircraft disposal; ④the pilot in command should be the first to leave when the aircraft is forced to land or in distress.

A. ②③④

**B.①②③**

C.③④

37. In case of emergency which necessitates evacuation from the civil aircraft in distress, ()shall be the last to leave the aircraft.

A.cabin attendants

**B.the pilot-in-command**

C.passengers

38. In case of emergency which necessitates evacuation from the civil aircraft in distress, the aircrew shall leave the aircraft after

- A.all the passengers have evacuated.
- B.the pilot in command has evacuated.
- C.getting the permission of the pilot-in-command

39. The airmen licenses are issued by ( ) in China.

- A.International Civil Aviation Organization (ICAO)
- B.subordinates of Civil Aviation Administration of PRC (CAAC)
- C.District Management Bureau

40.Which of the followings said about Civil Airport is incorrect?

- A.Only if it has been checked and accepted as qualified, and gotten an airport operating license, the civil airport can be open to use.
- B.The civil airport operating license is issued by the district management bureau.
- C.The aircraft taking off and landing is prohibited after the airport is closed.

41. ( ) is responsible for the civil airport environmental protection.

- A.the local People's Government at or above the county level in the place where the civil airport is located
- B.the competent civil aviation authority under the State Council
- C.the civil airport administrative organ

42.With respect to the construction and extension of a civil airport, an announcement shall be issued by ( ).

- A.the local People's Government at or above the county level in the place where the civil airport is located
- B.the competent civil aviation authority under the State Council
- C.the civil airport administrative organ

43. The following activities are prohibited within the limits of civil airport defined according to law and within the airport obstacle clearance protection zone defined according to State regulations: ①the growing of plants that will affect flight safety or affect the use of airport navigaid; ②the keeping and setting free of birds and other objects that will affect flight safety; ③herding of livestock; ④constructing any tall buildings.

- A.①②③④
- B.①②③
- C.①②④

45.A civil airport may be opened to traffic only if it holds ( ).

- A.an airport operating license
- B.an operating license
- C.the operation certificate after examination and approval

46.A user's charge and a service charge shall be paid for the use of civil airport and its navigaid by civil aircraft; the rates of user's charge and service charge shall be formulated jointly by ( ) and the competent authority of prices.

- A.the competent civil aviation authority, the finance department under the State Council
- B.the local government where the airport is, the local finance department
- C.the civil airport administrative organ, the local finance department

47.When a civil airport is abandoned or used for other purposes, ( ) shall go through the formalities of reporting and approval in accordance with State regulations.

- A.the local People's Government at or above the county level in the place where the civil airport is located
- B.the competent civil aviation authority under the State Council

C.the civil airport administrative organ

48.Responsibility for the control of aircraft operating within a defined, controlled airspace shall be vested in ( ).

- A.a single air traffic control unit of military or civil aviation
- B.one single air traffic control unit of military aviation and one of civil aviation
- C.a single air traffic control unit of military aviation

49.A civil aircraft conducts flight activities in a controlled airspace

- A. it can be free to fly
- B. it can be free to fly under VFR.
- C.it must obtain the approval of an air traffic control unit.

50. Which of the followings said about Flight Management is incorrect?

- A. Responsibility for the control of aircraft operating within a defined, controlled airspace shall be vested in two air traffic control units.
- B.Under normal circumstances, no civil aircraft shall fly into the prohibited area and restricted area.
- C. No civil aircraft shall fly out of the territorial airspace of the People's Republic of China unless approved.

51.Permission shall be obtained from ( ) if a deviation from the air route or a change in flight altitude specified is necessary for one reason or another.

- A.the pilot in command
- B.all the crew members
- C. the air traffic control unit

52. Aircraft flying in the territory of the People's Republic of China must observe unified flight rules of the air, which shall be formulated jointly by ( ).

- A.CAAC and the Central Military Commission
- B.the Central Military Commission
- C.the State Council and the Central Military Commission

53. The rules about civil aircraft flying into a prohibited area is that

- A.no civil aircraft shall fly into a prohibited area.
- B.no civil aircraft shall fly into a prohibited area unless conforming to visual meteorological conditions.
- C.no civil aircraft shall fly into a prohibited area unless it is specially approved in accordance with State regulations.

54.In which of the following circumstances can civil aircraft fly across the airspace over a city?

- A.It is necessary for specified air route.
- B.It is able to see the landmarks in accordance with visual flight rules.
- C.It is performing the night flight

55.Can a civil aircraft in flight drop or spray things?

- A.No, it can't
- B.Yes, when it is indispensable for flight safety
- C.Yes, when it's flying over a mountain area

56. An air traffic control unit shall provide air traffic services to civil aircraft in flight.including ( ).

- A.the flight information service
- B.the airport security service
- C.the navigation service

57. Which of the followings shall be installed on the air route? ①navigation equipment;②communication equipment;③meteorological equipment; ④electronic equipment

- A.①②③

- B.①②③④  
C.①②④

58. The natural obstacles that affect flight safety on air route shall

- A.be marked on aeronautical charta.  
B. be installed flight with ob 归 cle 1阶 ts and marks.  
C.be demolished within a definite time.

59. The construction of a shooting range or other facilities that will possibly affect flight safety is prohibited within the area extending () kilometers from the edges of an air route, unless it is a shooting range for flat trajectory light weapon.

- A.30  
B.10  
C.60

60. An air traffic control unit shall provide air traffic services to civil aircraft in flight, not including ().

- A.air traffic control service  
B.flight information service and alerting service  
C.air rescue service

61. A civil aircraft engaged in flight operation does not need to carry ().

- A. appropriate licenses for crew members  
B.flight log books  
C.the civil aircraft certificate of airworthiness

62. A civil aircraft engaged in flight operation shall carry ().

- A.civil aircraft certificate of national ity registration and civil aircraft certificate of airworthiness  
B.appropriate licenses for crew members and flight log books  
C.civil aircraft journey log book and airport operating license

63. The relevant regulation about a public air transport enterprise transporting of dangerous articles is that

- A. passengers bringing any dangerous article on their persons are absolutely prohibited  
B.the names of dangerous articles shall be issued and published by the State Council.  
C.unless they are performing official duties and approved in accordance with State regulations.

64. Public Air Transport in Civil Aviation Law can apply to ①the transport of persons , baggage , or cargo performed by the civil aircraft of public air transport enterprise; ②the gratuitous transport performed by the civil aircraft of public air transport enterprise; ③the transport of mail performed by civil aircraft

- A.①②③  
B ①②  
C.①③

65. Which of the followings said about the passenger ticket is correct? ①The passenger tic ket shall constitute the primary evidence of the conclusion and conditions of the contract of transport of passenger by air; ②The failure of the passenger to produce the passenger ticket does not affect the existence or validity of the contract of transport; ③The contract of transport shall be invalid due to the irregularity or loss of the passenger ticket.

- A.①②③  
B.①②  
C.①③

66. Subject to his liability to carry out all his obligations under the contract of transport of cargo by air, the shipper shall ①have the right to dispose of the cargo by withdrawing them at the airport of departure or destination; ②have the right to stop them in the course of the journey on any landing; ③have the right to call for them to be delivered at the place of destination , or in the course of the journey to a person other than the consignee named in the air waybill; ④ have the right to require them to be returned to the airport of departure.

- A.①②③④  
B.①②④

C.②③④

67. Which of the followings is correct about liability of the carrier? ①The carrier is not liable if the death or injury resulted solely from the state of health of the passenger on board the civil aircraft or in the course of any of the operations of embarking on or disembarking from the civil aircraft; ②During the transport by air, the carrier shall be not liable for the destruction or loss of, or damage to, any cargo if the occurrence took place resulted solely from inherent quality that cargo; ③During the transport by air, the carrier is not liable if the destruction or loss of, or damage to, the cargo resulted solely from defective packing of that cargo performed by a person other than the carrier or his servants

or agents.

A.①②③

B. ②③

C.①②

68. According to the flight characters of general aviation, which of the followings are belonging to general aviation?

①medical and health work; ②emergency and disaster relief; ③meteorological service, ocean monitoring;

④tour and sightseeing

A.②③④

B.①③④

C.①②③④

69.The operation of general aviation shall satisfy the following conditions: ①the availability of civil aircraft suitable to the general aviation activities to be operated and conforming to the requirements of ensuring flight safety; ②the availability of necessary airmen who have been issued licenses according to law; ③ other conditions conforming to the provisions of laws and administrative rules and regulations.

A. ②③

B. ①③

C.①②③

70.When a pilot -in-command received SOS signals from a ship or another aircraft, or discovered a ship or an aircraft and the persons therein in distress, he shall

A.report the state of distress in time to the nearest air traffic control unit and give possible, rational assistance.

B. report the state of distress in time to the dispatch office of his company and give possible, rational assistance.

C.proceed to fly, and report the situation to CAAC as soon as possible after landing.

71. A civil aircraft in emergency on the sea shall also flash signals to (), except reporting to air traffic control unit to request rescue. ①vessels; ②national maritime search and rescue service; ③the aircraft nearby

A.①

B.①②

C.①②③

72. The specific measures for searching and rescuing civil aircraft shall be formulated by

A.the State Council

B.CMC

C.the local government

73.The organization and procedures of the investigation of civil aircraft accident shall be prescribed by

A.the State Council

B.CMC

C.the local government

74.The Basic Flight Rules of the People's Republic of China is issued by

A.the State Council

B.CMC

C.the State Council and Central Military Committee (CMC)

75. The Basic Flight Rule of the People's Republic of China is enacted with a view to: ①safeguarding the national sovereignty of territorial airspace; ②standardizing the flight activities within the territory of the People's Republic of China; ③ensuring the flight activities in a safe and orderly manner

A. ①②

B. ①③

C. ①②③

76. () is in charge of national flight control management.

A. The State Council

B. The CAAC

C. The State Council and the air traffic control committee of the Central Military Commission

77. Which of the followings are not belonging to flight personnel?

A. ATCs

B. cabin attendants

C. navigators

78. () is called National Aerial Navigation Law.

A. The Civil Aviation Law of the People's Republic of China

B. The Civil Aviation Flight Rules of the People's Republic of China

C. The Basic Flight Rule of the People's Republic of China

79. The status of the Basic Flight Rule of the People's Republic of China as the national law can reflect in the following situations: 1. All the departments comprising aircraft and all the staff related to flight shall conform to the rules; 2. It is the fundamental basis of flight operation organization within the territory of the People's Republic of China; 3. It shall not be violated the basic rules when enacting certain civil specified laws. 4. Foreign aircraft flying in the territory of the People's Republic of China shall also obey its basic rules.

A. 1, 2, 3

B. 2, 3, 4

C. 1, 3, 4

80. According to the Basic Flight Rule of the People's Republic of China, organizing and operating a flight shall be divided into () stages.

A. 4

B. 3

C. 2

81. () is responsible for his unit's abidance by the general flight rules.

A. The principle of each aviation unit

B. The pilot in command

C. The CMC and the District Administration Bureau

82. () shall be responsible for his crew's compliance with the general flight rules

A. The principal of each aviation unit

B. The pilot in command

C. The CAAC and the District Admir

83. In case of emergency, the pilot-in-command of a civil aircraft () for the safety of the aircraft and the persons on board.

A. shall timely report to ATC unit and properly handle the situation according to relative regulations

B. shall timely report to the dispatch office or superior leaders and properly handle the situation according to relative regulations

C.has the right to dispose of his aircraft

84.The airspace is usually divided into ①aerodrome flight airspace; ②airways, air routes; ③prohibited airspace, restricted airspace and danger airspace

- A.①②
- B.①③
- C.①②③

85.() may be established when necessary for the need of airspace management and flight missions.

- A.Air corridors, fuel dumping areas and temporary flight airspace
- B.Prohibited areas, restricted areas and danger areas
- C.Super-low-level flight airspace,low level flight airspace medium-level flight airspace and high-level flight airspace

86.The horizontal separation between the limits of instrument (in clouds) flight airspace and those of the airways, air corridors and other airspace shall not be less than

- A.5 kilometers
- B.10 kilometers
- C.15 kilometers

87.The vertical clearance from the lowest holding level to the highest ground obstacle shall not be less than

- A.300 meters
- B.600 meters
- C.300 meters as to plain area and 600 meters as to hilly and mountains area.

88.Which of the followings is correct concerning to the flight level of the holding flight airspace?

- A.At or below 8400 meters,the flight levels in the holding airspace shall be separated by 300 meters.
- B. From 8400 meters to 12500 meters, the flight levels in the holding airspace shall be separated by 600 meters.
- C..At or below 12500 meters, the flight levels in the holding airspace shall be separated by 300 meters.

89.The plan for establishment of an aerodrome flight airspace shall be put forward by (), and submitted for approval to ().

- A.the aviation unit stationed at the aerodrome, the corps-level aviation unit of the People's Liberation Army or the Air Force of the major military command in the locality
- B.CAAC, the State Council and Central Military Committee (CMC)
- C. District Administration Bureau, the State Council and the air traffic control committee of the Central Military Commission

90.The width of an airway is usually

- A.10 km
- B.20 km
- C.25 km

91.When restricted by conditions, the width of a certain airway segment may be reduced but shall not be less than

- A.8 km
- B.10 km
- C.15 km

92. Can an aircraft enter restricted areas or temporary restricted areas?

- A.No, it can't.
- B.Yes, only if it obtains the permission of relevant departments
- C.yes, but only outside the specified time limit

93. Can an aircraft enter prohibited areas or temporary prohibited areas?

A. No, it can't.

**B. Yes, it can, only if it obtains the approval in accordance with the relevant provisions of the State**

C. Yes, but only outside the specified time limit

94. Which of the followings is correct when referring to the width of the air corridor?

A. The width of the air corridor is usually 8 km, and shall not be less than 5 km when constrained by conditions.

**B. The width of the air corridor is usually 10 km, and shall not be less than 8 km when constrained by conditions.**

C. The width of the air corridor is usually 5 km, and shall not be less than 10 km when constrained by conditions.

95. The construction of any kind of permanent ground-to-air shooting ranges or artillery shooting ranges shall be submitted for approval to

A. the aviation units or air force under military area command of the Chinese People's Liberation Army rating.

**B. the State Council and the Central Military Committee (CMC).**

C. the competent civil aviation authority under the State Council.

96. The establishment of temporary flight airspace is prohibited in areas within ( ) on China's side from the national border (frontier).

**A. 10 km**

B. 20 km

C. 25 km

97. The specific measures of launching unmanned free balloons or captive balloons that may affect flight safety, shall be drafted by ( ), and shall be implemented after submission to and approved by ( ).

**A. the Air Traffic Control Commission of the State Council and the Central Military Commission jointly with the competent civil aviation authority of the State Council and the Air Force of the People's Liberation Army; the State Council and the Central Military Committee (CMC)**

B. the State Council and the air traffic control committee of the Central Military Commission; the State Council and Central Military Committee (CMC)

C. the competent civil aviation authority under the State Council and the Chinese People's Liberation Army Air Force; the State Council and the air traffic control committee of the Central Military Commission

98. Outside the civil airport and its obstacle clearance protection zone defined according to the provisions of the State, as for high buildings or facilities that will possibly affect flight safety, they shall

A. be marked on the aeronautical chart.

**B. be installed with flight obstacle lights and marks.**

C. be demolished within a definite time.

99. "Flight Control" means

A. flight command.

B. air traffic control.

C. flight dispatch

**D. all flights within the territory of the People's Republic of China are under the unified control of the State.**

100. The overall flight control within the territory of the People's Republic of China

**A. is under the unified organization and implementation of the Air Force of the People's Liberation Army, and the various relevant flight control departments shall provide air traffic control service in accordance with their respective division of responsibilities.**

B. is under the unified organization and implementation of the State Council and the air traffic control committee of the Central Military Commission, and the various relevant flight control departments shall provide air traffic control service in accordance with their respective division of responsibilities.

C. is under the unified organization and implementation of the air traffic management bureau of the Civil Aviation

Administration of China, and the various relevant flight control departments shall provide air traffic

101. Within the territory of the People's Republic of China, according to different flight control responsibility, the control areas are divided into

A. flight control areas, flight control sub-areas and aerodrome flight control areas.

B. flight control areas, flight information areas and aerodrome flight control areas.

C. air route flight control areas, airspace flight control areas and aerodrome flight control areas.

102. The basic tasks of flight control are ① supervising aircraft in strict adherence to their approved flight plans, maintaining order of flights, and preventing unapproved flights of aircraft; ② preventing unapproved entries of aircraft into prohibited areas, temporary prohibited areas and unapproved entering or leaving the national border(frontier); ③ preventing collision between aircraft or their crash onto ground obstacles; and ④ preventing inadvertent firings at aircraft by ground-to-air weapons or devices.

A. ③④

B. ①②

C. ①②③④

103. Airways, air routes and civil aerodrome areas shall establish

A. high altitude control areas, medium and low altitude control areas and aerodrome tower control areas.

B. airway control areas, terminal (approach) control areas and aerodrome tower control areas.

C. high altitude control areas, medium and low altitude control areas, terminal (approach) control areas and aerodrome tower control areas.

104. For aircraft approved to fly into or out of the territorial airspace of the People's Republic of China, their flights into or out of the territorial airspace of the People's Republic of China or their flights across flight control areas

A. shall be approved by relevant control units.

B. shall be subject to approval by the Air Force of the People's Liberation Army.

C. shall be approved by the State Council and the air traffic control committee of the Central Military Commission

105. Non-scheduled civil flights shall be subject to approval by ( ), and shall be filed with ( ).

A. the competent civil aviation authority of the State Council, the Air Force of the People's Liberation Army

B. local management bureau, Civil Aviation Administration of China

C. Civil Aviation Administration of China, the State Council

106. The departure of ferry flight, the start and finish of such flight within or out of the aerodrome area shall conform to the pre-determined schedule; any advancement or postponement of the departure time shall

A. be subject to permission by the flight control department at the next higher level.

B. be subject to permission by the area control department.

C. be subject to permission by the dispatch office of the district management bureau.

107. When a ferry flight fails to depart within ( ) after the scheduled departure time and makes no request for a delay, its original flight application shall become annulled

A. half hour

B. one hour

C. two hours

108. The flight application shall contain such information as

A. the nature of mission, type of aircraft, loading condition, scopes of operation airspace, start and finish time, flight levels and flight conditions.

B. the nature of mission, type of aircraft, scopes of operation airspace, start and finish time, flight levels and flight conditions.

C. mission nature, type of aircraft, loading condition, start and finish time, flight levels and flight conditions.

109. Aircraft without identification marks shall, when in need of such flight due to special circumstances, be subject to approval by

- A. relevant control units.
- B. the Air Force of the People's Liberation Army.**
- C. the air traffic management bureau of the Civil Aviation Administration of China.

110. For adjacent aerodromes that are too close to have separate aerodrome areas,

- A. a joint aerodrome area may be established.**
- B. a joint aerodrome area can't be established.
- C. aerodrome area can't be established above it.

