

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	K1XX121690

◎ 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

JA82BJ was assigned ...

1. OSUMI 3 departure.
2. OSUMI 4 departure.
3. SOUTH 3 departure.
4. SOUTH 4 departure.

Question 2

The assigned altitude for JA82BJ was changed to ...

1. FL150.
2. FL170.
3. FL190.
4. FL210.

Question 3

JA82BJ could expect their departure at or later than 0300, due to ...

1. gate congestion.
2. runway condition.
3. traffic congestion.
4. weather condition.

Dialogue 2

Answer questions 4 to 6

Question 4

The trouble was caused by ...

1. flight instrument.
2. auxiliary power unit.
3. the engine starter.
4. hydraulic system.

Question 5

Controller instructed JA82BJ to return to ...

1. spot L3.
2. maintenance area.
3. their departed spot.
4. the spot next to the one they requested.

Question 6

The pilot requested to cancel their flight plan because they ...

1. couldn't return to spot L3.
2. had completed their mission.
3. would not be able to finish this flight.
4. ordered another flight from their company.

Dialogue 3

Answer questions 7 to 9

Question 7

The problem with Niigata airport was ...

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

Question 8

The original alternate airport was ...

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

Question 9

The pilot changed his alternate airport because ...

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

Dialogue 4

Answer questions 10 to 12

Question 10

The controller approved the pilot to ...

1. hold short of active runway.
2. make a right turn departure.
3. make a straight out departure.
4. make a left turn departure.

Question 11

The pilot could not depart because of ...

1. a radio problem.
2. a runway problem.
3. landing gear trouble.
4. trouble with the engine.

Question 12

The controller finally told the pilot ...

1. to wait where he was.
2. to taxi off the runway.
3. that a fire truck was on the way.
4. that an ambulance was on the way.

Dialogue 5

Answer questions 13 to 15

Question 13

The pilot reported the trouble with the ...

1. under carriage.
2. flight control system.
3. engine control system.
4. pressurization system.

Question 14

The controller approved the pilot's request to change heading in order to...

1. check his flaps condition.
2. attempt another approach.
3. fly to his alternate airport.
4. return to departed airport.

Question 15

The pilot also requested to make ...

1. immediate landing.
2. visual approach.
3. low approach.
4. fuel jettison.

Dialogue 6

Answer questions 16 to 18

Question 16

The first problem reported by the pilot was ...

1. damage on the cockpit window.
2. trouble of the cabin altitude control.
3. cracks on the wing surface.
4. smoke in the cockpit.

Question 17

When the controller informed the traffic, it was ...

1. at 10miles dead ahead, and JA86AE sighted it.
2. at 12miles left ahead, and JA86AE did not sight it.
3. at 10miles dead ahead, and JA86AE did not sight it.
4. at 12miles left ahead, and JA86AE sighted it.

Question 18

What were the contents of the PIREP?

1. Turbulence at 20 miles northeast of OKAYAMA VORTAC.
2. Turbulence at 20 miles northwest of OKAYAMA VORTAC.
3. Icing at 20 miles northeast of OKAYAMA VORTAC.
4. Icing at 20 miles northwest of OKAYAMA VORTAC.

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot requested to descend due to ...

1. decompression.
2. system abnormality.
3. rough air conditions.
4. illness of cabin crew.

Question 20

Icing was reported at ...

1. 5 miles west of KRAMA, between FL190 and FL220.
2. 5 miles east of KRAMA, between FL190 and FL200.
3. 15 miles west of KRAMA, between FL190 and FL220.
4. 15 miles east of KRAMA, between FL190 and FL220.

Question 21

The pilot would have changed the speed ...

1. for fuel management.
2. due to light turbulence.
3. due to a limitation caused by the trouble.
4. in order to adjust the arrival time.

Dialogue 8

Answer questions 22 to 24

Question 22

What was the nature of trouble JA86AE encountered?

1. Fire in the cargo compartment.
2. Fire in the cabin.
3. Smoke in the cockpit.
4. Engine fire.

Question 23

JA86AE requested the radar navigational guidance ...

1. for short cut.
2. due to its navigational capability.
3. due to cloud conditions.
4. for avoiding a training area.

Question 24

At Chubu-Centre airport ...

1. ILS system was out of service.
2. non radar operations were conducted.
3. arrival aircraft were holding.
4. rescue mission was in progress.

Dialogue 9

Answer questions 25 to 27

Question 25

The trouble JA86AE experienced was that ...

1. one of the receivers was inoperative.
2. a navigational aid was not received normally.
3. VHF Communications were noisy.
4. GPS equipment was inoperative.

Question 26

JA86AE requested vectoring because ...

1. it could not follow the specified route.
2. of short cut.
3. of the separation.
4. of training purposes.

Question 27

The controller got in touch with JA123G probably ...

1. JA86AE requested it.
2. JA123G deviated from the assigned course.
3. to check the ground facility.
4. to relay a message.

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 4,000 feet.
2. there were birds over 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 the missed approach course.
2. the weather condition around the missed approach course.
3. his aircraft's configuration.
4. his aircraft's performance.