

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	K1XX121870

◎ 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

JA18BD was holding due to a trouble of ...

1. the ILS receiver.
2. the VOR receiver.
3. the inertial navigation system.
4. the fuel control system.

Question 2

The controller instructed the pilot to ...

1. continue holding.
2. follow the Citation.
3. pull over to the right.
4. taxi to another taxiway.

Question 3

The pilot told the controller that ...

1. delay was undefined.
2. he would taxi back to the spot.
3. some instrument should have been replaced.
4. he would stay there for about 10 minutes.

Dialogue 2

Answer questions 4 to 6

Question 4

JA18BD was holding on the taxiway because ...

1. there seemed to be a fire.
2. some instruments were malfunctioning.
3. fuel was leaking.
4. ground maneuvers were impossible.

Question 5

The controller instructed JA18BD to ...

1. hold its position.
2. move to another taxiway.
3. follow the ERJ.
4. return to its spot.

Question 6

What was not transmitted by the controller?

1. Traffic information.
2. Instruction to hold position.
3. Instruction to wait outside the runway.
4. Takeoff clearance.

Dialogue 3

Answer questions 7 to 9

Question 7

The full length departure was not available due to ...

1. foreign object on the runway.
2. cracks on the taxiway.
3. another aircraft which had a trouble.
4. construction work on the runway.

Question 8

The controller confirmed the position when JA18BD was ...

1. taxiing near W1 taxiway.
2. taxiing near W3 taxiway.
3. taxiing somewhere unknown.
4. lining up the runway.

Question 9

The controller informed JA18BD ...

1. the remaining runway length.
2. ground temperature.
3. wind data.
4. NOTAM.

Dialogue 4

Answer questions 10 to 12

Question 10

The controller permitted JA58KS to ...

1. maintain VMC.
2. depart without turning.
3. take off immediately.
4. stay on the runway.

Question 11

The pilot could not depart because of ...

1. landing gear trouble.
2. runway incursion.
3. curfew.
4. engine problem.

Question 12

The controller told JA50AS ...

1. not to land.
2. to taxi off the runway.
3. a towing tractor was on the way.
4. to hold on the runway.

Dialogue 5

Answer questions 13 to 15

Question 13

The pilot reported ...

1. pilot's incapacitation.
2. an instrument was out of order.
3. the airport was sighted.
4. an emergency.

Question 14

The pilot requested to ...

1. descend.
2. land at Fukuoka airport.
3. change his heading.
4. cancel IFR.

Question 15

What was the target of vectoring ?

1. Runway 34 final approach course.
2. Right downwind.
3. Left traffic pattern.
4. Initial approach fix.

Dialogue 6

Answer questions 16 to 18

Question 16

JA82BJ requested to change heading due to ...

1. restricted area ahead of them.
2. nimbostratus ahead of them.
3. cloud condition ahead of them.
4. military training area ahead of them.

Question 17

JA82BJ requested the heading, but was not approved because it ...

1. could lead to an another traffic.
2. required coordination with next sector.
3. could lead to the bad weather area.
4. could lead to a restricted area.

Question 18

Finally JA82BJ requested ...

1. 20 nautical miles deviation to the left side.
2. 20 nautical miles deviation to the right side.
3. 30 nautical miles deviation to the left side.
4. 30 nautical miles deviation to the right side.

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot requested to change altitude because of ...

1. icing condition.
2. strong head wind.
3. cloud condition.
4. rough air condition.

Question 20

The pilot finally accepted FL170 because ...

1. another aircraft was cruising at his requested altitude.
2. moderate turbulence was reported at his requested altitude.
3. strong head wind was reported at his requested altitude.
4. bad cloud condition was reported at his requested altitude.

Question 21

The pilot was instructed to reduce airspeed when he was ...

1. leaving FL200.
2. reaching FL200.
3. leaving FL220.
4. reaching FL220.

Dialogue 8

Answer questions 22 to 24

Question 22

The pilot requested course deviation to avoid ...

1. the cloud ahead of him.
2. rough air condition.
3. congested area.
4. another traffic.

Question 23

The pilot could make deviation ...

1. immediately.
2. before leaving FL200.
3. after leaving FL200.
4. after reaching assigned flight level.

Question 24

The pilot could be expected to return to the original cruising level after ...

1. 20 nautical miles.
2. 30 nautical miles.
3. 20 minutes.
4. 30 minutes.

Dialogue 9

Answer questions 25 to 27

Question 25

The pilot requested descent due to ...

1. cloud condition.
2. light icing.
3. engine trouble.
4. moderate turbulence.

Question 26

The controller instructed another heading to the pilot in order to ...

1. keep traffic spacing.
2. detour cumulonimbus.
3. avoid restricted airspace.
4. keep away from the cloud area.

Question 27

The controller asked the pilot if he needed ...

1. another frequency.
2. another heading.
3. different altitude.
4. some support.

Dialogue 10

Answer questions 28 to 30

Question 28

What was the nature of trouble of JA86AE?

1. Landing gear was not retracted.
2. Hydraulic system failure.
3. Fuel transfer.
4. Asymmetric flaps.

Question 29

JA86AE would have executed ...

1. ILS approach
2. VOR approach.
3. Visual approach.
4. Contact approach.

Question 30

JA86AE would have been cleared for the approach ...

1. when the landing gear had been extended.
2. after landing of an inbound traffic.
3. after a departure traffic was airborne.
4. upon arrival of a towing tractor.

Dialogue 11

Answer questions 31 to 33

Question 31

What was the first instruction for JA86AE?

1. To execute ILS approach.
2. To proceed to runway 36 final.
3. To proceed to the west downwind.
4. To proceed to the east downwind.

Question 32

What was the nature of the trouble of JA86AE?

1. Engine fire.
2. Propeller malfunction.
3. Bird strike.
4. Near midair collision.

Question 33

JA82BJ was most likely to ...

1. join the left traffic.
2. execute the missed approach
3. continue its approach.
4. hold in the airport vicinity.

Dialogue 12

Answer questions 34 to 36

Question 34

What was the reason of the go-around?

1. An aircraft limitation.
2. An ATC instruction.
3. Other traffic.
4. Wind shear.

Question 35

The request after the go-around was not authorized due to ...

1. a departure aircraft.
2. an arrival aircraft.
3. controller's workload.
4. wind conditions.

Question 36

JA86AE would have reported its position next ...

1. on the south downwind.
2. on the north downwind.
3. at SOUTH POINT.
4. at 3 miles on final.

Dialogue 13

Answer questions 37 to 39

Question 37

JA86AE requested an emergency landing due to ...

1. a sick passenger.
2. lack of fuel.
3. pilot 's incapacitation.
4. unruly passengers.

Question 38

JA86AE requested ...

1. emergency landing.
2. priority landing.
3. a towing truck.
4. a fire engine.

Question 39

ATC recommended JA86AE ...

1. hold on the taxiway.
2. stay in the runway.
3. taxi to its spot.
4. vacate the runway immediately.

Dialogue 14

Answer questions 40 to 42

Question 40

The nature of the problem was that ...

1. the slide door was open.
2. a control jam happened.
3. the seat latch was broken.
4. rough air was encountered.

Question 41

What was the reason of going around?

1. Due to seat malfunctioning.
2. Due to training purpose.
3. Due to fluctuating airspeed.
4. Due to unstable approach path.

Question 42

What was the pilot's intention after going around?

1. To hold on the left traffic pattern.
2. To hold on the right traffic pattern.
3. To land via left traffic pattern.
4. To land via right downwind.