111. The limits of aerodrome areas shall normally coincide with those of

- A. the regional low altitude control area
- B. the airport approach control area
- C. the aerodrome flight (tower) control area**

112. The aerodrome accepting the landing of a ferry flight aircraft shall finish all the preparations necessary in support of the landing at least ( ) prior to its arrival.

- A. 30 minutes**
- B. 45 minutes
- C. an hour

113. When the horizontal visibility is less than ( ) during daytime, all the obstruction lights of the aerodrome shall be switched on before any takeoff or landing of aircraft

- A. 1.5 km
- B. 2 km**
- C. 3 km

114. When the horizontal visibility is less than ( ) kilometer(s) during daytime, the runway lights shall be switched on at the time of takeoff and all the flight support lights in the landing direction of the aircraft (the reverse direction of landing) shall be switched on at the time of landing.

- A. 3
- B. 2
- C. 1**

115. The crew members shall, ( ), keep radio communication contact with the air traffic controller or flight commander and strictly observe the communication discipline.

- A. in the whole stage of flight
- B. from engine start before takeoff to engine shutdown after landing**
- C. from entering into the cockpit to leaving the cockpit after the flight

116. Aircraft, when taxiing, shall comply with the taxi speed restrictions laid down in the corresponding aircraft operations manual or in pilot flight rules; the taxiing speed shall not exceed ( ) while taxiing in the proximity of obstructions.

- A. 15 km per hour**
- B. 20 km per hour
- C. 50 km per hour.

117. When taxiing or being towed during nighttime, the aircraft shall

- A. be switched on the navigational lights and taxi with slow speed.**
- B. taxi with the guidance of Follow-me Vehicle.
- C. taxi with slow speed.

118. When an aircraft needs to taxi through landing area, before taxiing into the landing area, the pilot in command shall

A. enhance observation and taxi through with slow speed.

B. pay attention to the landing area activities and taxi through fast.

**C. obtain the permission of the tower controller and identify that there is no aircraft taking off or landing, then he can pass**

119. When taxiing or being towed, two aircraft are approaching head-on, each shall keep to the ( ) and maintain the required safe separation. When two aircraft are crossing, the pilot who sees the other aircraft on his ( ) shall stop taxiing and give way to the other.

**A. right, left**

B. right, right

C. left, right

120. When taxiing or being towed, if two or more aircraft are taxiing in succession, the succeeding aircraft shall not

overtake the preceding one, and the longitudinal separation between them shall not be less than

**A. 50 meters**

B. 30 meters

C. 80 meters

120. Does a cabin attendant belong to air crewmembers?

A. No, he doesn't.

**B. Yes, he does.**

C. Only the purser belongs to.

121. When two aircraft are approaching head-on, each shall ( ) respectively and maintain the required safe separation.

A. give way to the other

B. keep to the left

**C. keep to the right**

122. When two aircraft are crossing during taxiing, the pilot

A. shall increase the taxiing speed and pass quickly.

**B. who sees the other aircraft on his left shall stop taxiing and give way to the other.**

C. who sees the other aircraft on his right shall stop taxiing and give way to the other.

123. The pilot has been flying for 180 hours in the first two months, can he fly for 100 hours in the next month?

A. Yes, he can.

**B. No, he can not.**

C. According to the airline's regulations.

124. An aerodrome traffic circuit shall normally be ( ), and the height of traffic circuit shall normally be ( ).

A. left-hand, 300 meters to 600 meters

B. right-hand, 300 meters to 500 meters

**C. left-hand, 300 meters to 500 meters**

125. An aircraft on traffic circuit is forbidden to overtake another aircraft of the same type. Aircraft shall maintain a minimum separation of ( ) between them on the same traffic circuit

A. 3000 meters

B. 2000 meters

**C. 1500 meters**

126. An aircraft of higher speed on traffic circuit may, with the clearance of the air traffic controller or flight commander, overtake another of lower speed from the ( ) before base-turn while maintaining a minimum lateral separation of ( ).

- A. outer side, 200 meters
- B. inner side, 200 meters
- C. outer side, 300 meters

127. Aircraft joining an airway or air route from the aerodrome or leaving an airway or air route for the aerodrome shall climb or descend in accordance with the air routes and altitude/height specified in ( ).

- A. the specific aerodrome operations instructions
- B. the released departure/arrival procedures
- C. the specific aerodrome operations instructions or departure/arrival procedures

128. Aircraft on airspace flight operations shall enter or leave the airspace in accordance with the specified ( ), and remain within the specified limits of the airspace and altitude.

- A. air route (heading), altitude, sequence as well as approach and departure spot
- B. air route (heading), altitude/height and sequence
- C. air route (heading) and altitude

129. Only ( ) of aircraft may be planned to use the same flight airspace at the same time except the holding airspace. A separation of ( ) or more shall usually be maintained between the vertical limits for the activities of each group.

- A. one to three groups, 2000 meters
- B. one to two groups, 2000 meters
- C. one to two groups, 1000 meters

130. The air traffic controller or flight commander shall, when clearing an aircraft to enter the aerodrome area, provide the following information

- A. pertinent traffic information in the aerodrome area and meteorological conditions.
- B. the altitude at which the aircraft shall enter the aerodrome area; pertinent traffic information in the aerodrome area; meteorological conditions.
- C. the altitude at which the aircraft shall enter the aerodrome area and meteorological conditions.

131. Instrument approaches shall be made in accordance with ( ).

- A. the instrument approach chart of the relevant aerodrome.
- B. the instrument approach chart or let-down procedure chart of the relevant aerodrome.
- C. the released arrival procedures

132. For the alternate aircraft, the air traffic controller or flight commander, or the airline dispatcher and its agent shall immediately notify the alternate aerodrome to get ready to accept the landing of the aircraft and in the meantime provide the aircraft with

- A. the flight heading and the weather information of the alternate aerodrome.
- B. the flight heading and flight level for its flight to the alternate aerodrome and the weather information of the alternate aerodrome.
- C. the flight heading, flight level and remaining fuel for its flight to the alternate aerodrome and the weather information of the alternate aerodrome.

133. The use of airways and air routes shall be subject to approval by

- A. the flight control department responsible for the specific airway or air route.
- B. the subordinate area control departments under air traffic management bureau.
- C. the Chinese people's liberation army air force.

134. Normally temporary air routes shall not intersect or pass over

- A. permanent airways or air routes

- B. airspace above the city.
- C. aerodromes that have heavy air traffic.

135. The aircraft is usually holding  
A. over the navigational aid  
B. on the airways.  
C. at the entrance of the air corridor.

136. Alternate aerodromes shall be provided in the vicinity of  
A. the international, domestic trunk airways and permanent air routes.  
B. the international airways and permanent air routes.  
C. airways or permanent air routes.

137. Aircraft shall, when crossing airways or air routes, make the crossing at ( ) and maintain the specified separation  
from the aircraft operating on the same airway or air route  
A. the specified segment, level and time  
B. the specified segment, method, level and time  
C. the specified segment, approach and departure spot, level and time

138. A flight mission authorization is an essential document required for clearing the crew members to make a ferry flight or a civil aviation flight. It shall be signed and issued by  
A. the principal of the aviation unit stationed at the aerodrome or the dispatch department of the airline.  
B. the principal of the aviation unit stationed at the aerodrome or by an airline principal.  
C. the principal of the aviation unit stationed at the aerodrome or operation management department of the airline

139. All necessary items such as ( ) shall be expressly defined in the flight mission authorisation.  
A. the nature of flight mission, departure time, routing, levels, weather minima of the pilot-in-command and any other relevant information  
B. the nature of flight mission, air crew members, departure time, routing, levels, weather minima of the pilot-in-command and any other relevant information  
C. the nature of flight mission, departure time, routing, weather minima of the pilot-in-command and any other relevant information

140. ( ) shall check in person the crew members' pre-flight preparations before the start of a flight on an airway or air route or before the beginning of a ferry flight or delegate the task to a specially designated person. The flight shall not start unless the preparations meet the set standards.  
A. The principal of the aviation unit stationed at the aerodrome or an airline principal  
B. The inspector of CAAC  
C. The pilot in command

141. The crew members while in flight shall comply with relevant flight rules and all the stipulations in the flight mission authorisations, follow flight control instructions, perform accurate navigation, maintain specified parameters of navigation, keep a vigilant watch in the air and make timely reports of  
A. the aircraft positions, flight conditions and weather information.  
B. the aircraft position and flight conditions  
C. the scheduled airways.

142. In visual flight, when two aircraft are approaching head-on at the same level, each shall alter its course to ( ), maintaining a lateral separation of ( ) or more between them.  
A. the right, 500 meters  
B. the right, 300 meters  
C. the left, 600 meters

143. A pilot has been flying for 35 hours in the first week, can he fly for 40 hours in the second week?  
A. Yes, he can.  
B. No, he can not

C.The pilot should conduct according to company's regulations.

143.A pilot has been flying for 35 hours in the first week, can he fly for 40 hours in the second week?

A.Yes, he can.

B.No, he can not

C.The pilot should conduct according to company's regulations.

145.After the pilot returns to Guangzhou from Los Angeles, he needs to have at least ( ) consecutive hours of break duration before the next flight.

A.24

B.48

C.36

146.In visual flight.when two aircraft are crossing at the same level, the pilot who sees the other aircraft from the cockpit on his left shall

A.descend

B.ascend

C.turn left

147.In visual flight, when two aircraft are crossing at the same level, the pilot who sees the other aircraft from the cockpit on his right shall

A.descend

B.ascend

C.turn left

148. In visual flight.overtaking of any preceding aircraft at the same level shall be made at a lateral separation of ( ) to the right side of the aircraft

A.200 meters or more

B.300 meters or more

C.500 meters or more

149.In B/C Class airspace, for aircraft whose cruising speed are less than (included) 250 km/h, when they fly at same airway and level. they should maintain a separation of ( ) between them.

A.1000 meters

B.1500 meters

C.2000 meters

150.In B/C Class airspace, for aircraft whose cruising speed are more than (not included) 250 km/h, when they fly at same airway and level.they should maintain a separation of ( ) between them.

A.2000 meters

B.3000 meters

C.5000 meters

151.In B/C Class airspace, for a visual flight.the aircraft shall overtake the preceding aircraft

A.at a lateral separation of 300 meters or more to the right side of the aircraft

B.at a lateral separation of 500 meters or more to the right side of the aircraft

C.at a lateral separation of 300 meters or more to the left side of the aircraft

152.For aircraft performing visual flight at different levels, the altitude difference between shall be less than ( )meters.

A.100 meters

B.200 meters

C.300 meters

153. The departure of a flight on an airway or air route or a ferry flight shall be decided according to

- A. the preparations of the crew members and aircraft, the readiness of the departure, destination and alternate aerodromes, fuel capacity and the relevant weather conditions, etc.
- B. the preparations of the crew members, the readiness of the departure destination and alternate aerodromes and the relevant weather conditions, etc.
- C.** the preparations of the crew members and aircraft, the readiness of the departure, destination and alternate aerodromes and the relevant weather conditions, etc

154. When a temporary air route intersects an airway or permanent air route and the horizontal visibility is more than (), the crossing shall be made at the specified flight level.

- A. 5km
- B.** 8km
- C. 10km

155. When the weather conditions are not below his weather minima, the pilot-in-command may conduct visual flight at an altitude of () or below, maintaining a vertical separation of () or more from the cloud base

- A. 300 meters, 30 meters
- B. 600 meters, 30 meters
- C.** 300 meters, 50 meters

156. When an aircraft is expected to fly over an aerodrome along an airway or permanent air route, the crew members shall report to the air traffic controller or flight commander of the aerodrome the estimated time and level of flyover before the aircraft comes within () to the aerodrome, unless an agreement has been specified otherwise.

- A.** 100-50
- B. 200-100
- C. 150-100

157. If the air-ground contact is lost in flight, the crew members may proceed to the nearest alternate aerodrome for a landing, if the previous level does not conform to the requirements of level allocation

- A. the aircraft shall ascend to upper level of the altitude and fly to the alternate airport
- B.** the aircraft shall descend to the next lower level for diversion, they shall ascend to the next higher level for diversion when descending to the next lower level is impracticable due to the constraint of flight safety altitude.
- C. the aircraft shall fly to the alternate with the original altitude due to ground communication failure and the ground controller commands other aircraft to keep clear.

158. After the landing of the aircraft of airway, air route or ferry flight its pilot-in-command or his agent shall present himself at the flight control department or airline company dealing with the following work()

- A. report flight conditions and weather conditions on the airway/air route, and hand in the flight mission authorisation and release permit.
- B. report flight conditions and weather conditions on the airway/air route, and hand in the flight mission authorisation and flight plan documents.
- C.** report flight conditions and weather conditions on the airway/air route, and hand in the flight mission authorisation and flight weather report sheet.

159. For a true track angle between  $000^{\circ}$ — $1790^{\circ}$ ,

- A. a flight level at every 300 metres from 900 metres up to 8,100 metres; a flight level at every 300 metres from 8,900 metres up to 12,500 metres, a flight level at every 600 metres above 12,500 metres.
- B. a flight level at every 300 metres from 900 metres up to 8,100 metres; a flight level at every 600 metres from 8,900 metres up to 12,500 metres, a flight level at every 1,200 metres above 12,500 metres.
- C.** a flight level at every 600 metres from 900 metres up to 8,100 metres; a flight level at every 600 metres from 8,900 metres up to 12,500 metres, a flight level at every 1,200 metres above 12,500 metres.

160. For a true track angle between  $180^\circ$  and  $359^\circ$ ,

- A. a flight level at every 600 metres from 600 metres up to 8,040 metres; a flight level at every 600 metres from 9,200 metres up to 12,200 metres, a flight level at every 1,200 metres above 13,100 metres.
- B. a flight level at every 300 metres from 600 metres up to 8,040 metres; a flight level at every 600 metres from 9,200 metres up to 12,200 metres, a flight level at every 1,200 metres above 13,100 metres.
- C. a flight level at every 300 metres from 600 metres up to 8,040 metres; a flight level at every 300 metres from 9,200 metres up to 12,200 metres, a flight level at every 600 metres above 13,100 metres.

161. The flight level shall be calculated on the basis of

- A. the mean sea level under standard atmospheric pressure conditions.
- B. the presumed sea level under standard atmospheric pressure conditions.
- C. the assumed sea level under the actual atmospheric pressure conditions.

162. Transition level refers to ( ) usable flight level above the transition altitude.

- A. the highest
- B. any
- C. the lowest

163. Which of the followings is correct?

- A. The magnetic course angle shall be measured from the starting or turning point of the air-route.
- B. True track angles shall be measured from the starting or turning point of the air-route.
- C. The great circle course angle shall be measured from the starting or turning point of the air-route.

164. The horizontal separations for airway, air route or ferry flight are drafted by ( ), and submitted for approval by ( ).

- A. the Air Force of People's Liberation Army and the competent civil aviation authority under the State Council, the State Council and the air traffic control committee of the Central Military Commission
- B. the Civil Aviation Administration of China, the Air Force of People's Liberation Army
- C. the Civil Aviation Administration of China, the State Council

165. The flight safety altitude refers to ( ) allowing a clearance between aircraft and ground obstacles for the prevention of collisions.

- A. the minimum flight altitude of the aeronautical chart grid
- B. the minimum safety altitude for flight
- C. the minimum flight altitude

166. The safety altitude for airway, air route or ferry flight over high terrain or in mountainous areas shall be ( ) above the highest elevation within 25 kilometres on either side of the airway centerline or air route to be flown; elsewhere, ( ) above the highest elevation within 25 kilometres on either side of the airway centerline or air route to be flown

- A. 600 meters, 400 meters
- B. 600 meters, 300 meters
- C. 300 meters, 150 meters

167. If the highest elevation within 25 kilometres on either side of the airway centerline or air route to be flown is not more than ( ) and the atmospheric pressure is not lower than 1,000 hectopascals (750 millimetres mercury), aircraft conducting airway, air route or ferry flight is permitted to operate at a flight level of ( )

- A. 100 meters, 600 meters
- B. 150 meters, 600 meters
- C. 200 meters, 600 meters

168. The aircraft of airway, air route or ferry flight, if the highest elevation within 25 kilometres on either side of the airway centerline or air route to be flown is more than ( ) and the atmospheric pressure is lower than ( ), the minimum flight level for the aircraft shall be higher correspondingly to ensure that the actual level is not

lower than the safety altitude.

A.150 meters, 1000 hectopascals, which is 750 millimetres mercury

**B.**100 meters; 1000 hectopascals, which is 750 millimetres mercury

C.100 meters, 1013 hectopascals, which is 760 millimetres mercury

169.As for aircraft at cruising speed of more than 250 km/h (not included), the rule of the minimum safety altitude of airline visual flight is

A.that the true altitude within about 5 km zone of the right and left of the airline it not less than 600 meters.

B.performed according to the rule of the minimum safety altitude of airline visual flight.

**C.**performed according to the rule of the minimum safety altitude of airline instrument flight.

170.As for aircraft at cruising speed of more than 250 km/h( included), when flying below the minimum flight level the true altitude within 5 km zone of both sides of the airline should be not less than ( )

A.50 meters in plains and hills; 200 meters in mountain areas.

**B.**100 meters in plains and hills; 300 meters in mountain areas.

C.150 meters in plains and hills; 400 meters in mountain areas.

171.Flight levels shall be allocated according to

A.the airway or air route direction. aircraft performance. operation area. as well as air route conditions about topography. weather and flight operations. etc.

B.the nature of mission, aircraft grade. operation area, as well as air route conditions about topography. etc.

**C.**the nature of mission. aircraft performance. operation area, as well as air route conditions about topography, weather and flight operations. Etc

172. After an aircraft has taken off for flight operations along an airway/air route or for a ferry flight operations from an aerodrome where the transition altitude/height is not established, the aircraft

**A.**upon climbing up to 600 metres above the aerodrome runway surface shall set the fixed sub-scale of the airborne barometric altimeter to standard sea level pressure value and then climb up to the allotted flight level.

B.upon on climbing up to 900 metres above the aerodrome runway surface shall set the fixed sub-scale of the airborne barometric altimeter to standard sea level pressure value and then climb up to the allotted flight level.

C.upon climbing up to 1200 metres above the aerodrome runway surface shall set the fixed sub-scale of the airborne barometric altimeter to standard sea level pressure value and then climb up to the allotted flight level.

173. When an airway, air route or ferry flight is obliged to change its flight level due to mechanical trouble, icing, thunderstorm avoiding etc, and the flight control department granting the level change, at this moment the aircraft must be explicitly specify the flight level changed to as well as

A.the route segment and speed for the level change

B.the route speed and time for the level change

**C.**the route segment and time for the level change

174. When flight safety is threatened in an emergency, the pilot -in-command may decide to change the last assigned flight level, the level change procedure is

A.turn 90° to the right from the aircraft flying direction, track out 20 kilometers, turn left to parallel the original route, then climb or descend to the new level, and then return to the original one.

