

Airmen's Academic Examination

E4

Qualification	Airline Transport Pilot (Airplane) Multi-crew Pilot (Airplane)	No. of questions; time allowed	20 questions; 40 minutes
Subject	Civil Aeronautics Law (subject code: 04)	Code	CCAA041870

© Explanatory Notes: (1) In the designated spaces on the Airmen's Academic Examination Answer Sheet (Multiple-Choice Answers) (mark sheet), write your examinee number, examinee number mark, subject, subject code, subject code mark, qualification, qualification category, name, and date of birth.

If you write your examinee number, examinee number mark, subject code, or subject code mark incorrectly, computer grading will not be possible and you will fail the subject.

(2) Write your answers on the Airmen's Academic Examination Answer Sheet (Multiple-Choice Answers) (mark sheet).

© Point Allocation: All questions are worth five points each.

© Pass Mark: The pass mark is 70 %.

Q 1 Which of the following definitions in Article 2 (Definition) of the Civil Aeronautics Act is incorrect?

- (1) The term "landing area" means a rectangular area of an airport or aerodrome which is provided for the takeoff or landing of aircraft in a specific direction.
- (2) The term "air traffic control area" means any airspace, 200 meters or more above the land or water surface, designated for the safety of air traffic in a public notice by the Minister of Land, Infrastructure, Transport and Tourism.
- (3) The term "domestic scheduled air transport services" means any air transport services operating between a point in Japan and a point in a foreign country, or between one point and another point in a foreign country.
- (4) The term "air transport services" means any business using aircraft to transport passengers or cargo for remuneration, upon demand.

Q 2 Which of the following statements regarding airworthiness certification is incorrect?

- (1) No aircraft may be granted airworthiness certification unless it has Japanese nationality; provided, however, that the same shall not apply to any aircraft as specified by Cabinet Order.
- (2) Airworthiness certification shall describe the category of aircraft and the aircraft operating methods as prescribed by Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism.
- (3) No person may operate an aircraft unless it has a valid airworthiness certificate; provided, however, that the same shall not apply if permission to perform test flights etc. has been granted by the Minister of Land, Infrastructure, Transport and Tourism.
- (4) The period of validity of an airworthiness certificate shall be one year; provided, however, that the period of validity of such an airworthiness certificate with regard to aircraft used for air transport services shall be the period specified by the Minister of Land, Infrastructure, Transport and Tourism.

Q 3 Which of the following statements regarding the validity periods of aviation medical certification for an airline transport pilot who operates an aircraft for air transport services to transport passengers is correct?

- (1) In the case that flight operation is performed by two pilots and the age of the pilots is under 60 at the date of issuance: 1 year
- (2) In the case that flight operation is performed by two pilots and the age of the pilots is 40 or over at the date of issuance: 9 months
- (3) In the case that flight operation is performed by two pilots and the age of the pilots is under 40 at the date of issuance: 2 years
- (4) In the case that the flight operation is performed by two pilots and the age of the pilots is 60 or over at the date of issuance: 9 months

Q 4 How many of the following statements (a) to (d) are correct regarding the Aviation English Proficiency Certification? Choose from (1) to (4) below.

- (a) A pilot who engages in a flight conducted between a point within Japan and a point outside of Japan needs to have Aviation English Proficiency Certification.
- (b) A pilot who engages in a flight that leaves Japan and arrives in Japan, passing over a country or its territories other than Japan without landing, does not need to have Aviation English Proficiency Certification.
- (c) The categories of aircraft which require their pilot to hold Aviation English Proficiency Certification are airplanes, rotorcrafts, and airships.
- (d) The Aviation English Proficiency Certification is valid for 2 years.

(1) 1 (2) 2 (3) 3 (4) 4

Q 5 Which of the underlined portions (1) to (4) in the provisions of Article 179 (Speed limitation in air traffic control zones, etc.) of the Ordinance for Enforcement of the Civil Aeronautics Act is incorrect?

- 1 In the case of an aircraft navigating in an air space prescribed under Item (i) of Article 82-2 (Air traffic control zones, etc.) of the Act and concurrently in the air space at an altitude of (1) 900 meters or less, the indicated air speed listed for each classification of aircraft specified below:
 - a Aircraft equipped with reciprocating engines: (2) 170 knots
 - b Aircraft equipped with turbine engines: (3) 200 knots
- 2 In the case of an aircraft navigating in an air space prescribed under Item (i) of Article 82-2 (Air traffic control zones, etc.) of the Act and concurrently in the air space at an altitude exceeding (1) 900 meters, or aircraft navigating in an air space designated in the public notice by the Minister of Land, Infrastructure, Transport and Tourism, which is in the approach control area and adjoins an air traffic control zone, the indicated air speed of:
(4) 250 knots

Q 6 The following are provisions of Article 149 (Devices for Recording Aircraft Operations) of the Ordinance for Enforcement of the Civil Aeronautics Act. Which one is correct?

- (1) The flight data recorder shall be operated continuously over the period from the commencement of the take-off run to the completion of the landing run.
- (2) The flight data recorder shall be operated continuously over the period from the commencement of engine operation for the purpose of flight to the cessation of engine operation after finishing the flight.
- (3) The cockpit voice recorder shall be operated continuously over the period from the commencement of the take-off run to the completion of the landing run.
- (4) The cockpit voice recorder shall be operated continuously over the period from the commencement of engine operation for the purpose of flight to the completion of the landing run.

Q 7 The following are visual meteorological conditions applicable to aircraft flying at an altitude of 3,000 meters or higher. Which one is incorrect?

- (1) Flight visibility is 8,000 meters or more.
- (2) No cloud is within the vertical distance of 150 meters above the aircraft.
- (3) No cloud is within the vertical distance of 300 meters below the aircraft.
- (4) No cloud is within the horizontal distance of 1,500 meters from the aircraft.

