

## 解答用紙

## Dialogue 1

### Answer questions 1 to 3

#### Question 1

**The pilot first thought that they were having . . .**

1. passenger trouble.
2. possible hydraulic leak.
3. troubles with an engine.
4. trouble taking off.

#### Question 2

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

1. left and enter right downwind.
2. right and enter left downwind.
3. right and enter right downwind.
4. left and enter left downwind.

#### Question 3

**The pilot finally realized that . . .**

1. a belt was banging around outside a door.
2. both engines had some trouble.
3. the cargo door was not latched.
4. a cabin door is open.

## Dialogue 2

### Answer questions 4 to 6

#### Question 4

**Niigata tower found the rubber chips . . .**

1. during JA82BJ's take-off roll.
2. before JA82BJ's take-off roll.
3. after JA82BJ's lift off.
4. during JA82BJ's downwind leg.

#### Question 5

**JA82BJ experienced . . .**

1. vibration after takeoff.
2. possible broken tire.
3. low pressure condition.
4. engine burst during takeoff.

#### Question 6

**JA82BJ asked Niigata tower to monitor the . . .**

1. flaps condition.
2. landing gear.
3. wind condition.
4. tire chips on the runway.

## Dialogue 3

### Answer questions 7 to 9

#### Question 7

**The pilot reported the problem . . .**

1. before he requested approach clearance.
2. before he was cleared for approach.
3. 6 miles on final approach.
4. 10 miles on final approach.

#### Question 8

**The problem was . . .**

1. trouble with the landing gear.
2. an approaching gale.
3. with the hydraulics system.
4. a wind shear warning.

#### Question 9

**The tower controller will probably . . .**

1. visually observe his flaps.
2. issue landing clearance.
3. issue taxi clearance.
4. check his landing gear.

## Dialogue 4

### Answer questions 10 to 12

#### Question 10

**The departure runway was changed to 27, due to . . .**

1. traffic on the runway.
2. a crack at the taxiway end.
3. a defect in the runway.
4. foreign object on the runway.

#### Question 11

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

1. take D1, hold short of C.
2. taxi down runway 30, hold short of D1.
3. line up and wait on runway 27.
4. hold on A4.

#### Question12

**The controller informed JA82BJ that repair is being done on . . .**

1. runway lights.
2. a taxiway crack.
3. taxiway lights.
4. a runway crack.

## Dialogue 5

### Answer questions 13 and 14

#### Question 13

**JA82BJ was holding on the taxiway because . . .**

1. its nose wheel was jammed.
2. a tire was in the way.
3. it had a flat tire.
4. there seemed to be a fire.

#### Question 14

**The controller initially asked the pilot to . . .**

1. move over to the left of taxi way.
2. continue taxiing to the runway.
3. follow the Citation.
4. move the aircraft to the right.

## Dialogue 6

### Answer questions 15 to 17

#### Question 15

**The controller informed the pilot that . . .**

1. the present situation is wind 340 at 5 knots.
2. the present situation is wind 360 at 4 knots.
3. wind condition is steady.
4. wind condition is changeable.

#### Question 16

**The pilot could not land because of . . .**

1. the wind direction.
2. a problem with the ILS.
3. a problem with the DME.
4. a mechanical problem.

#### Question 17

**The pilot decided to . . .**

1. make another approach.
2. hold and work out the problem.
3. divert to Kagoshima.
4. hold over IKG.

## Dialogue 7

### Answer questions 18 to 20

#### Question 18

The controller asked the pilot if he . . .

1. requested a heading change.
2. was experiencing turbulence.
3. was in smoother air now.
4. wanted to change his flight altitude.

#### Question 19

The weather was reported by a . . .

1. Beechcraft 90 at 21:10
2. Beechcraft 90 flying around 11,000 ft.
3. Beechcraft 99 at 21:15.
4. Beechcraft 99 flying around 10,000 ft.

#### Question 20

The type of weather was described as . . .

1. moderate rain showers, 10 miles north of YONEX.
2. turbulence, 10 miles north of YONEX.
3. moderate thunderstorms, 10 miles north of YONEX.
4. turbulence, 11 miles north of YONEX.

## Dialogue 8

### Answer questions 21 to 23

#### Question 21

The problem seemed to be the battery . . .

1. running too hot.
2. charging too much.
3. not charging.
4. overloading.

#### Question 22

The pilot wanted to . . .

1. climb as soon as possible.
2. declare an emergency.
3. descend and maintain 6,000.
4. make an immediate landing.

#### Question 23

The controller wanted to know if the pilot could . . .

1. climb to 6,000.
2. turn right heading.
3. pick up the Okayama VORTAC.
4. receive his transmissions.

## Dialogue 9

### Answer questions 24 to 26

#### Question 24

The problem with Niigata airport was . . .

1. weather.
2. curfew.
3. traffic congestion.
4. removal of an aircraft.

#### Question 25

The original alternate airport was . . .

1. Fukushima.
2. Yamagata.
3. Niigata.
4. Sendai.

#### Question 26

The pilot changed his alternate airport because . . .

1. Fukushima weather was below minimums.
2. Sendai weather was below minimums.
3. Yamagata airport is out of operational hours.
4. they have a curfew at Sendai airport.