B.turn 90° to the left from the aircraft flying direction, track out 20 kilometers, turn left to parallel the original route, then climb or descend to the new level, then climb or descend to the new level, and then return to the original one.

**C.**turn 30° to the right from the aircraft flying direction, track out 20 kilometers, turn left to parallel the original air route, then climb or descend to the new level. and then return to the original one.

175. According to the flight order, the first one should be

A.private plane

**B.**combat flight

C.air ferry training flight

176.The auxiliary contact symbol and signal for aircraft asking for landing is that

**A.**fly over the runway, swing wings by day, flash the navigation light or open the landing light during night

- B.fly over the runway and release the green signal flare
- C..fly over the runway and lay down the landing gear by day, open the landing light during night

177.At the same aerodrome and at the same time, a priority sequence for takeoff and landing shall be arranged on the basis of

- A.specific situations
- B.the principle of first-come, first service.
- C.that the charter flight and VIP flight precede the regular transport flight

178.Radio shall be used as a means of flight command, the commanding phraseology shall be ①detailed; ②unambiguous; ③easy to understand; ④standardized

- A.①②③④
- B.②③④
- C.②④

179.When an aircraft is in distress outside the territory of the People's Republic of China, the internationally accepted distress signals and frequencies shall be applied. Where a distress situation takes place over waters during flight operations, () shall also be used for the transmission of distress signals if its radio equipment permits.

- A.121.5MHz frequency
- B.500 kilohertz- frequency
- C.900 kilohertz- frequency

180.Any additional installation, withdrawal or change with respect to ground-air communication and navigation facilities for use by airways or air routes is subject to consent of

- A.the Air Force of the People's Liberation Army or the competent civil aviation authority under the State Council.
- B.the Air Force of the People's Liberation Army and the competent civil aviation authority under the State Council.
- C.the Air Force of the People's Liberation Army or the Civil Aviation Air Traffic Management Bureau.

181.When a foreign aircraft flies on an airway or air route within the territorial airspace of the People's Republic of China, () shall provide the aircraft with air traffic control services

- A.the competent civil aviation authority under the State Council of the People's Republic of China
- B.the Air Force of the People's Liberation Army
- C.the relevant air traffic control department

182.Within a time limit from () prior to a foreign aircraft's entry or exit of China's airspace, its crew members shall report to the relevant air traffic control department of the People's Republic of China and obtain permission for its entry or exit flight.

- A.30 minutes
- B.15-20 minutes
- C.10-15 minutes

183.Where any foreign civil aircraft, flies into or out of the territorial airspace of China without approval, according to the principle of sovereignty,

- A.China has the right to intercept it and order it to land at a designated aerodrome, and inspect on it.
- B.China needs to conduct it to fly out the territorial airspace of China.
- C.it can proceed to fly and apply for approval formalities.

184.Crew members who fail to fulfill their duties and responsibilities in accordance with The General Flight Rules of the People's Republic of China shall be given administrative or disciplinary sanctions by the relevant departments, if the case is serious, they shall be punished by licence suspension for a period of () or flight suspension for a period of ().

- A.half a year, one to three months
- B.one to three months, half a year
- C.one to six months, one to three months

185.The training time is referring to the time that the trainees are trained by the authorized instructors

A.in flight.

B.on the ground, flight simulator or flight training equipment

C.in flight, on the ground, flight simulator or flight practicing equipment.

186.Flight time is

A.the time in the cockpit of aircraft, flight simulators or flight training equipment.

B.the time of flight.

C.the flight training time.

187.Flying time refers to

A.the time from the aircraft starting to taxi at the loading place to the end of the flight arriving at the unloading place and shutting down.

B.the time from the aircraft starting take-off roll to the end of landing and taxiing.

C.the time from the aircraft entering into the runway for takeoff to landing and clearing the runway

188.The flying time acquired in which of the following conditions can be included in the cross-country time?

A.conducted in an aircraft, flight simulators or flight practicing equipment

B.taking off and landing at the same airport

C.that involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point

189.A person may not act as a required pilot flight crewmember of a civil aircraft of China's registry, unless that person has valid

A.pilot certificate and medical certificate.

B.flight logbooks.

C.aircraft certificate of airworthiness

190.Is there a limit on the age of the licence holder by CAAC?

A.Yes, there is minimum age limitation, but no maximum age limitation.

B.Yes, the minimum age is 16 years old, and the maximum age is 60 years old.

C.No, there is not

191.If the pilot license holder has reached his or her 60th birthday, the operation limit is that

A.he or she shall not serve as a pilot on an international airline transport airplane.

B.he or she shall not serve as a pilot on a commercial air transport airplane.

C.he or she shall not serve as a pilot on any aircraft.

192.The flight simulator and flight training device used to satisfy any training, testing, or checking requirement to CCAR61 must

A.be identified and approved by the Administrator to be used for training and testing.

B.be identified by the examination manager and approved by the Administrator.

C.be identified by the Administrator and they can be used for any training and testing

193.Which of the following certificate is issued under CCAR61 Part?

A.sport pilot certificate

B.maintenance certificate

C.dispatch certificate

194. The following ratings should be placed on a pilot certificate (other than student pilot certificate) are

A.A、B、C、D

B.category, class, type, instrument

C.small-sized, middle-sized, large-sized, heavy type

195. Under CCAR61 Part, the following category ratings should be placed on the PPL, CPL and ATP certificate:

- A. airplane, helicopter, airship and tiltrotor.
- B. the single-engine land, multi-engine land, single-engine sea and multi-engine sea
- C. helicopter, gyroplane, airship and balloon.

196. Which of the followings is referring to aircraft class rating?

- A. transportation, normal, general and special
- B. airplane, rotorcraft, glider and lighter-than-air aircraft
- C. the single-engine land, multi-engine land, single-engine sea and multi-engine sea

197. Which of the followings is referring to aircraft category rating?

- A. transport, normal, general and special
- B. airplane, helicopter, airship and tiltrotor
- C. the single-engine land, multi-engine land, single-engine sea and multi-engine sea

198. As the case that a pilot failed a flight review, which of the following statement is correct?

- A. the pilot needs an endorsement by an examiner on his or her licence.
- B. the pilot must redo the flight training.
- C. the pilot cannot take the flight training again.

199. The Commercial Pilot License applicant for airplane category and single-engine class rating must log at least ( ) of flight time as a pilot.

- A. 230 hours
- B. 250 hours
- C. 280 hours

200. Which eligibility requirement is not necessary for the airplane basic instructor license applicant?

- A. the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures
- B. the applicant has logged at least 50 hours as pilot in command in the aircraft that he/she is applying to
- C. the applicant has logged at least 15 hours as pilot in command in the aircraft that he/she is applying to

201. As to the restrictions for a ground instructor applying for renewal of his license before the expiry, which is incorrect?

- A. additional any ground instructor rating.
- B. as long as the instructor applies in accordance with regulations, it shall be renewed timely.
- C. 90 days before the license is expired, the ground instructor shall show his related instruction record to the Administrator

202. No person who holds a pilot certificate issued under CCAR61 part shall serve as a pilot on a civil airplane if he or she has consumed any forms of alcoholic contents ( ) hours before duty or having an alcohol in blood content equivalent to or more than 0.04% or under the influence of drugs, which affect one's capability to work.

- A. 8
- B. 12
- C. 24

203. Under CCAR61 Part, for those applicants who have lost or damaged their certificate, while waiting for the replacement, they can apply a temporary pilot certificate or rating issued for up to ( ) days from the Administrator

- A. 60
- B. 90
- C. 120

204. The duration of private pilot license, commercial pilot license and airline transport pilot license is

- A. two years.
- B. ten years.
- C. six years.

205. Under CCAR61 Part, a student pilot certificate expires ( ) calendar months from the month in which it is issued.

- A. 12
- B. 18
- C. 24**

206. To be eligible for a practical test, an applicant must pass the required knowledge test within the ( ) calendar months period preceding the month the applicant completes the practical test, and present the knowledge test report.

- A. 12
- B. 18
- C. 24**

207. To be eligible for a practical test, an applicant must have an endorsement in the applicant's logbook or training record that has been signed by an authorized instructor who certifies that the applicant has received and logged training time within ( ) days preceding the date of application in preparation for the practical test; is prepared for the required practical test.

- A. 60**
- B. 90
- C. 120

208. If all increments of the practical test for a certificate or rating are not completed on one date, all remaining increments of the test must be satisfactorily completed within ( ), or the applicant must retake the entire practical test, including those increments satisfactorily completed.

- A. a week
- B. one month
- C. 60 calendar days**

209. The practical test for Category II or III pilot authorization consists of

- A. a written test and a flight increment
- B. an oral increment and a flight simulator increment
- C. an oral increment and a flight increment**

210. The applicant for a student pilot certificate should at least hold the current effective ( ) medical certificate issued by administrator

- A. a second-class or a third-class
- B. a first-class or a second class**
- C. a first-class or a third-class

211. The longest valid time of temporary certificate is

- A. 60 days.
- B. 90 days.
- C. 120 days.**

212. When exercising the privileges of ( ), the pilot must hold at least a second or first medical certificate issued by the Administrator.

- A. a private pilot certificate for airplanes**
- B. a commercial pilot certificate for airplanes
- C. an airline transport pilot certificate for airplanes

213. The Private Pilot License holder before reaching his or her 40th birthday obtains a second medical certificate, the duration of the medical certificate is

- A. half a year.
- B. one year.

**C.**three years.

214.The Private Pilot License holder upon reaching his or her 40th birthday obtains a second medical certificate , the duration of the medical certificate is

A.half a year.

**B.**two years.

C.three years

215.( ) is responsible for the flight attendant' s compliance with General Flight Rules.

A.The director of aviation units

**B.**The pilot in command

C.The purser

216.Which of the following is true about International Civil Aviation Organization?

A.There are 85 states parties in International Civil Aviation Organization.

**B.**Before April 4, 1947, it acts as the interim International Civil Aviation Organization and it only has the authority of consulting.

C.International Civil Aviation Organization is called ICAN for short

217.A person who acts as a pilot in command of any of the following aircraft must hold a type rating for that aircraft:①airplanes with a TOW of more than 5700KGS; ②turbojet -powered airplanes; ③helicopters with a TOW of more than 3180KGS

A.①②

B. ②③

**C.**①②③

218.No person may act as pilot in command of a pressurized aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above ( ) MSL unless that person has received and logged ground and flight training prescribed by CCAR61 Part.

A.4000 meters

B.6700 meters

**C.**7600 meters

219.Pilots who obtained their licence under CCAR-61FS, are hereby authorized to operate radio -telephony apparatus on board any aircraft in the capacity of a Flight Radio-Telephony Operator in Mandarin. If he/she wants to operate radio-telephony apparatus in English , the pilot must

**A.**have passed an English Exam set by the Administrator and endorsed in their licence.

B.have passed an English Exam set by the company and endorsed in their licence by the Administrator.

C.have obtained permission from ATCs

220.Except for an airline transport pilot licence holder, an applicant for a Category II or III pilot authorization must have at least:①50 hours of night flight time as pilot in command; ②75 hours of instrument time under actual or simulated instrument conditions that may include not more than- A combination of 25 hours of simulated instrument flight time in a flight simulator or flight training device; ③250 hours of cross-country flight time as pilot in command.

A.①②

B. ②③

**C.**①②③

221. The minimum age limitation on the airline transport pilot certificate applicant s is

A.18 years old.

B.20 years old.

**C.**21 years old

222. The airline transport pilot license applicants

**A.**must hold effective class one medical certificate issued by the Administrator.

- B. must hold effective second-class or higher medical certificate issued by the Administrator.
- C. must hold effective Class 1 medical certificate issued by the Administrator as for the applicants less than 40 years old; and applicants more than 40 years old must hold effective second-class or higher medical certificate issued by the Administrator
223. Is the pilot only holding commercial pilot certificate qualified for applying for airline transport pilot license?
- A. Yes, he/she is
- B. No, he/she is not.**
- C. It depends.
224. The applicants who must take airline transport pilot ground training and theory tests required by CCAR61 Part are
- A. those who only apply for an additional aircraft type rating to be added to an airline transport pilot license.
- B. those who apply for an airline transport pilot license.**
- C. those who apply for an additional aircraft type rating to be added to an airline transport pilot license and those who apply for an airline transport pilot license
225. If the aircraft's type certificate makes the aircraft incapable of operating under instrument flight rules, the practical test cannot be accomplished for this reason,
- A. the applicant shall not be issued with the airline transport pilot license
- B. the application may obtain a type rating limited to "VFR only" .**
- C. the applicant shall be issued with the airline transport pilot license only after having taken relevant instrument flight training in some other aircraft which are capable of operating under instrument flight rules.
226. Can the flight simulator or flight training device be used for accomplishing all of the training and the required practical test for an airplane transport pilot license with an airplane category, class, and type rating?
- A. No, they can't.
- B. Yes, but the flight simulator and flight training device must represent that airplane type if the rating involves a type rating in an airplane, and the flight simulator and flight training device must be used in accordance with an approved course at a training centre.**
- C. Not sure
227. A person who is applying for an airline transport pilot certificate with an airplane category and class rating must have
- A. at least 1,000 hours of total time as a pilot that includes at least 500 hours of cross-country flight time, and 100 hours of night flight time.
- B. at least 1,500 hours of total time as a pilot that includes at least 500 hours of cross-country flight time, and 150 hours of night flight time.
- C. at least 1,500 hours of total time as a pilot that includes at least 500 hours of cross-country flight time, and 100 hours of night flight time**
228. A person who is applying for an airline transport pilot certificate with an airplane category and class rating must have
- A. 250 hours of flight time in an airplane as a pilot in command, or performing the duties of pilot in command while under the supervision. A minimum of 100 hours as a pilot in command which includes at least 150 hours of cross-country flight time and 50 hours of night flight time
- B. 250 hours of flight time in an airplane as a pilot in command, or performing the duties of pilot in command while under the supervision. A minimum of 100 hours as a pilot in command which includes at least 100 hours of cross-country flight time and 25 hours of night flight time**
- C. 500 hours of flight time in an airplane as a pilot in command, or performing the duties of pilot in command
229. The privileges of an airline transport pilot license holder is
- A. a person who holds an airline transport pilot license may conduct public transport as a pilot in command or second pilot in command, but is only entitled to the privileges as those afforded a person who holds an airline transport pilot certificate and an instrument rating.
- B. a person who holds an airline transport pilot license is entitled to the same privileges as those afforded a person who holds a commercial pilot certificate with an instrument rating, and may conduct public transport as a pilot in command or second pilot in command.**

C. a person who holds an airline transport pilot license is entitled to the same privileges as those afforded a person who holds a commercial pilot certificate with an instrument rating, and may conduct public transport as a pilot in command

230. The scheduled inspection period requirement of private, commercial and ATPL is

A. PPL pilots are to be examined once every 24 months, CPL and ATPL pilots 12 months.

B. PPL and CPL pilots are to be examined once every 24 months, ATPL pilots 12 months.

**C.** All pilots are to be examined once every 24 months

231. For offences involving alcohol or drugs, the offender will be given the following disciplinary action

A. suspension of license from 1 month to 3 months.

**B.** suspension of license from 1 month to 6 months

C. suspension of license from 3 months to 6 months

232. For an offender who committed offences involving alcohol or drugs, he or she will be denied an application for a certificate, rating, or authorization issued under CCAR61 part for a period of up to ( ) after the date of that act.

A. half a year

**B.** one year

C. two years

233. If a license holder approved by CCAR61 Part cheated or behaved in other unauthorized conduct, the Administrator would deny his or her application for any license or rating

**A.** for three years.

B. for half a year.

C. depending on the seriousness of the conduct

234. For the conduct of falsification, alteration of certificates or ratings, the Administrator will give the offender the following disciplinary action.

**A.** warning or 500-1000 RMB fine

B. suspension of license from 3 months to 6 months

C. revocation of license

235. All license holders under CCAR61 Part ( ) when they are serving their sentence.

A. are allowed to exercise their privileges

**B.** are not allowed to exercise their privileges

C. are allowed to exercise limited privileges

236. ( ) of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

A. The operator

B. The dispatcher

**C.** The pilot in command

237. The pilot in command of civil aircraft shall be responsible for the airplane operation and safety ( ), and he/she is the final authority as to the operation of that airplane.

A. at any time

**B.** after the cabin has been closed

C. from the moment an airplane moves for taking off until the moment it comes to land

238. During the whole flight phase from takeoff to landing, each required flight crewmember shall: ① be at the crewmember station; ② keep the safety belt fastened while at the crewmember station; ③ absolutely comply with the orders of controllers

A. ①③

**B.** ①②

C.①②③

239.No person may operate a civil aircraft in simulated instrument flight unless the other control seat is occupied by a safety pilot who possesses at least ( ) with category and class ratings appropriate to the aircraft being flown.

- A.the private pilot license
- B.the commercial pilot license
- C.the airline transport pilot license

240.Which of the followings is correct referring to the formation flight?

- A.No person may operate an aircraft in formation flight
- B.No person may operate an aircraft carrying passengers for hire in formation flight.
- C.The approved civil aircraft carrying passengers can perform the formation flight

241.When aircraft, or an aircraft and a vessel, are on crossing courses, the aircraft or vessel to the other's ( ) has the right of way.

- A.right
- B.left
- C.complying with the command of controllers

242.An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than ( ) with the plane of symmetry of the latter. An aircraft that is being overtaken has the right of way, and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to ( ).

- A.30°, the right
- B.70°, the right
- C.70°, the left

243.Unless otherwise authorized by the Administrator and approved by ATC, no person may operate an aircraft below 3,000 m (10,000 feet) MSL at an indicated airspeed of more than ( )

- A.200 nm per hour
- B.250 nm per hour
- C.300 nm per hour

244. Unless otherwise approved by ATC.no person may operate an aircraft at or below 750m (2,500 feet) above the surface within 7.5 km (4 nm) of the primary airport at an indicated airspeed of more than ( ).

- A.200 nm per hour
- B.250 nm per hour
- C.300 nm per hour

245.Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of ( ) above the highest obstacle within a horizontal radius of 600 meters (2000 feet) of the aircraft.

- A.150 meters
- B.300 meters
- C.600 meters

246.Over other than congested areas, the aircraft may not operate below an altitude of ( ) above the surface.

- A.150 meters
- B.300 meters
- C.600 meters

247. Prior to departure at the airport where the transition altitude and transition flight level is established, the fixed sub-scale of the airborne altimeter shall be set to the

- A. QNH
- B. QFE
- C. QNE

248. Prior to departure at the airport where the transition height and transition flight level is established, the fixed sub-scale of the airborne altimeter shall be set to the

- A. QNH
- B. QFE
- C. QNE

249. Prior to departure at the airport where the transition altitude/height or transition flight level is not established, the fixed sub-scale of the airborne altimeter shall be set to the

- A. QNH
- B. QFE
- C. QNE

250. An airplane shall enter the airport area or enter the traffic pattern at an altitude of at least ( ) above the elevation of the airport.

