

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	K1XX1216B0

◎ 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

The trouble of JA86AE occurred on its ...

1. hydraulic system.
2. fuel system.
3. braking system.
4. steering system.

Question 2

JA001G declined the controller's offer because ...

1. the pilot wanted to save time.
2. there was not enough preparation time.
3. the takeoff weight was not so heavy.
4. the takeoff distance was insufficient.

Question 3

The taxiing route of JA001G after T3 was via the runway to ...

1. the departure position of runway 09.
2. the departure position of runway 27.
3. its spot.
4. the maintenance area.

Dialogue 2

Answer questions 4 to 6

Question 4

What was the reported Obihiro weather?

1. Wind 200 degrees at 22 knots and QNH 3001.
2. Wind 200 degrees at 22 knots and QNH 3010.
3. Wind 220 degrees at 20 knots and QNH 3001.
4. Wind 220 degrees at 20 knots and QNH 3010.

Question 5

What was the first controller's transmission to JA86AE?

1. To hold in the runway.
2. To hold short of the runway.
3. To authorize its takeoff.
4. To report when ready.

Question 6

JA86AE eventually vacated the runway due to ...

1. an ATC instruction.
2. a vehicle on the runway.
3. an arrival aircraft.
4. its performance.

Dialogue 3

Answer questions 7 to 9

Question 7

The takeoff was aborted due to ...

1. ATC instruction.
2. hydraulic failure.
3. control trouble.
4. wind conditions.

Question 8

The instruction to JA86AE was to pick up ...

1. A2 and taxi to spot 1.
2. A2 and taxi to spot 2.
3. A3 and taxi to spot 1.
4. A3 and taxi to spot 2.

Question 9

JA86AE did not accept the ATC instruction due to ...

1. slippery surface.
2. aircraft weight.
3. airport layout.
4. maneuvering difficulty.

Dialogue 4

Answer questions 10 to 12

Question 10

What was the first trouble JA86AE experienced?

1. Hydraulic system failure.
2. Engine malfunction.
3. Engine fire.
4. ATC instruction.

Question 11

JA86AE stopped on the runway, because ...

1. of the other conflicting traffic.
2. of the runway contamination.
3. it could not taxi by itself.
4. its spot was not yet allocated.

Question 12

The controller probably coordinated to send ...

1. a tow truck and medical staff.
2. a tow truck and maintenance personnel.
3. an operation's car and a cargo truck.
4. a fire engine and paramedics.

Dialogue 5

Answer questions 13 to 15

Question 13

What was the nature of the trouble JA86AE encountered?

1. SID misunderstanding.
2. A troubled ground facility.
3. A receiver failure.
4. Pilot's illness.

Question 14

JA86AE would have made ...

1. a VOR low approach.
2. an emergency landing.
3. a priority landing.
4. a normal landing.

Question 15

JA86AE requested a wide pattern, because it needed ...

1. ground support.
2. spare time.
3. refueling.
4. to check cloud conditions.

Dialogue 6

Answer questions 16 to 18

Question 16

JA07JB reported ...

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

Question 17

JA07JB was approved to change altitude to ...

1. 10,000 feet.
2. 11,000 feet.
3. 12,000 feet.
4. 13,000 feet.

Question 18

JA07JB was instructed to ...

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

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot wanted to change altitude because of ...

1. moderate turbulence.
2. an aircraft ahead.
3. 12,000 was clear of traffic.
4. accumulated ice on the airframe.

Question 20

The PIREP indicated that ...

1. there was no icing condition at 12,000.
2. there was turbulence at 12,000.
3. it was clear of weather at 12,000.
4. there was severe icing condition at 12,000.

Question 21

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

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

Dialogue 8

Answer questions 22 to 24

Question 22

The unknown aircraft was ...

1. a twin turboprop.
2. a heavy jet.
3. a tactical jet.
4. a light plane.

Question 23

The pilot reported that he ...

1. could avoid the traffic.
2. was behind the traffic.
3. saw the traffic above him.
4. saw the traffic below him.

Question 24

JA07JB wanted to descend because ...

1. of rough air.
2. he had to avoid the fighter.
3. the unidentified traffic.
4. he was in a hurry.

Dialogue 9

Answer questions 25 to 27

Question 25

The problem seemed to be ...

1. the coolant was overheated.
2. the battery became too hot.
3. the landing gear was unsafe.
4. the operating fluid was insufficient.

Question 26

The pilot requested to ...

1. proceed to Takamatsu airport.
2. climb as soon as possible.
3. land immediately.
4. descend to 6,000.

Question 27

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

1. receive his transmissions.
2. tune Kibi VOR.
3. turn right heading.
4. climb to 6,000.

Dialogue 10

Answer questions 28 to 30

Question 28

The captain reported the copilot was ...

1. bleeding from his chest.
2. difficult to walk.
3. having a breathing problem.
4. having headache.

Question 29

The pilot requested ...

1. a precautionary landing.
2. an emergency landing.
3. a technical landing.
4. an immediate landing.

Question 30

JA123G asked the controller to ...

1. stand by at the gate.
2. stay on the runway upon arrival.
3. confirm medical personnel standing by.
4. allow a low approach.

Dialogue 11

Answer questions 31 to 33

Question 31

The pilot requested hold over ANPAN initially because ...

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

Question 32

Latest wind ...

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

Question 33

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

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

Dialogue 12

Answer questions 34 to 36

Question 34

Runway closed because of ...

1. aircraft fire on the ground.
2. encountered bird strike.
3. rejected takeoff.
4. thunderstorm approaching.

Question 35

The instruction to JA82BJ was ...

1. missed approach.
2. break to Katsurahama.
3. hold over Kochi VOR.
4. divert to another airport.

Question 36

The intention of JA870Q was ...

1. landing due to critical fuel condition.
2. change destination without delay.
3. holding up to 30 minutes.
4. wait until runway open.

Dialogue 13

Answer questions 37 to 39

Question 37

What was the trouble of JA123G?

1. The malfunction of the instruments.
2. The malfunction of the steering system.
3. The malfunction of VHF radio.
4. The malfunction of the engine.

Question 38

What was the suspected cause of the trouble?

1. Maintenance problem.
2. Wind condition.
3. Ingestion of foreign object.
4. A bird strike.

Question 39

JA870Q requested to ...

1. make a runway check.
2. drive the birds away.
3. change the runway in use.
4. return back to ramp.

Dialogue 14

Answer questions 40 to 42

Question 40

What was the problem with JA123G?

1. The malfunction of the flaps.
2. The malfunction of the landing gear.
3. The sudden change of weather.
4. A medical problem of the trainee.

Question 41

The condition which the controller told them was ...

1. low visibility at Takamatsu airport.
2. low ceiling at Takamatsu airport.
3. low visibility at Okayama airport.
4. low ceiling at Okayama airport.

Question 42

What was the reason why the pilot made his intention?

1. Land at Okayama airport due to company reason.
2. Land at Okayama airport due to safety reason.
3. Land at Takamatsu airport due to company reason.
4. Land at Takamatsu airport due to safety reason.