

# 航空従事者学科試験問題

E1

資格	航空英語能力証明	題数及び時間	42題 60分
科目	航空英語〔科目コード：12〕	記号	K1XX121810

◎ 注意 (1) 解答は、「航空従事者学科試験答案用紙」(マークシート)に記入すること。  
 なお、「航空従事者学科試験答案用紙」(マークシート)は2枚あり、問1から問40までは1枚目(オレンジ色)の「航空従事者学科試験答案用紙」に解答を記入し、問41から問42までは2枚目(紫色)の「航空従事者学科試験答案用紙」に解答を記入すること。

(2) 1枚目の「航空従事者学科試験答案用紙」(マークシート)の所定の欄に、「受験番号」、「受験番号のマーク」、「科目」、「科目コード」、「科目コードのマーク」、「資格」、「種類」、「氏名」及び「生年月日」を記入すること。

また、2枚目の「航空従事者学科試験答案用紙」(マークシート)の所定の欄に、「受験番号」、「受験番号のマーク」、「科目」、「科目コード」、「科目コードのマーク」、「資格」及び「種類」を記入すること。

「受験番号」、「受験番号のマーク」、「科目コード」、「科目コードのマーク」、「氏名」及び「生年月日」の何れかに誤りがあると、コンピュータによる採点処理が不可能となるので当該科目は不合格となります。

◎ 判定基準 7割以上正解した者を合格とする。

## Dialogue 1

Answer questions 1 to 3

### Question 1

After airborne, JA86AE would have ...

1. exercised navigation training.
2. gone out for the cross-country flight.
3. forwarded to the training area.
4. proceeded to the traffic pattern.

### Question 2

The runway was closed due to ...

1. a live animal.
2. a disabled aircraft.
3. a vehicle.
4. an obstruction.

### Question 3

The controller probably sent ...

1. an operation's car.
2. a towing truck.
3. a cargo truck.
4. a fire engine.

## Dialogue 2

Answer questions 4 to 6

### Question 4

**JA86AE did not take off from runway 36 due to ...**

1. runway check.
2. safety reasons.
3. aircraft performance.
4. bird sweep.

### Question 5

**What was not mentioned by the controller?**

1. Expeditious taxiing.
2. Immediate takeoff.
3. Departure delay.
4. Intersection departure.

### Question 6

**The controller instructed the pilot to ...**

1. enter the runway from T2.
2. enter the runway from T4.
3. exit the runway via T2.
4. exit the runway via T4.

## Dialogue 3

Answer questions 7 to 9

### Question 7

**Controller advised that ...**

1. another traffic was going to the northeast on the west of the airport.
2. another traffic was flying to the west on the northeast of the airport.
3. birds were traveling to the northeast on the west of the airport.
4. birds were migrating to the west on the northeast of the airport.

### Question 8

**What was the reason of the aborted takeoff?**

1. Hydraulic failure.
2. Landing gear trouble.
3. Engine malfunction.
4. Bird strike.

### Question 9

**Runway inspection would have been initiated due to ...**

1. cracks on the runway surface.
2. controller's suggestion.
3. contaminated surface.
4. bird strike.

## Dialogue 4

Answer questions 10 to 12

### Question 10

**JA86AE experienced the bird strike ...**

1. when it reached 500 ft.
2. near the threshold of runway 10.
3. when it started its takeoff roll.
4. when it was just airborne.

### Question 11

**What was the reason JA86AE stopped an engine?**

1. It was automatically shutdown.
2. Due to unstable power.
3. Due to abnormal engine indication.
4. Due to engine fire.

### Question 12

**JA86AE would have landed via ....**

1. ILS approach.
2. LOC approach.
3. VOR approach.
4. visual maneuver.

## Dialogue 5

Answer questions 13 to 15

### Question 13

**JA86AE decided to return due to ...**

1. trouble on the cabin pressurization.
2. smoke from the air conditioning system.
3. engine vibrations.
4. unusual sound.

### Question 14

**After ASPAM, JA86AE probably proceeded to the ...**

1. right base for runway 24.
2. left base for runway 24.
3. right base for runway 06.
4. left base for runway 06.

### Question 15

**The informed traffic was ...**

1. a press helicopter which was not sighted.
2. a press helicopter which was sighted.
3. a police helicopter which was not sighted.
4. a police helicopter which was sighted.

## Dialogue 6

Answer questions 16 to 18.

### Question 16

The problem that the pilot reported was ...

1. a cargo area fume.
2. an engine trouble.
3. a hydraulic failure.
4. smoke in the cabin.

### Question 17

The cause of problem that the pilot suspected was ...

1. a fire from the cargo.
2. a malfunction of the warning system.
3. a smoke from the cabin.
4. a smoke from the engine.

### Question 18

The controller reported the traffic information. The traffic was ...