- A. 300 meters
- B. 500 meters
- C. 450 meters

251. An airplane shall enter the airport area or enter the traffic pattern at an altitude of at least ( ) above the elevation of the airport.

- A. 300 meters
- B. 500 meters
- C. 450 meters

252. No person may begin a flight in an airplane under VFR conditions unless there is enough fuel to fly to the first point of intended landing and, during the day, to fly beyond that for at least ( ) minutes.

- A. 30
- B. 45
- C. 60

253. No person may begin a flight in an airplane under VFR conditions unless there is enough fuel to fly to the first point of intended landing and, at night, to fly beyond that for at least ( ) minutes.

- A. 30
- B. 45
- C. 60

254. No person may operate an aircraft under VFR when the weather conditions are inferior to the following standards

- A. the visibility may not be less than 10 km at 3000 m (inclusive) QNH and above.
- B. the visibility may not be less than 5 km at 3000 m QNH and lower.
- C. horizontal distance to ceiling is no less than 1500 m and vertical distance to ceiling is no less than 150 m

255. Special VFR operations may be conducted under the weather minimums and requirements below ( ) meters QNH within the transport airport airspace.

- A. 3000
- B. 4000

C.5000

256. Under IFR conditions, an airplane must carry enough fuel to fly from destination airport to alternate airport for landing, after that, it still can fly for ( ) minutes at normal cruising speed.

A.30

**B.45**

C.60

257. Under IFR conditions, an airplane must carry enough fuel to fly to the airport of intended landing and fly after that for ( ) minutes at holding speed if there is no suitable alternate airport.

A.60

B.90

**C.120**

258. For aircraft, other than rotorcrafts, having two engines or less, taking off from a civil airport under IFR, the weather conditions are at or above the weather minimum for IFR takeoff prescribed for that airport. If takeoff minimums are not prescribed for a particular airport" its runway visibility is at least ( ) meters.

A.800

**B.1600**

C.2500

259. For aircraft other than rotorcrafts having more than two engines, taking off from a civil airport under IFR, the weather conditions are at or above the weather minimum for IFR takeoff prescribed for that airport. If takeoff minimums are not prescribed for a particular airport" its runway visibility is at least ( ) meters.

**A.800**

B.1600

C.2500

260. In the case of operations over an airport area, the minimum segment altitude specified on the instrument approach chart; in case of operations according to departure procedures, the altitude specified in the instrument departure and arrival procedures. At an airport where the instrument departure and arrival procedures or minimum segment altitude is not established, within the airport area, an altitude of ( ) above the highest obstacle in a plain area and an altitude of ( ) above the highest obstacle in a mountainous area.

**A.300, 600**

B.300, 040

C.400, 600

261. In case of operations under IFR, within a horizontal distance of ( ) m from both sides of the planned route center and the course, an altitude of ( ) meters above the highest obstacle in a plain area and an altitude of ( ) meters above the highest obstacle in a mountainous area.

**A.25000,400, 600**

B.25000, 300, 600

C.30000,450, 600

262. Taking off at the airport without specific rules, as for two-engine aircraft, the runway visibility should be at least ( ); as for three - multi -engine aircraft, the runway visibility should be at least ( ).

A.1000 meters,800meters

B.1600 meters, 1000 meters

**C.1600 meters, 800 meters**

263. If the RVR is not reported for the runway of intended operation, the visibility is 400 meters, thus the converted RVR is about

A.500 meters

B.720 meters

C.1000 meters

264.For aircraft having three or more than three engines, if takeoff minimums are not prescribed for a particular airport, its takeoff minimum is that

A.the visibility should be 500 meters.

B.the visibility should be 800 meters.

C.the visibility should be 1000 meters

265. The steady green issued by airport control tower to aircraft means with respect to aircraft on the surface (), with respect to aircraft in flight ().

A.Cleared for takeoff , Cleared to land

B.Cleared to taxi, Return for landing

C.Cleared for takeoff , Return for landing

266. The flashing green issued by airport control tower to aircraft means with respect to aircraft on the surface (), with respect to aircraft in flight ().

A.Cleared for takeoff , Cleared to land

B. Cleared to taxi, Return for landing

C.Cleared for takeoff , Return for landing

267. The steady red issued by airport control tower to aircraft means with respect to aircraft on the surface (), with respect to aircraft in flight ().

A.Stop, Give way to other aircraft and continue circling.

B.Stop, Do not land.

C.Taxi clear of runway in use, Do not land

268. The flashing red issued by airport control tower to aircraft means with respect to aircraft on the surface (), with respect to aircraft in flight ().

A.Stop, Give way to other aircraft and continue circling.

B.Stop, Do not land.

C.Taxi clear of runway in use, Do not land

269. The flashing white issued by airport control tower to aircraft means with respect to aircraft on the surface (), with respect to aircraft in flight ().

A.Return to starting point on airport, Land at the airport and taxi to the ramp.

B.Taxi clear of runway in use, Land at the airport and taxi to the ramp.

C.Return to starting point on airport, Cleared to land

270.Which of the followings is correct about the air traffic control clearances to aircraft pilot?

A.Aircraft pilots should comply with the air traffic control clearances in any circumstance.

B.Unless ACAS warning occurs, aircraft pilots should comply with the air traffic control clearances in any other circumstances.

C.In emergency, aircraft pilot can deviate from the air traffic control clearances

271.Each pilot in command, who is given priority by ATC in an emergency, shall submit a detailed report of that emergency within () hours, if requested by the Administrator.

A.24

B.48

C.72

272. Which of the following statements is (are) correct about the civil aircraft airworthiness? ① No person may operate a civil aircraft unless it is in an airworthy condition; ②. Aircraft maintenance personnel are responsible for determining whether that aircraft is in condition for safe flight; ③ The pilot in command shall discontinue the flight when un-airworthy mechanical, electrical, or structural conditions occur.

- A. ①
- B. ①③**
- C. ①②③

273. Driving an aircraft to perform the aerobatic flight should be kept ( ) kilometers away from both sides of the centerline of any airway.

- A. 10**
- B. 5
- C. 15

274. All airplanes for which the airworthiness certificate is first issued after 10th January 2015, of a maximum certificated takeoff mass in excess of 5700kg shall be equipped with a CVR capable of retaining the information recorded during at least the last ( ) of its operation.

- A. two hours**
- B. 1 hour
- C. 30 minutes

275. The colors of flight recorder and flight voice recorder are

- A. black or gray
- B. green or bright yellow
- C. bright orange or bright yellow**

276. The aircraft can be operated for non-remuneration flight not more than ( ) while the flight recorder is removed.

- A. 10 days.
- B. 15 days.**
- C. 30 days

277. Aerodrome operating minimum is referring to the operating limitations available for taking off and landing, as for taking off, using ( ) to express.

- A. visibility or runway visual range**
- B. cloud height
- C. decision altitude

278. Aerodrome operating minimum is referring to the operating limitations available for taking off and landing. As for precision approach landing, using visibility or runway visual range and ( ) to express; as for non-precision approach landing, using visibility and ( ) to express.

- A. decision altitude, cloud height
- B. minimum descent altitude, cloud height
- C. decision altitude, the minimum descend altitude**

279. When the observed visibility to the taking off runway direction or runway visual range is lower than the required taking off minimums, the pilot in command

- A. can make his own decision to take off.
- B. can't take off.**
- C. can take off after getting the clearance of the controller

280. After an airplane arrives at the decision altitude/decision height or at the minimum descend altitude/minimum descend height under non-precision approach procedures and before it gets to the missed approach point, if the flight visibility is lower than the minimum standards prescribed by the procedures without obtaining required visual reference, under the circumstances, the pilot in command shall

A. make his/her own decision on whether proceeding to approach.

**B. go around immediately.**

C. follow the commands of the controllers

281. Formulating and implementing the aerodrome operating minimum is based on ( ) in China.

**A. the Rules about the Aerodrome Operating Minimums Formulation and Implementation (No.20. Order)**

B. Airfiled Technical Rating Requirements

C. the Civil Aviation Air Traffic Management Rules of China (No.86 Order)

282. Under the circumstances that the actual airport weather condition is lower than the aerodrome operating minimum, 1、taking off is allowed. 2、usually the airplane shall return or fly to the alternate airport. 3、no airport for the aircraft to land with fuel shortage. 4、no airport for the aircraft to land due to severe mechanical failure.

A. 1、2、3、4

**B. 2、3、4**

C. 1、3、4

283. ( ) shall perform uniform supervision and management on the certification and operation of large airplane public air transport operators.

**A. CAAC**

B. Local civil aviation administrations of China

C. The FS (Flight Standard Department) of CAAC

284. ( ) shall be responsible for performing operation certifications on and issue operation certificates and operations specifications to large airplane public air transport operators established in regions under their jurisdiction respectively, and shall put on records in ( ) in a timely manner.

A. Local civil aviation administrations of China, CAAC

B. flight standards functions of CAAC, CAAC

**C. Local civil aviation administrations of China, flight standards functions of CAAC**

285. Recurrent training should be arranged every ( ) calendar months, to ensure that every crewmember or flight dispatcher is adequately trained and currently proficient for the type of the airplane and crewmember position in which the crewmember serves.

A. 6

**B. 12**

C. 24

286. When the flight is delayed, will the delay time be included into the duty period?

**A. Yes, it will.**

B. No, it will not.

C. Depends on the company policy

287. For the aviation personnel or other related personnel failing in performing operations in contravention of the requirements of the operation certificate or operations specification under CCAR121, or himself/herself directly violates the specification, if the act is minor, the Administrator may give a warning or a fine of

- A. 500 yuan to 1000 yuan.
- B. 1000 yuan to 2000 yuan.
- C. 2000 yuan to 5000 yuan

288. The three phases of emergency state are 1. failing to report to the ground over 10 minutes after the fly-over time; 2. uncertainty phase; 3. alert phase; 4. distress phase

- A. 1、 2、 3
- B. 1、 2、 4
- C. 1、 3、 4
- D. 2、 3、 4

289. Which qualitative statement is correct about the distress phase? 1、 The transponder code displays A7600; 2、 It is difficult for the aircraft to proceed further flight according to calculation of fuel consumption , and there is no landing information; 3、 The aircraft releases distress signal, makes a forced landing and crashes; 4、 After the alert phase, there has been no information received for 1hour after expanding communication searching.

- A. 1、 4
- B. 1、 3、 4
- C. 2、 3、 4
- D. 1、 2、 3、 4

290. When an aircraft encounters emergency situation or is in distress, the pilot in command shall squawk

- A. A7500
- B. A7600
- C. A7700
- D. A2000

291. For an airplane which has lost communication contact, the pilot in command shall

- A. maintain visual flight if it is flying under VFR, and land at the intended airport as scheduled.
- B. maintain instrument flight if it is under IFR, and land at the nearest airport.
- C. land at the intended airport as scheduled if it is under IFR and the weather in the landing airport is available.
- D. squawk A7500 if the airplane is equipped with a responder

292. The principles of accident investigation are 1、 independent; 2、 objective; 3、 substantive; 4、 comprehensive

- A. 1、 2、 3
- B. 2、 3、 4
- C. 1、 、 2、 4
- D. 1、 2、 3、 4

293. The information about flight incidents of civil aircraft in China is published uniformly by

- A. the aircraft operator.
- B. the Regional Administration of CAAC .
- C. CAAC
- D. the pilot in command or the controller

294. Provisions of the People's Republic of China on Search and Rescue of Civil Aircraft is belonging to

- A. the law
- B. the administrative laws and regulations.
- C. the industry regulations.
- D. the technical reference material

295. Which of the followings is correct about the responsibility unit for the search and rescue of civil aircraft ?

- A. The CAAC shall be responsible for the overall direction of the search and rescue of civil aircraft in the country.
- B. The people's governments of provinces shall be responsible for the search and rescue of civil aircraft onland

- within their respective administrative areas.
- C.The national maritime rescue organization shall be responsible for the overall direction of the search and rescue of civil aircraft in the country.
- D.the people's governments of township shall be responsible for the search and rescue of civil aircraft on land within their respective administrative areas

296.The training that a person must take from acting as the pilot in command of B737 to the pilot in command of B747 is

- A.initial training
- B.transition training**
- C.differences training

297. A person from one airline company to another shall take

- A.new employee training.**
- B.initial training.
- C.differences training

298.If an international flight transferred at the connecting airport at 1845Z and delayed, what is the latest departure time for the next airport without a redispatch release?

- A.1945Z
- B.2015Z
- C.0045Z**

299. The dispatch release in the international or national airline company shall include

- A.the number of flights and the weight and balance data.
- B.the minimum fuel capacity and the weather condition in the whole flight course.**
- C.the weather condition in the whole flight course and the crewmember list

300.The information required by the dispatch release of supplemental operation and commercial flights but not required by the dispatch release of the international and national flights is

- A.the actual weather reports and forecasts.
- B.the name of every crewmember.**
- C.the minimum fuel capacity

301.The actual distance between the minimum holding flight level and the highest point of the ground obstacles shall be more than

- A.600 meters**
- B.900 meters
- C.1200 meters

302.Which of the following aircraft is belonging to heavy aircraft?

- A.A321
- B.B737
- C.MD11**

303.A national aircraft pilot who has been on active flying status within the () calendar months before the month of application for the Private Pilot License and Ratings may dispense with the practical test.

- A.18
- B.12
- C.24**

304.The language(s) of the onboard operation manual shall at least be

- A.Chinese
- B.English.
- C.Chinese and E nglish

305.The warning signs in the cabin shall be

- A.at least English
- B.at least Chinese
- C.both English and Chinese

306.Can passengers carry a small amount of alcoholic beverage and drink on board?

- A.Yes, they can.
- B.No, they can' t.
- C.On ly if they get the permission from the pilot in command

307.To take the airline transport test needs

- A.the private pilot license.
- B.theommercial pilot license.
- C.the commercial pilot license and the instrument rating

308.To perform a ferry flight needs

- A.the private pilot license.
- B.the commercial pilot license.
- C.the commercial pilot licen

309.As for the airline transport pilots exercising beyond hisjher authorization and privileges, the authority will give the following disciplinary action

- A.suspension of license from 6 to 12 months
- B.to order himjher to stop civil aviation activities immediately
- C.fine from 500 RMB to 800 RMB

310.The duration of the airline aircraft airworthiness is

- A.1 year.
- B.2 years.
- C.3 years

311.The duration of the airworthiness certificate is

- A.one year from the date the certificate is issued or reissued.
- B.within one year from the date the certificate is issued or reissued.
- C.from the date the certificate is issued or reissued to 31th,Dec.of the next year

312.If the flight time in the type of aircraft which the copilot is flying is less than 100 hours, and the pilot in command is not qualified for the inspector or instructor, in which of the following situations, should the pilot in command finish taking off and landing?

- A.The runway visual range is 1500 meters.
- B.The crosswind speed is 5 meters per second
- C.The runway braking action is bad as reported

313.When the minimum safety speed is greater than the maximum airspeed, the pilot shall

- A.obtain the permission from the operator and ATC.
- B.obtain the agreement form the Civil Aviation Authority where his company is located.
- C.obtain the permission from the Tower

314. A pilot holds the commercial pilot license of Y-7 and DC-10, after he/she obtains the airline transport pilot license of T-154, he/she has the privileges of

- A. the T-154 airline transport pilot license, and the Y-7 and DC-10 commercial pilot license.
- B. the T-154, Y-7 and DC-10 airline transport pilot license.**
- C. the T-154 and Y-7 airline transport pilot license and DC-10 commercial pilot license

315. Can the flight practical test be conducted in the simulators?

- A. Yes, it can.
- B. Yes, but only in the simulators appointed by the Administrator.**
- C. No, it can't

316. The wind speed on the airway changes for 5 knots, should the pilot report it and change the altitude?

- A. Yes, he should.**
- B. No, he shouldn't.
- C. It depends

317. The International Air Transport Association (IATA) is

- A. an industry alliance of aviation airlines, and it is an official organization.
- B. an international organization responsible for supervising the aviation safety and the course rules.
- C. a large semi-government organization consisting of all the aviation airlines around the world.**

318. The pilot applying for airline simulator test should hold ( ) medical certificate.

- A. Class I
- B. Class II
- C. no need for**

319. A pilot who applies for a commercial pilot license without endorsed an instrument rating shall

- A. not perform the passenger-carrying commercial transport.**
- B. only perform the passenger-carrying commercial transport with the night visibility of 5nm.
- C. be prohibited to perform the commercial transport at night

320. Under special VFR, the minimum visibility is

- A. 1600 meters**
- B. 2500 meters
- C. 3000 meters

321. No person may serve as a required flight engineer on an airplane unless, within the preceding 6 calendar months that person has had at least ( ) hours of flight time as a flight engineer on that type airplane

- A. 50**
- B. 100
- C. 150

322. Within the preceding ( ) calendar months, each static pressure system, each altimeter instrument and each automatic pressure altitude reporting system has been tested and inspected by the aircraft operator.

- A. 12
- B. 18
- C. 24**

323. Unless otherwise authorized by the Administrator, all FDRs shall be capable of retaining the information recorded during at least the last ( ) hours (airplanes) or ( ) hours (rotorcrafts) of their operation.

- A. 25, 10**
- B. 30, 15
- C. 60, 30

324. Batteries used in the emergency locator transmitters must be replaced or recharged when the transmitter has been in use for more than ( ) cumulative hour(s), or, for rechargeable batteries, ( ) of their useful life of charge.
- A. half an, 50 percent  
**B. one, 50 percent**  
 C. two, 80 percent
325. For the inspection of aircraft for first service and annual airworthiness inspection. ( ) of an aircraft shall pay for inspection fee as required.
- A. the certificate holder**  
 B. the authority  
 C. both the certificate holder and the authority
326. After the first training of the emergency evacuation drill has finished, how long will be the recurrent training?
- A. 6 calendar months later  
 B. 12 calendar months later  
**C. 24 calendar months later**
327. The total flight time of flight attendant shall be no more than ( ) flight hours in any 7 consecutive calendar days, no more than ( ) flight hours in a calendar month, no more than ( ) flight hours in a calendar year.
- A. 40, 130, 1300  
 B. 40, 120, 1300  
**C. 40, 110, 1200**
328. The alcohol concentration refers to the grams of alcohol contained in every ( ) Litres of the exhaled air tested by the breath alcohol tester.
- A. 100  
 B. 150  
**C. 210**
330. The hold time during the ground anti-de-icing is
- A. starting from the moment of first using anti-de-icing fluid, and finishing at the expiry time of the anti-de-icing fluid used on aircraft.  
**B. starting from the moment of last using anti-de-icing fluid, and finishing at the expiry time of the anti-de-icing fluid used on aircraft**  
 C. starting from the moment of first using anti-de-icing fluid, and finishing at the moment of last using anti-de-icing fluid
331. The calendar month refers to
- A. the period of time from 1st of current month to 1st of the next month.  
**B. the period of time from 00:00 in 1st of current month to 00:00 in 1st of the next month.**  
 C. the period of time from 1st of current month to 30th of current month
332. Civil aircraft as referred to aircraft other than those used in flight missions of ①customs; ②military; ③carrying passengers; ④police services
- A. ①③  
 B. ③④  
**C. ①②④**
333. Flight separation comprises
- A. vertical and horizontal separations.**  
 B. longitudinal and lateral separations  
 C. longitudinal and horizontal separations
334. Which statement about the meteorological support is correct?
- A. The aerodrome meteorological station shall provide meteorological support to the inbound and outbound aircraft at the local aerodrome.**  
 B. The aerodrome meteorological station shall not be responsible for the meteorological support for the

ferry flight within the sub-area.