## Dialogue 10

### Answer questions 27 to 29

#### Question 27

**The pilot wanted to change altitude because of . . .**

1. an aircraft ahead.
2. moderate turbulence.
3. 12,000 was clear of traffic.
4. ice being observed.

#### Question 28

**The PIREPS indicated that . . .**

1. 12,000 was clear of traffic.
2. there was no ice at 12,000.
3. there was turbulence at 12,000.
4. there was ice at 12,000.

#### Question 29

**The pilot was not able to accept 12,000 because of . . .**

1. another traffic.
2. moderate icing condition.
3. the aircraft's performance.
4. limited fuel condition.

## Dialogue 11

### Answer questions 30 to 32

#### Question 30

**JA82BJ's problem was . . .**

1. a possible lightning strike.
2. the damage of the front glass.
3. the airport was not in sight.
4. a burst tire.

#### Question 31

**JA82BJ wanted to . . .**

1. proceed to the departed airport.
2. hold over the departure airport.
3. proceed to an alternate airport.
4. proceed to the destination airport.

#### Question 32

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

1. VOR/DME approach runway 27.
2. ILS approach runway 27.
3. visual approach runway 30.
4. VOR/DME approach runway 30.

## Dialogue 12

### Answer questions 33 to 35

#### Question 33

The problem seemed to be . . .

1. smoke in the baggage area.
2. an engine fire.
3. something burning in the cockpit.
4. electrical systems failure.

#### Question 34

Position of JA82BJ was . . .

1. 15 miles west of the airport.
2. 10 miles east of the airport.
3. 15 miles east of the airport.
4. 10 miles west of the airport.

#### Question 35

The controller tolled the pilot . . .

1. that runway 27 was closed.
2. to maintain radio contact.
3. to stand by for clearance.
4. fire trucks would be waiting for him.

## Dialogue 13

### Answer questions 36 to 38

#### Question 36

The unknown aircraft was expected to . . .

1. be at 8 o'clock.
2. turn right heading 020.
3. turn left heading 020.
4. pass behind JA82BJ.

#### Question 37

The pilot reported that he . . .

1. was behind the traffic.
2. could not see the traffic.
3. had the traffic in sight higher than him.
4. was going to change heading immediately.

#### Question 38

JA82BJ wanted to climb because . . .

1. there was some icing at present level.
2. the unidentified traffic was at the same altitude.
3. it had to avoid the business jet.
4. it had to maintain traffic space.

## Dialogue 14

### Answer questions 39 to 41

#### Question 39

**JA82BJ reported . . .**

1. light plus turbulence.
2. light turbulence.
3. severe turbulence.
4. moderate turbulence.

#### Question 40

**JA82BJ was instructed to change altitude to . . .**

1. 9,000feet.
2. 11,000feet.
3. 12,000feet.
4. 13,000feet.

#### Question 41

**JA82BJ was instructed to . . .**

1. change in flight levels due to traffic ahead.
2. change airspeed due to traffic ahead.
3. maintain airspeed 200 knots.
4. report weather condition.

## Dialogue 15

### Answer questions 42 and 43

#### Question 42

The reported problem was . . .

1. bird activity near the airport.
2. wind shear at 500 ft.
3. a bird strike on departure.
4. seagulls on the runway.

#### Question 43

The problem was observed . . .

1. by JA82BJ.
2. by Niigata tower.
3. over the south end of runway 28.
4. over the north end of runway 28.

## Dialogue 16

### Answer questions 44 to 46

#### Question 44

**JA82BJ was first instructed to . . .**

1. line up on the runway.
2. report airspeed.
3. make contact after AMORI.
4. make contact over AMORI.

#### Question 45

**The pilot had to reduce his speed because . . .**

1. previous aircraft was still landing.
2. he had to go around.
3. the runway was occupied.
4. his approach speed was too fast.

#### Question 46

**The controller instructed JA80AC to hold because . . .**

1. JA82BJ is executing a missed approach.
2. another aircraft is lining up.
3. he has violated a standard procedure.
4. a B737 is on the runway.

## **Dialogue 17**

### **Answer questions 47 and 48**

#### **Question 47**

**The pilot requested priority landing due to . . .**

1. an injured passenger.
2. a cabin crew with possible heart attack.
3. critical fuel condition.
4. a sick person on board.

#### **Question 48**

**ATC will prepare the assistance of . . .**

1. emergency crew.
2. a mechanic.
3. medical services.
4. firefighters.

## Dialogue 18

### Answer questions 49 to 51

#### Question 49

The pilot was initially instructed to . . .

1. taxi to active runway, via C.
2. hold at taxiway C, runway 28.
3. taxi to runway 28, via A.
4. hold at taxiway A, runway 28.

#### Question 50

The pilot is holding his position due to . . .

1. an obstruction on the runway.
2. a container on the taxiway.
3. some birds on the taxiway.
4. construction work on the taxiway .

#### Question 51

The controller finally instructed the pilot to . . .

1. continue taxi to runway 28.
2. avoid the object.
3. return to spot No.1.
4. wait at his position.

**THIS IS THE END OF THE LISTENING COMPREHENSION TEST.**