1. moving southwest, altitude 10,000 ft.
2. moving southwest, altitude unknown.
3. moving northwest, altitude unknown.
4. moving northwest, altitude 10,000 ft.

## Dialogue 7

Answer questions 19 to 21.

### Question 19

The pilot changed his original flight plan due to ...

1. CB ahead of him.
2. system trouble.
3. shortage of fuel.
4. traffic nearby.

### Question 20

Finally, where was the destination airport of JA123G ?

1. YAO airport
2. TAKAMATSU airport
3. WAKAYAMA airport
4. TOKUSHIMA airport

### Question 21

The traffic was reported at ...

1. 15 nm southeast and below.
2. 15 nm southeast and above.
3. 10 nm southeast and below.
4. 10 nm southeast and above.



## Dialogue 8

Answer questions 22 to 24.

### Question 22

**Hakodate runway was closed due to ...**

1. a possibility of explosion.
2. an aircraft accident.
3. heavy snow.
4. a crack of runway surface.

### Question 23

**JA123G requested to reduce speed due to ...**

1. arrival time constraint.
2. saving the fuel.
3. traffic separation.
4. runway closure.

### Question 24

**The pilot requested to change the assigned heading due to ...**

1. traffic.
2. icing condition.
3. cloud condition.
4. adjusting the arrival time.

## Dialogue 9

Answer questions 25 to 27.

### Question 25

The pilot made an emergency descent due to ...

1. rapid depressurization.
2. compressor stall.
3. wounded passenger.
4. cockpit smoke.

### Question 26

Initially, JA82BJ was located at ...

1. 12 o'clock 10 nm of JA123G.
2. 9 o'clock 10 nm of JA123G.
3. 12 o'clock 5 nm of JA123G.
4. 9 o'clock 5 nm of JA123G.

### Question 27

The pilot changed the destination because of ...

1. passenger handling.
2. aircraft handling.
3. poor maintainability.
4. bad weather.

## Dialogue 10

Answer questions 28 to 30

### Question 28

**JA82BJ declared emergency due to ...**

1. cargo bay fire.
2. something burning in the cockpit.
3. hydraulic system fail.
4. engine smoke.

### Question 29

**The controller instructed heading and altitude to the pilot because he would make ...**

1. an emergency landing.
2. a precautionary landing.
3. a no flap landing.
4. a short field landing.

### Question 30

**The controller promised to prepare ...**

1. police officers.
2. quarantine and custom agents.
3. fire engines and medical service.
4. runway check personnel.

## Dialogue 11

Answer questions 31 to 33

### Question 31

The wind direction at the airport was from ...

1. south.
2. west.
3. north.
4. east.

### Question 32

The pilot requested the controller to turn ...

1. up the runway lights.
2. down the runway lights.
3. on the runway lights.
4. off the runway lights.

### Question 33

The pilot wanted to confirm ...

1. the wind conditions.
2. the VIS setting.
3. his landing gear is down and locked.
4. his landing clearance.

## Dialogue 12

Answer questions 34 to 36

### Question 34

The pilot requested hold over NALKO initially because ...

1. wind-shear was reported on final.
2. ATC radar depicted strong echo on final.
3. the wind condition was reported on final.
4. airborne radar depicted strong echo on final.

### Question 35

Latest wind ...

1. satisfied aircraft performance.
2. exceeded their aircraft limitation.
3. was over their crosswind performance.
4. did not satisfy their tailwind limitation.

### Question 36

The controller instructed heading and altitude to the pilot because of ...

1. an approaching traffic.
2. another landing aircraft.
3. a takeoff aircraft.
4. missed approach traffic.

## Dialogue 13

Answer questions 37 to 39

### Question 37

**JA82BJ made a go-around because ...**

1. the birds were at 4000 feet.
2. there was obstruction on the runway.
3. the tower instructed JA82BJ to do so.
4. the visibility was not good enough.

### Question 38

**The controller instructed the pilot to ...**

1. turn right 320, and climb to 4,000.
2. make right turn 300, and climb to 4,000.
3. turn left 320, and climb to 4,000.
4. fly missed approach procedure course.

### Question 39

**The controller asked the JA82BJ whether...**

1. they requested to follow missed approach course.
2. they wanted to make another approach immediately.
3. the approach condition was good enough.
4. they wanted to make the another type of approach.

## Dialogue 14

Answer questions 40 to 42

### Question 40

**The pilot requested to make a low approach, because they could not ...**

1. confirm the landing gear was down and locked.
2. complete landing checklist.
3. confirm the flap was fully extended.
4. prepare the cockpit for landing.

### Question 41

**After low approach, the controller instructed the pilot to ...**

1. follow missed approach course.
2. fly heading 010.
3. fly heading 020.
4. fly heading 030.

### Question 42

**The controller instructed heading and altitude to the pilot because of ...**

1. another aircraft flying around near that course.
2. the weather condition around the missed approach course.
3. his aircraft's configuration.
4. his aircraft's performance.