C.The aerodrome meteorological station shall offer the meteorological support for aircraft flying over the sub-area

335.Which of the following definitions is correct?

- A.Pilot in command means the pilot who is in charge of operating and ensuring the safety of an aircraft in flight
- B.Co-pilot means the pilot who holds a valid licence and exercise his or her duties as a pilot, including the pilot who only takes the flight training as a trainee on the aircraft.
- C.Co-pilot means the pilot who is responsible for the aircraft operation and safety in flight

336.Authorized instructor means ①A person who holds a valid ground instructor certificate issued under CCAR-61 Part when conducting ground training in accordance with the privileges and limitations of his or her ground instructor certificate; ②A person who holds a certificate with instructor rating issued under CCAR-61 Part when conducting ground training or flight training in accordance with the privileges and limitations of his or her instructor rating; ③The ground instructor appointed by the public air transport carrier

- A.①③
- B.①②
- C.①②③

337.The following ratings are placed on a ground instructor certificate when an applicant satisfactorily accomplishes the training and certification requirements for CCAR-61 Part.

- A.Single-engine land and Multi-engine land.
- B.Basic , advanced, instrument.
- C.Airplane, helicopter , airship, tiltrotor

338.The categories of ground instructor license contain①Basic; ②Middle; ③Advanced; ④Instrument

- A.①②④
- B.①③④
- C.①②③④

339.The minimum age of an airline transport pilot license holder is

- A.18
- B.20
- C.21

340.CCAR-67 Part is enacted to ensure that the physical condition of () engaged in civil aviation activities can meet the requirements for performing duties and flight safety.

- A.the dispatcher and the flight crew
- B.the flight crew and the air traffic controller
- C.the air traffic controller and the dispatcher

341.When the flight crew and the air traffic controller perform their duties, they ①should hold effective medical certificate; ②should be in accordance with the privileges and limitations of the medical certificate or certificate of approval; ④can alter medical certificate under special circumstances.

- A.①②
- B.①③
- C.①②③

342.The second-class medical certificate holder cannot update his/her medical certificate timely before its expiration,while he/she must continue performing duties, he/she can apply for prolonging the valid time not exceeding

- A.90 days.
- B.45 days.
- C.60 days

343.The medical certificate applicant who obtains certificate or certificate of approval by cheating, bribe or other

- improper means, the applicant cannot reapply within
- A. one year  
**B. three years**  
 C. half a year
344. Under what circumstances can the Certificate Authority revoke and cancel the medical certificate? ①the medical certificate has expired and not been prolonged ②the medical certificate holder becomes disabled.③ the medical certificate is revoked by law.
- A. ①②  
 B. ②③  
**C. ①②③**
345. The medical certificate applicant shall not ①conceal or fake medical history and state of illness; ② masquerade or offer false application materials; ③tamper, fake, alter, resell and sell the medical certificate
- A. ①②  
 B. ②③  
**C. ①②③**
346. Which of the following statements said about aircraft refueling is correct?
- A. Aircraft can be refueled at any time.  
**B. No person may refuel an airplane when passengers are boarding or disembarking , unless the pilot in command is at present and may guide the passengers evacuating from the airplane at any time.**  
 C. No person may refuel an airplane when passengers are boarding, disembarking, or onboard unless being approved by the air traffic controller
347. When operating to an airport in domestic transport airport airspace, the pilot of a large airplane shall, unless otherwise required by the applicable distance from cloud criteria and authorized by the control tower, enter the traffic pattern at an altitude of at least ( ) above the elevation of the airport.
- A. 350 meters  
**B. 450 meters**  
 C. 150 meters
348. No pilot in command may operate an aircraft to, from, through or on a busy transport airport unless the pilot in command holds at least a/an
- A. commercial pilot license  
**B. private pilot license**  
 C. airline transport pilot license
349. At the departure airport, using an approved test signal to check the VOR equipment, the maximum permissible error is
- A. ±4 degrees**  
 B. ±5 degrees  
 C. ±6 degrees
350. In IFR conditions, an aircraft flies from Nanjing to Beijing, and the alternate airports are Tianjin and Taiyuan, if the aircraft lands at Taiyuan airport, the aircraft should be able to proceed to fly for ( ) with the fuel remained.
- A. 30 minutes  
**B. 45 minutes**  
 C. 60 minutes
351. All airplanes when used over routes on which the airplane may be over water and at more than ( ) away from the shore and beyond gliding distance from the shore shall be installed sufficient numbers of life-saving rafts to carry all persons on board.
- A. 83 km  
 B. 90 km  
**C. 93 km**
352. All aircrafts operated in controlled airspace shall be equipped with the ATC transponder which can automatically send the pressure-altitude message in ( ) increments to inquire the ATC
- A. 30 meters**

- B.50 meters
- C.20 meters

353.() uses the instrument landing system or microwave landing system to provide position and gliding guidance.

- A.Category precision approach
- B.Non-precision approach
- C.Precision approach**

354.When an aircraft can't perform the straight-in approach landing in IFR procedures, before landing, the maneuvering flight conducted over the airport aligning with the runway visually is called

- A.straight-in approach of non-precision approach
- B.visual circling approach**
- C.precision approach

355.Which definition is correct about Visibility?

- A.The distance that eyes can see obvious non-luminous object by day.
- B.The distance that eyes can see obvious luminous object at night.
- C.The maximum distance that people with normal vision can see clearly the outline of target object by day and luminous point at night**

356.Due to the influence of topography around an airport, there are always runways with sinking airflow within the approach area, according to the decision height determined by the obstacle clearance height, as for propeller-driven aircraft, the additional runway margins should be increased ( ) meters.

- A.10
- B.15**
- C.30

357.To establish straight-in approach minimum standards, the descent gradient in the last approach segment shall not exceed

- A.4.5%
- B.5.5%
- C.6.5%**

358.If the emergency power supply of approach lights malfunction

- A.there is no effect on the Class III and non-precision approach.**
- B.it's not allowed to perform Class II and Class III operations.
- C.there is no effect on the Class II and non-precision approach

359. The operating unit needs to hold ( ) when performing operations.

- A.the operating application
- B.the operating rules
- C.the operating permit**

360.In international airline using English as the communicating language, in which of the following circumstances, the flight communicator is not needed?

- A.The flight license of the pilot in command in two pilots is endorsed with Grade 4 English language skills.
- B.The flight license of the co-pilot in two pilots is endorsed with Grade 4 English language skills.
- C.The flight licenses of both pilots are endorsed with Grade 4 English language skills.**

361.For aircraft registered within the territory of China, the flight crew should fasten the safety belts ( ).

- A.during taking off and landing
- B.during the whole flight**
- C.during taxiing, taking off and landing

362.If there is a passenger who has already checked his or her baggage but has not been on board yet, can the airplane take off?

- A.Yes, it can.
- B.No, it can't.**
- C.It shall be decided by the pilot in command

- 363.The Investigation Regulation about Civil Aircraft Accidents and Flight Incidents is based on  
A.the Constitution of the People's Republic of China.  
B.the Civil Aviation Law of the People's Republic of China.  
**C.the Civil Aviation Law of the People's Republic of China and the Production Safety Law of the People's Republic of China**
- 364.The Investigation Regulation about Civil Aircraft Accidents and Flight Incidents can be applied to the investigation and other relevant work of the civil aircraft accidents and flight incidents organized by  
A.CAAC  
B.the Regional Administration of CAAC  
**C.CAAC and the Regional Administration of CAAC**
- 365.( ) hours after an accident occurred , the unit related to the accident should report to the regional administration where the accident happened in written form.  
**A.12**  
B.24  
C.8
- 366.After the units concerned with operation and security of the incident aircraft receive the incident information , ( ) must immediately be sealed up for safekeeping and properly kept.①flight logbook, flight plan; ②the records of flight crew' s flight skills, trainings, inspections, and the flight time; ③aircraft resume; ④passenger list  
**A.①②③**  
B.①③④  
C.①②③④
- 367.The accidents occur in or around the civil airport, the emergency rescue and site protection work shall be conducted according to  
A.Civil Aviation Law of the People's Republic of China  
**B.the Emergency Rescue Rules for the Civil Airport**  
C.Provisions of the People' s Republic of China on Search and Rescue of Civil Aircraft
- 368.The investigation team members and others involved in the investigation shall not openly release the following information not for sake of investigation. ①the statement recordings during investigation; ②all communication recordings concerned with aircraft operation; ③the medical or personal materials of relevant persons; ④the cockpit voice recordings  
A.①②③  
B.①②④  
**C.①②③④**
- 369.Certain consulted unit or person shall submit feedback in written form to the department which organized the investigation within ( ) days after receiving the consulting inform.  
A.15  
**B.30**  
C.20
- 370.( ) isjare responsible for the release work of the incident information.  
A.Persons who are involved in the incident investigation  
B.The unit which organizes the incident investigation  
**C.The press spokesman of CAAC or the person appointed by CAAC**
- 371.Which of the following situations is aircraft accidents? ①severe damage occurs in operation; ②aircraft missing during flight; ③ casualties due to stowaways hidden in the cargo compartment  
**A.①②**  
B.②③  
C.①②③
- 372.Referring to unsafe events, which of the following statements is incorrect?  
A.Casualties are unsafe events during flight.  
**B.The severity of error events is greater than unsafe events.**

C. Aircraft damage occurring within the airport area belongs to unsafe events

373. The Regional Administration of Civil Aviation where the incident occurs shall submit the approved initial report to the competent security information department under CMC within ( ) hours after the incident.

- A. 24
- B. 20
- C. 15

374. When severe incident occurs, the relevant units shall immediately report the severe incident information to

- A. the Regional Administration of Civil Aviation where the incident occurs
- B. the supervision bureau where the incident occurs
- C. the competent security information department under CAAC

375. After some other unsafe incident happens, the relevant units shall fill in and submit the Civil Aviation Safety Information Initial Report to the supervision bureau where the incident occurs within ( ) hours after the incident.

- A. 12
- B. 20
- C. 24

376. After investigation, the informed events are accidents, incidents or some other unsafe events, the units in charge of the investigation shall fill in and report the Civil Aviation Safety Information Ultimate Report to the competent security information department under CAAC where the incident occurs within ( ) hours after the incident

- A. 8
- B. 5
- C. 3

377. The competent security information department under CMC should release relevant incident information within the civil aviation industry within ( ) hours after receiving the accident, incident or some other unsafe event information.

- A. 48
- B. 24
- C. 15

378. Provisions on the Administration of Civil Aviation Emergencies in China is based on

- A. Civil Aviation Law of the People's Republic of China and General Flight Rules of the People's Republic of China
- B. General Flight Rules of the People's Republic of China and the Law of the People's Republic of China on Response to Emergencies
- C. the Law of the People's Republic of China on Response to Emergencies and Civil Aviation Law of the People's Republic of China

379. The civil aviation emergency work is to ①prevent the damage of emergencies on civil aviation activities; ②prevent civil aviation activities from occurring or causing emergencies, and to control, decrease and eliminate the damage; ③assist and cooperate with the emergency disposal work of the nation, the local people's government and the relevant departments.

- A. ①②
- B. ②③
- C. ①②③

380. The civil aviation administrative department has established sound emergency plan system, mainly including

- A. overall emergency plan, partial emergency plan and special emergency plan.
- B. special emergency plan, local emergency plan and partial emergency plan.
- C. overall emergency plan, special emergency plan and local emergency plan

381. Which of the followings are the emergency disposal measures of emergencies? ①to control the source of danger, delimit and effectively control the emergency disposal area of civil aviation; ②to organize and cooperate relevant unit, department, emergency rescue teams and professionals to manage the emergency disposal measures; ③to make urgent repair on the damaged critical equipment and important facilities; ④to assemble the required civil aviation professionals, materials, equipment, devices and other resources for the emergency disposal.

- A. ①②③
- B. ②③
- C. ①②③④

382. Indiscriminate treatment principle stated in the Chicago Convention refers to that conditions or restrictions imposed on aircraft for all state parties according to principle of sovereignty are effective as to both ( ), and to conduct indiscriminate treatment.

- A. national civil aircraft and state aircraft
- B. national aircraft and aviation enterprise
- C. national and international aircraft and aviation enterprise
- D. international civil aircraft and state aircraft

383. Which regulation in the Chicago Convention about the jurisdiction power of the non-commercial unscheduled flight is correct?

- A. The non-commercial unscheduled flight has the privilege to enter or fly over the territory of other contracting states without landing and the privilege of landing for non-commercial purposes without prior permission.
- B. With proper reason, the state which the non-commercial unscheduled flight flies over reserves the right that orders it to fly in specific air route or to fly after obtaining special permission.
- C. The state which the non-commercial unscheduled flight flies over has no right to order it to land.
- D. The state which the non-commercial unscheduled flight flies over can't inspect on it

384. A foreign civil aircraft flies over the territory of China must satisfy the condition that

- A. its state must be the contracting state in the Convention on International Civil Aviation.
- B. its state should have signed a bilateral agreement with China to exchange the transit rights or got approved.
- C. its state must be a member of the United Nations member states.
- D. its state must be a member of ICAO Council.

385. According to the Convention on International Civil Aviation -Annex 7, which of the following groups belongs to aircraft?

- A. balloons, airships, gliders, helicopters, airplanes
- B. space shuttles, hovercraft, gliders, helicopters, airplanes
- C. man-made satellites, spacecraft, space stations, space shuttles
- D. gliders, helicopters, airplanes, rockets, missiles

386. State aircraft refers to

- A. national aircraft.
- B. aircraft of public air transport enterprise.
- C. airplane only.
- D. aircraft used in military, customs, police services and special missions of its State

387. International Air Transport Association (IATA)

- A. is as important as ICAO in official status.
- B. is an industry association among airlines, and it is a non-governmental organization.
- C. is the full name of ICAO Council.
- D. is the full name of ICAO secretariat

388. The earliest convention admitting the principle of airspace sovereignty is

- A. the Paris Convention.

- B.the Warsaw Convention.
- C.the Chicago Convention.
- D.the Tokyo Convention

389. Which of the following statements said about territorial airspace scope is correct?

- A.The territorial airspace refers to the air space above the territory which only includes territorialland without territorial waters.
- B.The world reaches consensus that the vertical boundary of the territorial airspace is the space below 32 km away from the ground or the water surface.
- C.The world reaches consensus that the vertical boundary of the territorial airspace is the space below 16000 km away from the ground or the water surface.
- D.**There are various academic opinions about the vertical boundary of the territorial airspace, thus there is still not the conclusion

390. Five Freedoms of Air is stipulated by

- A.**the International Air Transport Agreement
- B.the Chicago Convention
- C. the International Air Service Transit Agreement
- D.the Warsaw Convention

391. Two Freedoms of the Air refers to

- A.the right to unload the passengers, cargo, and emails from the territory of State that the aircraft nationality is in.
- B.the right to unload the passengers, cargo, and emails to the territory of State that the aircraft nationality is in.
- C.the right to load and unload the passengers, cargo, and emails from or to the territory of State that the aircraft nationality is in.
- D.**the right to fly over the territorial airspace without landing and the right of landing for non-commercial purpose

392.The principle of no harm on the national safety is mainly reflected in 1, restricting or prohibiting aircraft to fly into the prohibited and restricted area; 2 that no aircraft can load munitions or supplies of armed forces when flying over the territory of other countries without permission; 3.having the right to inspect on the aircraft of the contracting parties when the aircraft lands or flies away from one's own State; 4、 other than civil aircraft, the state aircraft shall not fly into the territorial airspace of other states without authorization.

- A.1、 2、 3、 4
- B.**1、 2、 3
- C.1、 2、 4
- D.1、 2

393.Which of the following statements said about territorial airspace scope is correct?

- A.The territorial airspace refers to the air space above the territory that includes the territorial land and inland river, but without the territorial sea.
- B.The horizontal scope of the territorial airspace is the territorialland and 200 nm territorial waters.
- C.One's Air Defense Identification Zone belongs to the territorial airspace of the State.
- D.**One's exclusive economic zone doesn't belong to the territorial airspace of the State

394.The Rules of Civil Aviation Air Traffic Management is enacted mainly according to 1, Civil Aviation Flight Rules of the People's Republic of China; 2、 General Flight Rules of the People's Republic of China; 3、 Chicago Convention — Annex 6; 4、 Civil Aviation Law of the People's Republic of China

- A.**1、 2、 4
- B.2、 3、 4
- C.1、 2、 3
- D.1、 2、 3、 4

395.The content and basic tasks of the air traffic service are 1、 air traffic control service;2、 flight information service; 3、 alerting service; 4、 accident investigation

- A.1、 2、 4
- B.**2、 3、 4

- C.1、 2、 3
- D.1、 2、 3、 4

396. The pilot in command can take reasonable and necessary measures to people who commit crimes or disturb in the aircraft for sake of 1、 protecting the aircraft or the safety of the people and possessions onboard; 2、 maintaining the normal order and discipline in the aircraft; 3、 the economic interests of the company concerned; 4、 being easy to hand over the person to the relevant authority or deboard himjhe r.

- A.1、 2、 3
- B.1、 2、 4
- C.1、 2
- D.1、 2、 3、 4

397.The International Aviation Law is divided into

- A.the convention and the annex.
- B.the law and the administrative laws and regulations.
- C.the laws and regulations and the annex

398.The International Aviation Law includes①the Chicago Convention System; ②the Warsaw System Series; ③ Aviation Criminal Law System; ④the Paris Convention System

- A.①②③
- B.①②④
- C.②③④

399. The International Civil Aviation Covenant is signed on

- A.7th, Dec.1944, in Chicago.
- B.7th, Dec.1944, in Montreal.
- C.4th, Apri l. 1947, in Chicago

400.Which belongs to the non-governmental organization, ICAO orIATA?

- A.ICAO
- B.Neither of them.
- C.IATA

401. In the E nclosure, the differences between International Standard and SARP lie in 1、 the consistent application of International Standa rd is identified to be necessary for the safety and normality of international flights; 2、 the domestic law of the contracting states shall conform to the International Standard, when it fails, the states must inform the Council of difference; 3、 the consistent application of SARP is identified to be helpful for the safety, normality and effectivity of international flights; 4、 the domestic law of the contracting states shall conform to the SARP, but no mandatory force.

- A.1、 3
- B.2、 4
- C.1、 3、 4
- D.1、 2、 3、 4

402.Does PANS (Procedures for Air Navigation Services) DOC4444 have equallegal effect as the Convention and Enclosure?

- A.No, it hasn' t, thus no mandatory force.
- B.Yes, it has.
- C.No, it hasn't, t.all the contents won' t rise to the legal level

403.DOC8126 refers to

- A.eronautica Iinformation Services Manual
- B.Procedures for Air Navigation Services-Rules of the Air and the Air Traffic Services
- C.Four Words Ground Station Code
- D.Procedures for Air Navigation Services-Visual and Instrument Flight Procedure Design

404.DOC8126 is the supplement of

- A.Annex 2
- BAnnex 11.

- C. Annex 6.
- D. Annex 15

405. The Airworthiness Management can be divided into

- A. primary airworthiness management and advanced airworthiness management.
- B. initial airworthiness management and the later continued airworthiness management.
- C. short-term airworthiness management and long-term airworthiness management

406. The relevant airworthiness certificates include ①Type Certificate; ②Production Certificate; ③Airworthiness Certificate and Nationality Registration Certificate; ④Maintenance Certificate

- A. ①②③
- B. ①②③
- C. ①②③④

407. An aircraft performs a ferry flight from point A to point B, the course angle is 135°, according to the principle of the flight level arrangement, can it use the flight level of 6300 meters?

- A. Yes, it can.
- B. No, it can't.
- C. Not sure

408. What's the difference between the temporary license and the full license when exercising rights?

- A. Within its validity, the temporary license has the equal rights and responsibilities as the full license.
- B. There are some limits when the temporary license exercises its rights.
- C. The temporary license can't exercise equal rights as the full license

409. Can the Airline Transport Pilot License holder with the Type Rating of B737 perform the transfer flight in A320?

- A. Yes, in any case
- B. No, he can't.
- C. Yes, only if he obtains the authorization from the Administrator

410. The medical certificate or certificate of approval of the Airline Transport Pilot License holder is expired, can he proceed to exercising the license rights?

- A. Yes, in any case
- B. No, he can't.
- C. Yes, after having been approved by the Administrator

411. The extension of validity of the medical certificate or certificate of approval of the Airline Transport Pilot License holder shall not exceed ( ) days.

- A. 90
- B. 60
- C. 45

412. How to punish the Airline Transport Pilot License holder if he provides someone else's urine in medical examination?

- A. To impose a warning or fine between 500 ¥ and 1000 ¥, for a person who is suspected of committing crimes, transfer the person to the judicial authority by law.
- B. To order him/her to stop the actions immediately and charge a fine less than 200000 ¥; to fine the direct responsible person between 500 ¥ and 1000 ¥; for a person who is suspected of committing crimes, transfer the person to the judicial authority by law.
- C. To order the person involved to stop performing duties, and to impose a warning or fine between 500 ¥ and 1000 ¥

413. If the procedure specifies "NO PT", can the aircraft make a procedure turn?

- A. Unless getting the permission from the pilot in command.
- B. Unless getting the permission from the air traffic controller.

C. Not sure

414. Under radar control, is there a need for position report?

A. No, there isn't.

B. All the reporting points need position report.

**C.** Only the reporting points specified by ATC

415. Under IFR, each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include ① weather reports and forecasts of departure and destination airport; ② fuel requirements and alternatives available if the planned flight cannot be completed; ③ runway lengths at airports of intended use; ④ takeoff and landing distance information

A. ③④

B. ①②

**C.** ①②③④

416. A certain airport only has two sets of instrument approach procedure, and the minimum weather condition of NDB approach procedure to east direction of landing is 480 feet with visibility of 1200 meters; the minimum weather condition of VOR approach procedure to west direction of landing is 800 feet with visibility of 2300 meters. Then if in an airport, the forecast weather condition is SCT 006, BKN 007 and the visibility is 2000 meters, can this airport be an alternate airport?

**A.** Yes, the eastward can be taken for landing.

B. Yes, the westward can be taken for landing.

C. No, it can't.

417. Under VFR, each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include ① weather reports and forecasts of departure and destination airport; ② fuel requirements and alternatives available if the planned flight cannot be completed; ③ runway lengths at airports of intended use; ④ takeoff and landing distance information

**A.** ③④

B. ①②

C. ①②③④

418. Can the aircraft not equipped with radio communication device perform in the domestic transport airport?

A. Unless otherwise authorized by ATC.

**B.** No, it can't.

C. It depends

419. Aircraft climb after take-off, or descent before landing in the international transport airport airspace area, shall be conducted in compliance with instructions from ( ).

**A.** the air traffic control

B. the pilot in command

C. the flight commander

420. Can the aircraft not equipped with DME device perform in busy transport airport?

A. Unless otherwise authorized by ATC.

**B.** No, it can't.

C. Yes, it can

421. In the case of an inoperative transponder, ( ) may immediately approve an operation within upper airspace area allowing a flight to continue, if desired to the airport of ultimate destination, or proceed to a place where suitable repairs can be made.

A. the pilot in command

B. the flight commander

**C.** the air traffic control

422. If the land glide slope of ILS fails to work, the minimum standard for landing according to ( ) without involving the glide slope of ILS can be conducted.

**A.** non-precision approach

- B. Class I precision approach
- C. Class II precision approach

423. If the localizer of ILS fails to work, can the ILS approach be conducted?

- A. Yes, it can.
- B. No, it can't.**
- C. Unless otherwise authorized by ATC

424. If all the runway light systems don't work,

- A. there is no effect on Class III precision approach and non-precision approach.
- B. Class II and Class III precision approaches are not allowed to be conducted.**
- C. Class I precision approach and non-precision approach can be conducted in any moment

425. Which of the following statements is incorrect referring to informed events?

- A. The Regional Administration of Civil Aviation or Supervision Bureau where the informed unit or person located is responsible for the inspection.
- B. The informer's legitimate rights and interest are protected by law.
- C. The informed events shall be reported to the CAAC and the CAAC shall be responsible for the inspection**

426. The casualties in the operation of civil aircraft belongs to

- A. the flight accidents of civil aircraft**
- B. the flight incidents of civil aircraft
- C. serious flight incidents

427. After the flight accident, the pilot in command shall immediately report the accident information to

- A. the local civil aviation management department or the local government.**
- B. the operation control center of CAAC Air Traffic management bureau and the CAAC accident investigation functional department.
- C. the Regional Administration of CAAC and the leaders of CAAC

428. The airplane with maximum TOGW (takeoff Gross Weight) between 5 to 25 tons belongs to

- A. small-sized airplane
- B. middle-sized airplane**
- C. heavy type airplane

429. The airplane with maximum TOGW (takeoff Gross Weight) between 25 to 75 tons belongs to

- A. small-sized airplane
- B. middle-sized airplane
- C. heavy type airplane**

430. Which of the following aircraft does not belong to heavy aircraft?

- A. A330, MD11
- B. A320, B737**
- C. B747, B767

431. Does the pilot performing the flight route from Beijing to Shanghai need to endorse ICAO English Language Proficiency in his/her license?

- A. Yes, he/she needs.**
- B. No, he/she needn't.
- C. Only the pilot in command needs

432. Before the airline pilot informing passengers onboard the introduction of using safety belts, the airplane cannot

- A. taxi.
- B. take off.**

C.land

433.The training that a person must take from acting as the pilot in command of B737-300 to the pilot in command of B737-800 is

- A.initial training
- B.transition training
- C.difference training**

434.The Convention on International Civil Aviation has () annexes in total.

- A.16
- B.18
- C.19**

435.The content in Annex 1 of the Convention on International Civil Aviation refers to

- A.Environmental Protection
- B.Personnel Licensing**
- C.Operation of Aircraft

436.The content in Annex 2 of the Convention on International Civil Aviation refers to

- A.Air Traffic Services
- B.Operation of Aircraft
- C.Rules of Air**

437.The content in Annex 4 of the Convention on International Civil Aviation refers to

- A.Aeronautical Charts**
- B.Aircraft Accident and Incident Investigation
- C.Aerodromes

438.The content in Annex 6 of the Convention on International Civil Aviation refers to

- A.Air Traffic Services
- B.Operation of Aircraft**
- C.Rules of Air

439. The content in Annex 8 of the Convention on International Civil Aviation refers to

- A.Aircraft Accident and Incident Investigation
- B.Aerodromes
- C.Airworthiness of Aircraft**

440. The content in Annex 11 of the Convention on International Civil Aviation refers to

- A.Air Traffic Services**
- B.Aircraft Accident and Incident Investigation
- C.Aerodromes

441. The content in Annex 14 of the Convention on International Civil Aviation refers to

- A.Air Traffic Services
- B.Aircraft Accident and Incident Investigation
- C.Aerodromes**

442. An airplane with a passenger seat configuration of 10 seats operates commercial transport, it shall be

- A.general aviation transport
- B.public air transport**
- C.private aviation activity

443. A multi-engine airplane with a passenger seat configuration of 30 seats and payload more than 3400kg

operates irregular commercial transport, it shall be  
A. small aircraft commercial transport under CCAR135 Part  
B. public air transport under CCAR121 Part  
C. commercial nontransport under CCAR91 Part

444. The Civil Aviation Law of the People's Republic of China is deliberated and passed by  
A. the CAAC  
B. the Central Military Commission, the State Council  
C. the National People's Congress

445. One pilot performs two types of airplane concurrently, then he/she shall  
A. pass the line check in one type of airplane that he/she pilots  
B. pass the line check in both types of airplane that he/she pilots  
C. not have the line check

446. The secretariat of ICAO has () regional offices, of which the office in the Asian-Pacific region is located at  
A. 5, Tokyo  
B. 7, Bangkok  
C. 7, Tokyo

447. Which statement is correct about the Chicago Convention?  
A. It opens a new era in the development history of international air law.  
B. Now 138 states have joined.  
C. It is the constitution document of international air law

448. If the large aircraft carrier violates the regulations seriously, the Administration shall suspend his/her operation certificate for () or revoke the operation certificate.  
A. one to six months  
B. one to twelve months  
C. one to twenty-four months

449. If an aircraft is given substantial maintenance or alteration or its components that materially affect flight characteristics, a test flight for maintenance or alteration shall be made by pilot with  
A. private pilot license  
B. commercial pilot license  
C. airline transport pilot license

450. Who is responsible for determination that the altimeter system has been checked and for whether it has reached the CCAR requirements for a particular instrument flight?  
A. The operation unit  
B. Pilot in command  
C. The owner

451. In a duty period, if one crewmember is able to rest in a sleeping available place, the rest time shall  
A. be included into this duty period.  
B. not be included into this duty period.  
C. be included

452. What type of aircraft shall be equipped with flight data recorder?  
A. All turbine engine aircraft  
B. Twin-engine or multi-engine airplanes or helicopters.  
C. Airplanes flying above 3600ft

453. One pilot gets his/her license endorsed with single-engine land, can he/she pilot a seaplane?  
A. Yes, he/she can.  
B. No, he/she must add an additional single-engine sea class rating.

C.No, he/she must regain the license and get the endorsement of single-engine sea class rating

454. To avoid colliding with other aircraft during landing, the pilot shall

A. enter the traffic pattern

B. circle and hold

**C.** contact the ground

455. Which statement about the airplane marks is correct?

A. The airplane without spraying the company logo can be operated, but it must be sprayed within one month.

B. The CAAC has no specific requirements about this.

**C.** The airplane without spraying the company logo cannot be operated

456. Can a pilot with a strong local accent make the radio communication?

**A.** Yes, but he/she must pass the test of Chinese language level 4 or above.

B. No, he/she cannot in any case

C. Yes, if he/she has passed the Mandarin level 2 test

457. Which of the following statement is correct?

A. China has never joined Chicago Convention.

B. ICAO has 85 states parties now.

**C.** The three systems of the international aviation law include the Chicago Convention System, the Warsaw System Series and Aviation Criminal Law System

458. The true heading is 3000, which of the following altitude can be requested?

A. 7500 meters

**B.** 7200 meters

C. 8100 meters

459. Pilots who obtained their licence under CCAR-61FS, are authorized to operate radio-telephony apparatus on board any aircraft in the capacity of a Flight Radio Telephony Operator in Mandarin only if the pilot has passed the Chinese Language Exam Level ( ) or above and endorsed in their licence. For Chinese pilot have gained the license before 31 November 2014, they are equivalent to having gained Chinese Language Level ( ).

A. 3,4

**B.** 4,6

C. 4,4

460. When the icing conditions are likely and the flight crew is going to operate in such an environment, which preparation step is incorrect?

A. When choosing alternate airport during the preflight stage, the flight crew should choose the ones with longer runways

B. The flight crew should plan to carry as much fuel as they can, if it is within the tolerance of the flight-plan.

**C.** Before the flight, the aircraft can be delivered to the apron directly from a heated and moist hanger

461. For CAT II operation, requires at least ( ) independent sets of navigation receivers/sensors to provide horizontal and vertical position and deviation information; at least ( ) independent radio altimeters.

**A.** 2, 2

B. 1, 2

C. 2, 1

462. Some foreign airports announce the use of runway visual range (RVR) for the minimum landing standard, may not be able to get the RVR value and the report of meteorological visibility. This conversion method only suitable for type 1 landing minimum standard. Then the approach and runway lights under the conditions of high intensity,  $RVR = \text{visibility conversion} * ( ) \text{ coefficient}$ .

A. day 1.0, night 1.5

**B.** day 1.5, night 2.0

C. day 1.5, night 3.0

463. At large busy airport correctly understand a variety of ground markers. lights color is particularly important. The color of taxiway edge lights is ( ). the color of taxiway centerline lights is ( )

- A. blue, green
- B. green, blue
- C. blue, red

464. Runway edge light is white. But in the end of runway the last ( ) metres or the half of the runway length, take the shorter one, runway edge light becomes ( ) color.

- A. 300, red light
- B. 600, yellow light
- C. 600, alternate red and white

465. The touchdown zone lights are from the landing runway entrance start after ( ) meters, to the runway ( ) meters after entrance or end at the midpoint of runway, which is shorter.

- A. 30 , 900
- B. 60 , 900
- C. 30 , 600

466. Which of the following approach modes requires no windshield wiper installed for aircraft pilots?

- A. CAT I precision approach
- B. CAT II precision approach
- C. CAT III precision approach

467. Flight crew members with Category II and Category III operations qualification should meet the following requirements: in any ( ) consecutive calendar days, to complete ( ) auto approaches, and as much as possible if the ground facilities necessary for Category II and Category III operations are available and flow condition permits.

- A. 90 , 3
- B. 60 , 2
- C. 120 , 3

468. The airport elevation is 1701 meters and that of the threshold RWY 01 is 1698.5 meters, and RWY 19 1699.5 meters. The decision height for circling approach on RWY 01 and 19 is 600 meters. The Minimum Descent Altitude is ( ) meters for circling approach RWY 01; the Minimum Descent Altitude is ( ) meters for circling approach RWY 19.

- A. 2301, 2301
- B. 2298.5, 2299.5
- C. 2298.5, 2301

469. Three of the more important types of Airport signs are: ① Mandatory Instruction signs: They have a ( ). These signs denote the entrance to a runway, or a critical area, or a prohibited area. ② Location signs: These are ( ) and a yellow border and do not have arrows. They are used to identify a taxiway, or a runway location, or to identify the boundary of a runway, or to identify an Instrument Landing System (ILS) critical area. ③ Direction signs: They have a ( ). The inscription identifies the designation of the intersecting taxiway(s) leading out of an intersection.

- A. red background with a white inscription; black background with a yellow inscription; yellow background with a black inscription.
- B. red background with a yellow inscription; yellow background with a black inscription; black background with a yellow inscription.
- C. red background with a white inscription; black background with a white inscription; white background with a black inscription.

470. After the aircraft overfly IAF during CAT I ILS approach, ATC reports that the visibility is 600 meters, and the RVR at the touchdown zone, the runway middle segment, and the runway end is 400 meter, then the flight crew ( ); After the aircraft overfly FAF during CAT I ILS approach, ATC reports that the visibility is 600 meters, and the RVR at the touchdown zone, the runway middle segment, and the runway end is 400 meter, then the flight crew ( ).

- A. must abort approach; may continue approaching to DH
- B. may continue approaching to DH; must abort approach

C. may continue approaching to DH; may continue approaching to DH

471. Straight-in approach of the non precision approach refers to an approach of which the intersection angle between the final approach path and the extended center line of the landing runway is not more than a specific degree. For Type 0 aircraft, which of the following is a straight-in approach of the non precision approach?

- A. the final approach track  $165^\circ$ , the landing runway track  $179^\circ$
- B. the final approach track  $265^\circ$ , the landing runway track  $292^\circ$
- C. the final approach track  $165^\circ$ , the landing runway track  $130^\circ$

472. For national operators performing CAT II and CAT III operations in foreign countries, applicants that have obtained approval of performing all weather operations in the state can be granted to use the minimum at a foreign airport in accordance with its Operation Specifications and the AII Weather Operations Manual of ICAO (DOC 9635). National operators performing CAT II and CAT III operations at foreign airports must comply with the relevant regulations of ( ).

- A. the state where the airport is located or the local civil aviation authority under whose jurisdiction the airport is
- B. the state where the aircraft is registered or the local civil aviation authority under whose jurisdiction the aircraft is
- C. the state where the airport is located or the aircraft is registered or the local civil aviation authority under whose jurisdiction the airport or the aircraft is

473. Which of the following are controlled flight into terrain? ①On the early morning of July 6 2013, a Boeing 777-200ER of Asiana Airlines with 307 people aboard crashed during landing at San Francisco International Airport (SFO) in the United States. ②In April 15, 2002, South Korea 12:00 local time AirChina Airlines Boeing 767 flight error fly out visual circling protection region crashed into a mountain near the land. Crash in South Korea and Busan, with 155 passengers on board, 3 pilots, 8 flight attendants. All the victims. ③On January 15, 2009, US Airways Flight 1549 suffered bird strike after take-off, causing dual engine failure and ditched in the Hudson River 6 minutes later. ④On August 24, 2010, Henan Airlines' ERJ-190 regional jet airliner with 96 people aboard crashed when landing at Yichun Airport Heilongjiang.

- A. ①②④
- B. ①②③
- C. ②③④

474. There are specific requirements for the colors of the lighting equipment for a typical all weather operations airport. Which of the following is correct? ①red: obstacles and the runway end lighting ②green: runway threshold lighting and taxiway center line lighting ③white: runway edge lighting, taxiway edge lighting and approach lights; ④yellow: intermediate holding position lights

- A. ①②④
- B. ①②③
- C. ②③④

475. Instrument Landing System (ILS) consists of localizer beacon, glide-slope beacon and marker beacon. The localizer beacon is located at ( ) and the glide-slope beacon is located at ( ).

- A. the runway end along the extended landing runway centerline; either side of the touch down zone of the landing runway
- B. either side of the touch down zone of the landing runway; the runway end along the extended landing runway centerline
- C. the runway threshold along the extended landing runway centerline; the touch down zone of the landing runway

476. For CAT II, and III precision approach, the runway range (RVR) equipment in the touch down zone fails, causing the touch-down zone runway range unavailable. This can be replaced by ( ) report or by the visible distance in the landing direction of the runway as observed manually.

- A. RVR of the middle segment of the runway
- B. RVR at the end of the runway
- C. RVR of the middle segment of the runway or RVR at the end of the runway

477. Which of the following statements is incorrect?

- A.A pilot flies 35 hours in the first week, he/she can fly 40 hours in the second week.  
B.A pilot flies 95 hours in the first month, he/she can fly 100 hours in the second month.  
**C.**A pilot flies 90 hours in the first month, he/she can fly 90 hours in the second month and 100 hours in the third month

478. Which statement about the international aviation conventions is correct?

- A.China has never joined Chicago Convention  
**B.**The conventions to take effect and universally applicable are divided into three major series.  
C.The international conventions on aviation law are more than 100 so far.

479. A person whose pilot flight instructor, or ground instructor certificate has been revoked may not apply for an certificate, rating, or authorization for ( ) year after the date of revocation.

- A.**3  
B.2  
C.1

480. Under CCAR-12L at the cabin pressure altitude more than ( ), each crew member in the cockpit on duty should be supplied with oxygen, and crew members in the cockpit on duty should also use oxygen, and in the whole flight time at that altitude, the other flight crew members should be supplied with oxygen, too.

- A.**3600 meters  
B.4200 meters  
C.4600 meters

481. Under CCAR-121 the oxygen supply requirement on the piston- and turbine-engined aircraft is that as for the flight at the cabin pressure altitude more than ( ), it is enough to provide oxygen to all passengers on board in the whole flight time.

- A.3600 meters  
B.4200 meters  
**C.**4600 meters

482.Under CCAR-121, the airplane that is newly put into operation with the maximum approved take-off weight more than 5700 kg, should be equipped with approved CAT ( ) Terrain Awareness Warning System(AWS).

- A.**A  
B.B  
C.C

483.Under CCAR-121.a flight radio operator as a flight crew member on the air line using English as the communicating language, his/her pilot license should be endorsed with Class ( ) English Language Proficiency or above.

- A.3  
**B.**4  
C.5

484.( ) is (are) responsible for the aircraft airworthiness management.

- A.The pilot in command  
**B.**The airline company property owner or operator  
C.The airline company technician and the CAAC personnel

485.When the certificate holder dry lease the aircraft.all the maintenance records shall be kept at least for

- A.**half a year.  
B.a year  
C.two years

486.Under CCAR-121.the limitation of 60 years old of age is not applicable for

- A.the pilots.  
B.the flight attendant.  
**C.**the mechanic or the flight commander

487. Under CCAR-121, as for an aircraft that has a passenger seating configuration of 50 to 100, the certificate holder shall arrange at least ( ) cabin attendants on board for flight safety.

- A.2
- B.3
- C.4

488. An airplane has a seating configuration of 49 passengers and 2 crewmembers. How many flight attendants are required with 1 passenger on board?

- A.2
- B.1
- C.0

489. An airplane has a seating configuration of 149 passengers and 8 crewmembers. How many flight attendants are required with 97 passengers on board?

- A.4
- B.3
- C.2

490. An airplane has a seating configuration of 187 passengers, if there are 67 passengers on board, there should be at least ( ) flight attendants in flight.

- A.4
- B.3
- C.2

491. What is the minimum number of flight attendants required on an airplane having a seating configuration of 23E passengers with only 200 passengers on board?

- A.5
- B.4
- C.2

492. What is the minimum number of flight attendants required on an airplane with a seating configuration of 333 passengers when 296 passengers are on board?

- A.7
- B.6
- C.5

493. If there are passengers stay on board at the stopover station, the number of the cabin attendants who stay on board should be at least ( ) of the original number.

- A.1/4
- B.1/3
- C.1/2

494. ( ) number(s) of qualified flight dispatchers should be arranged in each flight dispatch center.

- A. Certain
- B. Enough
- C. Random

495. Under CCAR-121, every training program made by the certificate holder should include the basic categories of training outline like

- A. ground training, flight simulator training, aircraft flight training, emergency training, differences training and qualification check.
- B. new employee training, initial training, transition training, upgrade training, recurrent training and requalification training.
- C. flight simulator, cabin simulator, the use of emergency equipment and communication equipment

496. Under CCAR-121, as for the newly recruited flight crew members or flight dispatchers, at least ( ) scheduled hours of basic indoctrination ground training should be supplied, unless there is time reduction under section 121.405 or it complies with paragraph (d) of section d 121.401.

- A.30
- B.40**
- C.50

497. Under CCAR-121, a pilot who intends to serve as a co-pilot in the category I airplane, his/her whole flight time as a pilot should be more than ( ) hours, or he/she has completed the approved course which has at least ( ) hours of flight training time under CCAR-141.

- A.250, 230**
- B.500, 250
- C.500, 280

498. Under CCAR-121, a pilot who intends to serve as a co-pilot in the category II airplane with the maximum takeoff gross weight of 136,000 kg or less, his/her whole flight time as a pilot should be more than ( ) hours, or he/she has completed the approved course which has at least ( ) hours of flight training time under CCAR-141.

- A.250, 230
- B.500, 250**
- C.500, 280

499. Under CCAR-121, a pilot who intends to serve as a co-pilot in the category II airplane with the maximum takeoff gross weight of more than 136,000 kg, his/her whole flight time as a pilot should be more than ( ) hours, or he/she has completed the approved course which has at least ( ) hours of flight training time under CCAR-141.

- A.250, 230
- B.500, 250
- C.500, 280**

500. Under CCAR-121, ( ) can serve as pilot in command in the aircraft under CCAR-121 Part

- A. only the Airline Transport Pilot License holder and the pilot with relevant type rating of the aircraft**
- B. senior co-pilot
- C. pilot in command or senior co-pilot

501. Under CCAR-121, no certificate holder can use a pilot or no pilot can serve as the required member of the flight crew, unless within the earlier ( ) calendar days, the pilot has already performed at least ( ) times of takeoff and landing.

- A.60, 2
- B.90, 3**
- C.120,4

502. Under CCAR-121, the pilot who serves as the required member of the flight crew shall complete the proficiency check in the aircraft within the earlier ( ) calendar months, otherwise, he/she can't serve as the required member of the flight crew.

- A.6**
- B.9
- C.12

503. Under CCAR-121, ( ) is(are) responsible for whether the flight plan, delay, dispatch or release comply with the requirements of Chinese Civil Aviation Regulations and the operation specifications of certificate holder.

- A. the pilot in command
- B. the flight dispatcher
- C. the pilot in command and the flight dispatcher**

504. Under CCAR-121, ( ) is(are) responsible for whether the flight release, continuation, diversion and completion comply with the requirements of Chinese Civil Aviation Regulations and the operation specifications of certificate holder.

- A.the pilot in command
- B.the operation deputy general manager
- C.the pilot in command and the operation deputy general manager**

505. Under CCAR-121, the pilot in command shall ensure that certain numbers of flight kit shall be onboard in every flight" which include ( ) ① applicable aviation chart data, containing enough information about the navigation facilities and instrument approach procedures; ②a flashlight in good state; ③flight hats

- A.①
- B.①②**
- C.①②③

506. Under CCAR-121, minimum fuel quantity means a particular minimum fuel quantity in flight that shall be reported to air traffic control to take emergency measures and is able to enable aircraft to fly to the landing airport and flight for ( ) minutes at the altitude of more than 450 meters (1, 500 feet) plus the airport elevation at the holding airspeed, considering the specified fuel quantity indication system margin.

- A.30**
- B.45
- C.60

507. Under CCAR-121.different food should be provided for the pilot and the co-pilot in flight.if there is only one kind of food provided, by rules, the pilot and the co-pilot should eat with an interval of ( ) hour(s).

- A.half an
- B.one**
- C.two

508. Under CCAR-121.every flight is performed only after being approved clearly by the flight dispatcher, but for the airplane performing domestic regular passenger operation , they can't stay for more than ( ) hours on the ground of the midway airport listed in the original dispatch release, while for the airplane performing international regular passenger operation , that they stay for no more than ( ) hours on the ground of the midway airport listed in the original dispatch release is excluded.

- A.1, 5
- B.1, 6**
- C.2, 6

509. Under CCAR-121, as for the domestic regular passenger operation , an airplane flies to the destination airport that is dispatched , if an alternate airport is needed by rules, then it flies to the farthest alternate airport away from the destination airport and lands, after all the flight above completes, it still can fly for ( ) minutes with the normal cruising consumption rate.

- A.30
- B.45**
- C.60

510.Under CCAR-121, as for airports without formulating the minimum standards for taking off, the visibility of the minimum standards for taking off is ( ) meters for two-engine aircraft; while for aircraft with three or more engines, the visibility of the minimum standards for taking off is ( ) meters.

- A.800, 400
- B.1600, 800**
- C.2000, 1000

511.Under CCAR-121, if a pilot in command serves at a certain type of aircraft for less than 100 hours, by the operation specifications, as for the regular airport, temporary airport or refueling airport, the stated minimum descend height or the decision height and the minimum standards of visibility for landing shall respectively be increased by ( ) meters and ( ) meters or equivalent runway visual range. While as for the alternate airport, there is no need to increase the minimum descend height.the decision height or the minimum standards of visibility, however, under any circumstances, the minimum weather standards for landing should be not less

- than ( ) meters and ( ) meters.
- A.30, 400, 60, 800  
**B.30, 800, 90, 1600**  
 C.60, 800, 90, 1600
- 512.Under CCAR-121, the records about every measure that has been taken as for the unqualified physique condition or operation of the flight crew members or flight dispatcher shall be reserved for  
**A.at least 6 months.**  
 B.at least 12 months.  
 C.long-term preservation
- 513.Under CCAR-121, the records of the medical identification and disease treatment of the flight crewmembers shall be reserved for  
 A.at least 6 months.  
 B.at least 12 months.  
**C.long-term preservation**
- 514.Under CCAR-121, the certificate holder should record every radio contact on every air route among the flight crewmembers, and the records shall be reserved at least ( ) days.  
**A.30**  
 B.60  
 C.90
- 515.Under CCAR-121, the certificate holder shall report to the Administrator within ( ) hours about the human error in operation caused by the flight crewmembers, maintenance personnel or some other operational control personnel.  
 A.24  
 B.48  
**C.7**
- 517.Under CCAR-121,the certificate holder shall equip medical emergency device on the aircraft carrying passengers, and make regular check and update with a period of ( ) months, or according to the expiry date or the update requirements to ensure them to be available in emergency. The check and update date shall be marked outside the packages of the equipped items  
**A.6**  
 B.9  
 C.12
- 518.Under CCAR-121, the recurrent training of handling the emergency medical incidents in flight for the flight crewmembers shall be conducted at least every ( ) months.  
 A.12  
**B.24**  
 C.36
- 519.A crew member serving as a co-pilot in a certain type (i.e., 737-800) of airplane wants to be a pilot in command, he/she must take  
**A. upgrade training**  
 B. recurrent training  
 C. initial training
- 520.If a pilot satisfies the qualification and experience requirements stated in the Airline Transport Pilot License under CCAR-61Part, and serves as a pilot in command in the aircraft with the maximum takeoff gross weight of less than 136, 000 kg or less for more than ( ) year(s), meanwhile, the relevant flight time as a pilot in command has been more than ( ) hours, and the whole time as a pilot has been more than ( ) hours, he/she can take upgrade training or serve as the pilot in command in CAT II airplane.  
**A.1, 300, 2200**  
 B.1, 500, 4000  
 C.1, 450, 5500

521. The recurrent training for pilots is arranged in every December in a company, thus the last recurrent training the pilots had taken in January, 2006 should be recorded as ( ).

- A. Dec, 2005
- B. Feb, 2006
- C. Jan, 2006

522. In 121 airline flight, a pilot serving as a co-pilot must satisfy the following requirement concerning his/her license and rating:

- A. he/she must hold the Airline Transport Pilot License.
- B. he/she must hold the Commercial Pilot License and the rating license in the type aircraft being flown.
- C. he/she must hold the Commercial Pilot License multi-engine aircraft rating and Instrument Rating License

523. No aircraft manager may release a program flight unless, for that type aircraft, at least one pilot of the crew has at least ( ) hours of airline flight time.

- A. 50
- B. 100
- C. 120

524. ( ) will be given line check

- A. The pilot in command and the co-pilot
- B. The co-pilot
- C. The pilot in command

521. A pilot other than the pilot in command, must pass the proficiency check or simulator airline training within the preceding ( )

- A. 6 calendar months.
- B. 12 calendar months.
- C. 24 calendar months

522. Which of the following is incorrect said about the proficiency check?

- A. The type rating test completed under CCAR61 Part can replace the proficiency check.
- B. Each proficiency check can be replaced by the airline simulator.
- C. The proficiency check can be conducted in the recurrent training

523. Within the past half a year, a flight radio operator must have the flight experience for ( ).

- A. 50 hours
- B. 100 hours
- C. 150 hours

524. In 24 hours non-consecutive flight for a two-pilot crew, every pilot shall fly not more than ( ).

- A. 8 hours
- B. 10 hours
- C. 12 hours

525. For a three-pilot crew (including a co-pilot), the duty period of pilots shall not exceed

- A. 16 hours
- B. 17 hours
- C. 18 hours

526. In a three-pilot crew (including a senior co-pilot), without sleeping area, then as for the flight without stopover, the flight time in the duty period can be prolonged to

- A. 10 hours.
- B. 12 hours.
- C. 14 hours

527. In a three-pilot crew (including a senior co-pilot), with sleeping area supplied, the duty time and the flight time of the pilots shall not exceed

- A. 18 hours and 12 hours
- B. 18 hours and 14 hours

C.16 hours and 10 hours

528.The flight time for a four -pilot crew (including a senior co-pilot) during the duty time shall not exceed

A.17 hours.

B.24 hours.

C.25 hours

529.In any seven consecutive days, the flight time of a pilot being assigned by an airline shall not exceed

A.40 hours

B.35hours

C.30hours

530.In any calendar month, the flight time of a pilot assigned by an airline shall not exceed

A.80 hours

B.90 hours

C.100 hours

531.Under CCAR-121, the total flight time of aircrew member in any calendar year shall not exceed () hours

A.700

B.1000

C.1200

532.Which of the following is correct about the specified duty period?

A.The airline pilot must execute it strictly, while the general aviation has relax restrictions properly

B.If the duty period was exceeded due to an operation delay, it will not be considered as violation.

C.The standby time caused by delay before taking off shall not be included in the duty period of the flight crewmembers

533.After the completion of the flight between two airports with the time difference of more than 6 hours, the break time for the flight crew should be

A.36 hours.

B.48 hours.

C.72 hours

534.Generally, the consecutive duty hours of an aircraft dispatcher being assigned shall not exc

A.8 hours.

B.12 hours.

C.10 hours

535.During a flight.the pilot in command has the complete management and control right of the aircraft, is it right?

A.Yes, it is.

B.No, it isn't.

C.It depends

536.If an aircraft malfunctioned at any of the place of the takeoff airport, transit airport or destination airport, whether the flight vice president of its company needs to monitor the process of malfunction s?

A.It depends on the company rules.

B.Yes, he/she needs.

C.No, he/she needn't

537.If there is machinery failure in the 121 public air transport, the pilot should

A.report it to the maintenance personnel after flight.

B.record the failure condition in the flight logbook after flight

C.report it to the flight dispatcher after flight.

538.Can a person under the influence of drunkenness take a plane?

A.Yes, he/she can.

**B.**No, he/she can't.  
C.It's decided by the pilot in command.

539.A passenger who is not ( ) years old enough should not be seated next to the exit of a plane.

**A.**15  
B.16  
C.18

540. Who is responsible for preparing airplane checklist?

A.CAAC  
B.The manufacturer  
**C.**The certificate holder

541. An international flight lands at an intermediate airport at 1805Z. The latest time that it may depart with being redispached is

A.2005Z  
B.1905Z  
**C.**0005Z

542. One hour before an aircraft without an alternate airport reaches the destination airport, the airport's visibility is 3200 meters, after one hour, the aircraft gets to the destination airport, the airport visibility will be ( ).

A.3200 meters  
**B.**the maximum between 4800 meters and 3200 meters  
C.4800 meters

543. Under which circumstance can not an airplane take off?

A.with ice on the control surface  
B.a few snow on the wings  
**C.**an airplane cannot take off with ice on the control surface or a few snow on the wings

542. The anti-de-icing time is counted according to ( ).

A.the effective time  
**B.**the holding time  
C.the scheduled time

543. An airplane lands at the point of intended landing, the flight time of holding at cruising speed should be at least ( )

**A.**30 minutes  
B.45 minutes  
C.an hour

544. A pilot in command has served less than 100 hours in certain type of aircraft, in an alternate airport, the minimum weather standard is not allowed to be less than

A.90 meters and 800 meters  
B.30 meters and 900 meters  
**C.**90 meters and 1600 meters

545.In 121 public air transport flight, which of the following information is necessary in the dispatch release?

**A.**the aircraft manufacturer and the aircraft type  
B.the flight distance  
C.the number of the flight attendants

546.The flight release of the supplement flight must contain

- A.operation type (i.e., IFR, VFR), flight number or number of flights
- B.the total fuel quantity and the required minimum fuel capacity onboard
- C.the passenger list, company name and the cargo weight

548.In the supplement flight or the commercial flight.the transcript of the load manifest, airworthiness release, pilot airline certificate , flight release and flight plan shall be reserved for

- A.30 days.
- B.3 months.
- C.6 months

549.In the required weight for flight operation, the required man cabin attendant and woman cabin attendant onboard shall respectively be

- A.82 kg and 64 kg
- B.64 kg and 64 kg
- C.82 kg and 59 kg

550.What is wet lease?

- A.It means a lease in which the lessee leases aircraft including one or more crewmember of the lessor in accordance with a lease agreement.
- B.It means a lease in which the lessee only leases aircraft in accordance with a lease agreement.
- C.It means a lease in which the lessee only leases crewmembers but not leases aircraft in accordance with a lease agreement.

551.The extended over-water operation means an aircraft operation over water at a horizontal distance of more than ( ) from the nearest shoreline.

- A.50NM.
- B.100NM.
- C.250NM

552.When the flight attendants are performing security work, the working time ( ) included in the flight time.

- A.can be
- B.cannot be
- C.can be or cannot be according to the company requirements

553.If one cabin attendant is assigned in addition to the minimum flight attendant complement, the duty time shall not exceed

- A.14 hours
- B.15 hours
- C.16 hours

554. A passenger airplane has 150 seats 100 passengers onboard, it should be equipped with ( ) first aid kits

- A.2
- B.3
- C.4

555. When the certificate holder performs under CCAR-121, the flight crew shall be at least arranged with ( ) pilots, and ( ) pilots shall be assigned to be the pilot(s) in command.

- A.3, 1
- B.2, 1
- C.3, 2

556. If there are passengers stay onboard at the stopover station, can the maintenance and agency personnel take charge of the safety of the passengers onboard?

- A.Yes, they can.
- B.No, they can't
- C.It depends

557. Under CCAR-12L the regular emergency drill shall be performed every ( ) calendar months

- A.12
- B.18

C.24

558. Under CCAR-121, which is the content of the flight crewmember security training?

A. at least one time of wearing protective breathing device drill

B. information passing and coordinating among flight crewmembers

C. the emergency evacuation drill in which everyone uses at least one kind of airborne emergency evacuation slides to evacuate from the aircraft

559. Within 120 days after a pilot for a new aircraft type or new working position has completed the training on the new type aircraft or at the new working position, he/she should be arranged the airline flight for at least ( ) hours.

A. 90

B. 120

C. 100

560. In an aircraft, the co-pilot has less than 100 hours flight time, and the pilot in command is not qualified for the flight instructor or the flight instructor, can the co-pilot perform landing at the airport with the runway visibility of 1000 meters?

A. No, he/she can't.

B. Yes, but only after having got the permission from the pilot in command.

C. Yes, but only after having got the permission from the air traffic controller

561. If a pilot wants to serve as the pilot in command in the air route or area between two flight stations requiring for special type of navigation qualification, he/she needs to prove that he/she is qualified for using the navigation system in a way approved by the Administrator within the earlier ( ) calendar months.

A. 6

B. 12

C. 24

562. Can the time from the end of the flight task to returning to the base be included in the rest period for the flight crewmembers?

A. Yes, it can.

B. Yes, but only after being agreed by the flight crewmembers.

C. No, it can not

563. During the rest period, an airline ( ) assign a task to a pilot, the pilot ( ) accept the task from the airline.

A. can, can

B. cannot, can

C. cannot, cannot

564. During flight, can the pilot in command perform the duty of the chief attendant?

A. Yes, he/she can.

B. Yes, but only after being agreed by the flight crewmembers.

C. No, he/she can't

565. When can the required crewmember leave the operating position during flight? ① the crewmember leaves to complete the related tasks concerning the flight operation; ② the crewmember leaves for physiological needs; ③ when the crewmember is in the rest period and there are some others to take over his/her work.

A. ②③

B. ①②

C. ①②③

566. During flight operation, can the general manager of the airline enter into the cockpit?

A. Yes, after being approved by the certificate holder.

B. No, he/she can't.

C. Yes, but he/she must get the permission from the pilot in command and get the special authorization from the certificate holder

567. If there is thunderstorm over the destination airport, which is not suitable for landing, while the Jiayuguan airport is not in the operation specifications, can the pilot in command fly to the Jiayuguan airport for alternate landing?

A. Yes, he/she can.

B. No, he/she cannot.

- C.Yes, with the permission of the air traffic controller
- 568.In emergency, can the pilot in command deviate from the specified operation procedures and measures?
- A.**Yes, he/she can.
- B.No, he/she cannot.
- C.Yes, with the permission of the flight commander
- 569.When encountering abnormal weather , ground facilities or navigation equipment.the pilot in command should report it to
- A.the air traffic controller.
- B.the flight dispatcher.
- C.**the air traffic controller and the flight dispatcher
570. () is responsible to record the failure condition in flight in the flight log book.
- A.**The pilot in command
- B.The flight dispatcher
- C.The co-pilot
- 571.If the minimum standards for landing specified in the company operation specifications and the airport minimum standards for landing are different, the pilot in command shall perform
- A.**the minimum standards for landing specified in the company operation specifications.
- B.the airport minimum standards for landing.
- C.either of them
572. When the persons onboard must shut off their mobile phones?
- A.When the passengers start to go aboard
- B.**When the cabin door is closed.
- C.When the aircraft starts to taxi.
- 573.For (), the pilot in command shall absolutely be familiar with the flight route, the actual weather report and forecast at the airport,otherwise,the flight is not allowed to operate.
- A.**the supplement flight
- B.the domestic regular passenger -carrying flight
- C.the international regular passenger-carrying flight
574. If the weather forecast at the destination airport is below the standards, can the aircraft be released?
- A.Yes, it can .
- B.**No, it can not.
- C.It can be released in the instrument flight.
575. If encountering emergency in flight, can the aircraft proceed to the destination airport?
- A.No, it can't.
- B.Yes, with the permission from the air traffic controller.
- C.**Yes, if the pilot in command considers that there is not safer procedures to perform
576. If encountering emergency in flight, can the aircraft proceed to the destination airport?
- A.No, it can't .
- B.Yes, with the permission from the air traffic controller.
- C.**Yes, if the pilot in command considers that there is not safer procedures to perform
577. Can the alternate airport be changed during flight?
- A.No, it can't .
- B.Yes, the pilot in command has the right to change the alternate airport according to the actual situation.
- C.**Yes, but the changed alternate airport must be approved to be applicable for the type of aircraft
578. Taking off from an airport without being listed in the operation specifications. and there is no approved minimum weather standards for takeoff by its state government in that airport. the cloud height and the visibility should be equal or higher than ( ).
- A.210 meters and 3000 meters.
- B.**240 meters and 3200 meters.
- C.300 meters and 2400 meters

579. According to CCAR-121 Part, no aircraft under VFR is allowed to fly below the altitude of ( ) away from the ground, the mountain peak, the hill or some other obstacles by day.

- A.300 meters
- B.600 meters
- C.1000 meters

580. Other than carrying passengers and the carry-on luggage, can other cargo be carried in the aircraft cabin?

- A.Yes, but the cargo must be in the approved container and satisfy certain requirements.
- B.No, they can only be loaded in the cargo hold.
- C.Yes, with the permission from the pilot in command, but without overload and the cargo must satisfy certain

581. Can a pilot who holds the single-engine commercial pilot license serve as the co-pilot at the aircraft operating under CCAR-121?

- A.Yes, he/she can.
- B.No, he/she can't, the multi-engine rating and instrument rating shall be endorsed.
- C.No, he/she can't, the type rating, multi-engine rating and instrument rating shall be endorsed

582. In flight with a flight navigator as the required flight crewmember, when the navigator gets ill or becomes disabled due to some reasons, who can replace his/her responsibilities?

- A.Only the pilot in command
- B.Only the flight crewmember who holds the relevant license.
- C.Without the need for relevant license, the flight crewmember can

583. When a pilot takes the initial flight training, he/she shall at least complete the following training of scheduled hours on the aircraft of a certain type

- A.as for the category I piston-engine powered aircraft, the pilot in command training should be 10 hours, and the co-pilot training should be 6 hours.
- B.as for the category I turboprop-engine power aircraft, the pilot in command training should be 24 hours, and the co-pilot training should be 20 hours.
- C.as for the category II aircraft, the pilot in command training should be 28 hours, and the co-pilot training should be 24 hours.

584.The recent experience of a pilot is that within ( ) days, he has performed ( ) times of taking off and landing in the aircraft.

- A.90, 3
- B.100, 3
- C.120, 3

585.Which of the followings can not take the pilot in command training?

- A.A pilot who has served as a pilot in command in B737 for a year, and the whole flight time is 3600 hours.
- B.A pilot who has served as a TB aircraft instructor for 7 years, and the whole flight time is 6600 hours.
- C.A pilot who is in Y-7 aircraft for one year, as a PF for 300 hours, and the whole flight time is 2200 hours.

586.Pilots born in January 1st, 1960 or after, who have not obtained the endorsement of English language skills of Level ( ) or above, can not take the initial or upgrade training of the category II aircraft.

- A.5
- B.4
- C.3

587.Under CCAR-121.the number of fire extinguishers onboard is decided by

- A.the number of overall seats onboard
- B.the actual number of the cabin seats
- C.the number of the passenger seats

588.The courses that the flight attendants need not to learn are

- A.the captain's authority and flight attendants' initial training courses.

B.learning of the cockpit instrument.

C.the Cabin Resource Management (CRM).

589.Under CCAR-121, for a certificate holder of 40 years of age or older, the periods of validity of the person's Class I and Class II medical certificate

A.are both 12 months.

B.are respectively 12 months and 24 months.

C.are respectively 6 months and 24 months

590. CCAR-121 Part is applicable to the following public air transport operations conducted by the airline operator established within the territory of the People's Republic of China in accordance with the law: ①scheduled passenger-carrying operation by multi-engine aircraft with the maximum takeoff gross weight of more than 5700 kg; ②unscheduled passenger-carrying operation by multi-engine aircraft with more than 30 passenger seats or the maximum payload of more than 3400 kg; ③ all-cargo transport flight by multi-engine with the maximum payload of more than 3400 kg

A.①②③

B. ①②

C. ①③

591. Under CCAR-121, when the large-scale public air transport aircraft carrier performs outside the territory of China, he/she shall conform to the Convention on International Civil Aviation-(), and the applicable foreign laws.

A.Annex 1- Personnel Licensing

B.Annex 2-Rules of the Air

C.Annex II-Air Traffic Services

592. Under CCAR-121, the certificate holder needs at least hold a complete set of the manual in ().

A.each base of operations

B.the principal base of operations

C.two or more bases of operations

593. Under CCAR-121, the certificate holder shall provide the required manual as well as the modification, supplement or parts of the manual for ①the maintenance personnel; ②the flight crew members; ③the person from the Administrator in charge of the certificate holder; ④the relevant ground operation personnel

A.①②

B.①②③

C.①②③④

594.Under CCAR-121, if the certificate holder carries the manual required by section 121.131, the certificate holder can revise the part of operating procedure and modify the layout forms of performance data in this manual. but the revision and the modification should ①be approved by the Administrator; ②clearly mark the contents as the airplane flight manual

A.①

B.②

C.①②

595. Under CCAR-121, the airplane operated by the certificate holder should be the civil aircraft registered in the People's Republic of China, and it should carry the current and effective ().

A.Airworthiness Certificate, Nationality Registration Certificate and Radio Station License

B.Airworthiness Certificate, Maintenance Certificate and Nationality Registration Certificate

C.Airworthiness Certificate, Nationality Registration Certificate and Type Certificate

596. Under CCAR-121, to use the aircraft that has not performed in the public air transport operation, the certificate holder shall complete at least () hours of proving tests approved by the Administrator, including certain flights entering into air route airport. In the process of proving tests, if the Administrator considers that the test flight has reached satisfactory proficiency level, the time of test can be shortened, and there shall be at least () hours of night time proving tests.

A.50, 10

B.100, 20

**C.100, 10**

595. Under CCAR-121, when an aircraft with four or more engines performs in accordance with the approved standards of type certificate, the flight time from any point at the scheduled air route to the alternate airport conforming to the requirements of section 121.187 should not exceed the flying time more than ( ) minutes with all engines working under the cruising power.

A.30

B.60

**C.90**

596. Under CCAR-121, other than some turboprop aircraft approved by the Administrator, on the turbine powered aircraft, there is an available gyroscopic bank-and-pitch indicator (the horizon detector) in each of the pilot station, still, the third set of gyroscopic bank-and-pitch indicator (the horizon detector) meeting certain requirements should also be equipped with, after all the failures of general power generation systems, the horizon detector should proceed to normally work for ( ) minutes.

**A.30**

B.60

C.90

597. Under CCAR-121, an airplane has seats for more than 61 to 200 passengers, the minimum numbers of the portable fire extinguisher equipped in the passenger cabin should at least be

A.two.

**B.three.**

C.four

598. Under CCAR-121, an airplane has seats for 250 passengers, how many fire extinguisher bottles at least should be equipped in the passenger cabin?

A.5

**B.4**

C.3

599. Under CCAR-121, under critical conditions, after an emergency landing, the emergency lights should light at least ( ) minutes according to the required illuminance level.

A.5

**B.10**

C.15

600. With the direct crosswind speed of 10m/s for a pilot in command (not instructor) and the co-pilot whose flight time is less than 100 hours, must the landing be operated by the pilot in command?

**A. Yes, it must.**

B. No, it must.

C. At the pilot in command's discretion

601. In flight operation, whether the pilot in command has the unlimited authority?

**A. Yes, he/she has.**

B. No, the pilot in command is only responsible for the safety of passengers and cargo.

C. No, the pilot in command is only responsible for controlling the aircraft and commanding cockpit members

602. Under CCAR-121, when mechanical failure occurs, pilots should ( ).

A. report it to the maintenance personnel after flight

**B. record it in the flight logbook after flight**

C. report it to the flight dispatcher after flight

603. When the airline performs under CCAR-121, the flight crew should be at least arranged with ( ) pilots, and ( ) pilots should be appointed to be the pilot(s) in command.

A.3,2

B.3,1

**C.2,1**

604. Due to traffic control, a flight has been holding for 2 hours on the main taxiway, finally to find that its fuel is not sufficient to arrive at the destination airport and maintain specified reserve fuel. Can the flight take off?

- A.No, it can not take off.
- B.It can fly to its alternate airport at first, then fully being fueled before continuing the flight.
- C.It can hold on the taxiway until it is fully fueled by the fuel truck before taking-off.
- 605.When the pilot in command is responsible for a deviation during an emergency, he/she should submit a written report within
- A.10 days after returning home.
- B.10 days after the deviation.
- C.10 days after returning to home base
- 606.By regulation, who shall provide the pilot in command of a domestic or flag air flight with the information concerning weather, abnormal facilities and special services?
- A. Director of operations.
- B. The aircraft dispatcher.
- C. Air route traffic control center
- 607.One person has 100 hours time as a pilot in command on A320 (turbojet). After type rating transition, the pilot in command starts to perform A330 (turbojet), 50 if the pilot wants to perform category I and category II operations on A330, he/she must have ( ) hours time as a pilot in command on A330.
- A.200
- B.300
- C.100
- 608.Besides providing training for its crewmembers, can the 121 airline contract a training center to conduct training, test or check for its crewmembers?
- A.Yes, but the training center must satisfy the requirements of the Administrator.
- B.No, it can not.
- C.Yes, but the test must be given by the airline
- 609.Which of the statements is incorrect about the crewmembers on controls?
- A.Each required crewmember on duty in the cockpit must sit at the assigned position and fasten the seat belt.
- B.The crewmembers shall sit at the assigned position and fasten the seat belt and shoulder harness and the other crewmember except for the pilots can not unfasten the shoulder harness when performing the required duties
- C.If the crewmember needs to leave for performing duties concerning the operation, the other crewmember can leave the assigned position
610. Which statement about the operation at the special airport is correct?
- A.The certificate holder shall ensure that the pilot serving as pilot in command in the operation flying to or from special airport must have performed duties (including takeoff and landing) as crewmember at this airport within the preceding 24 calendar months, or have received training and qualified by using the airport graphical presentation equipment or flight simulator approved by the Administrator.
- B.The pilot in command can not be qualified for entering into the special airport (including takeoff or landing) if the ceiling is at least 300 meters above the M E A MOCA or initial approach altitude specified by IAP (instrument approach procedure), which is the lowest at the airport, and the visibility is at least 4800 meters,
- C.To serve as pilot in command in the air route or area between two flight stations requiring for special type of navigation qualification, the person shall prove that he/she is qualified to use the navigation system in a way approved by the Administrator within the preceding 6 calendar months.
611. Which is correct about the qualified requirement of the crewmember?
- A.The pilot who serves as the required crewmember shall complete the proficiency check in the aircraft within the earlier 12 calendar months, otherwise, he/she can't serve as the required crewmember.
- B.The proficiency check can be taken in the recurrent training. Each alternate proficiency check cannot be replaced by related flight simulator training courses.
- C.The person who performs the inspection can abandon the check according to his/her own judgement if the pilot to be checked has one more year safe operation on that type airplane and crewmember position of the certificate holder.

612. Those crewmembers or flight dispatchers who have been certified and served at the same post on other type airplane of the same category must take ( ) before transit to the same post of the type airplane.

- A. differences training
- B. transition training**
- C. upgrade training

613. The copies of the file must be taken along in any domestic operation are

- A. load manifest and dispatch release
- B. dispatch release and weight and balance sheet
- C. dispatch release load manifest and flight release**

614. Which of the following statement is correct?

- A. If CAT II ILS approach localizer failed, CAT I ILS approach can be used.
- B. When operating CAT II ILS, the ILS reserves transmitter can not be operated
- C. When the ILS reserve transmitter failed, CAT III can not be operated**

615. When a turbine engine airplane with pressured cabin is operating above ( ) meters, if one pilot needs to leave his/her controls, the other pilot shall wear the oxygen mask until that pilot returns

- A. 7500
- B. 7600**
- C. 7700

616. When the certificate holder assigns the flight crewmember an assignment, he/she must ensure that crewmember's total flight time will be no more than ( ) hours in any calendar month, no more than ( ) hours in any three consecutive calendar months; and no more than ( ) hours in any calendar year.

- A. 80、240、800
- B. 100、270、1000**
- C. 110、350、1100

617. After some other unsafe incident happens, the relevant units shall report the incident to ( ) as quickly as possible.

- A. the local government
- B. the supervision bureau where the incident occurs**
- C. the Regional Administration of Civil Aviation

618. Who is in charge of the operational control of the supplemental operation?

- A. The pilot in command
- B. The dispatcher
- C. The certificate holder**

619. Duty period means the consecutive period of elapsed time between ( ) after accepting this assignment from the certificate holder.

- A. reporting for an assignment involving flight time at the specified location by a crewmember and leaving from that assignment.**
- B. leaving the rest place and arriving at the rest place.
- C. reporting for an assignment involving flight time at the special location by a crewmember and arriving at the rest place

620. Which of the following requirement must be met by an airline transport pilot?

- A. The age of an airline transport pilot shall not be more than 60 years old.
- B. An airline transport pilot must carry his/her pilot licence and identity document with him/her.
- C. Instrument rating must be attached to an airline transport pilot's licence**

621. As the pilot in command and the co-pilot in commercial operation, how often shall they take the recurrent training?

- A. six months
- B. twelve months**
- C. twenty four months

622. If a passenger's hand luggage exceeds the airline restrictions, can he/she board the aircraft?

- A. No, he/she can't**

B. After the pilot in command approves, he/she can.

C. As long as the luggage can be fixed in the passenger cabin, he/she can

623. After passenger boarding, when the evacuation slide is not armed, the aircraft can not

A. taxi

B. take off

C. be pushed back

624. () need(s) the pilot in command and the dispatcher to sign the dispatch release together.

A. The scheduled flight

B. The supplement flight

C. Both the scheduled flight and the supplement flight