Q 8 Are the following items (a) to (d) either correct or incorrect as mandatory documents to be carried by aircraft for air transport service? Select the correct combination from options (1) to (4).

- (a) Airworthiness certificate
- (b) Onboard flight logbook
- (c) Documents specifying operating limitation
- (d) Aeronautical charts appropriate for the flight sectors, flight method, and other particular aspects of flight operations

	(a)	(b)	(c)	(d)
(1)	Correct	Incorrect	Correct	Correct
(2)	Correct	Correct	Correct	Correct
(3)	Correct	Correct	Incorrect	Correct
(4)	Correct	Correct	Correct	Incorrect

Q 9 The following statements (a) to (d) describe the aircraft that must have an airman who can maneuver the aircraft on board other than the pilot-in-command as stipulated by Article 65 (Aircrew to be on board aircraft) of the Civil Aeronautics Act. How many of these statements are correct? Choose from (1) to (4) below.

- (a) Aircraft, because of its structure, which needs two persons for pilotage of the aircraft
- (b) Aircraft which needs two persons for pilotage only for the purpose of a flight according to the special methods and rules, and which engages in flights according to the special methods and rules
- (c) Aircraft which is used for air transport of passengers and which engages in flights under instrument flight rules
- (d) Aircraft which is used for air transport of passengers and which engages in flights, the duration of which exceeds 6 hours

(1) 1 (2) 2 (3) 3 (4) 4

The question of (d) can be interpreted as [INCORRECT] because it is different from the legal numerical value. On the other hand, when flying beyond 6 hours in aircraft for air transport of passengers, it obviously needs the 2 pilots, so it can be interpreted as [CORRECT]. Therefore, for this question, (3) and (4) are correct answers.

- Q 10 Which of the following statements regarding the recent flight experience of a pilot engaged in operating aircraft used for air transport services is correct?
- (1) A pilot engaged in operating aircraft used for air transport services must have experience of at least six night-time take-offs and six night-time landings respectively in aircraft of the same type used for air transport services, within the 180 days prior to the day on which the pilot is carrying out pilot duties.
 - (2) Flight crew-members carrying out instrument flight shall have instrument flight experience (including simulator flight) of 5 hours or longer within the 180 days prior to the day of the flight.
 - (3) Flight crew-members carrying out instrument flight shall have instrument flight experience (including simulator flight) of 3 hours or longer within the 90 days prior to the day of the flight.
 - (4) A pilot engaged in operating aircraft used for air transport services must have experience of at least three takeoffs and three landings respectively in aircraft of the same type used for air transport services, within the 90 days prior to the day on which the pilot is carrying out pilot duties.

- Q 11 How many of the following items (a) to (d) are knowledge and skills a pilot-in-command should possess pursuant to Article 72 (Requirements of pilot-in-command on board an aircraft used for air transport services) of the Civil Aeronautics Act? Choose from (1) to (4) below.

- (a) Pre-take-off checks related to the operation of aircraft
- (b) Dispatcher's approval of aircraft departure and changes to flight plan
- (c) Supervision of flight crew-members and cabin crew-members
- (d) Safety management of aircraft operations including measures to deter safety-threatening behavior etc. and crisis measures

(1) 1 (2) 2 (3) 3 (4) 4

- Q 12 Which of the following statements regarding the obligations, authority, etc. of the pilot-in-command is incorrect?

- (1) The pilot-in-command may, when a dangerous situation occurs or he/she deems that a dangerous situation is likely to occur to the aircraft or passengers, orders the passengers on board regarding procedures for evacuation or other matters necessary for safety.
- (2) The pilot-in-command may restrain any person who threatens aircraft safety, irrespective of whether the person is on board or not.
- (3) The pilot-in-command shall, when an emergent danger occurs to the aircraft during flight, employ every possible means necessary for rescuing passengers and preventing injury or damage to persons or objects on land or water.
- (4) The pilot-in-command shall direct and supervise those who perform their duties on board the aircraft.

Q 13 How many of the following events (a) to (d) fall under the stipulation in Article 166-2 (Report on abnormal circumstances) of the Ordinance for Enforcement of the Civil Aeronautics Act? Choose from (1) to (4) below.

- (a) Failure in functions of airports, etc. and air navigation facilities
- (b) Turbulence of air and other abnormal weather conditions
- (c) Volcanic explosions and other violent changes in terrestrial or water-related phenomena
- (d) Cases impeding the safe flight of aircraft

(1) 1 (2) 2 (3) 3 (4) 4

Q 14 How many of the following events (a) to (d) fall under the stipulation in Article 166-4 (Report on a case likely to cause an accident) of the Ordinance for Enforcement of the Civil Aeronautics Act? Choose from (1) to (4) below.

- (a) Landing on or attempting to land on a closed runway or a runway being used by other aircraft
- (b) A case where aircraft crew executed an emergency operation during navigation in order to avoid crashing into or coming into contact with the ground or water surface
- (c) Shortage of fuel requiring urgent measures
- (d) A case where parts which dropped from aircraft collided with one or more persons

(1) 1 (2) 2 (3) 3 (4) 4

Q 15 Which of the following statements regarding the method of navigation in the vicinity of an airport, etc. is incorrect?

- (1) An aircraft under instrument flight rules shall not take off when the meteorological conditions at the airport, etc. do not meet the minimum conditions for take-off.
- (2) In the case that the meteorological conditions do not meet the minimum conditions for continuing the landing approach at the airport, etc. when an aircraft passes a specific location above the approach height threshold, the landing approach may be continued to the approach height threshold, when instrument flight rules are being used for landing.
- (3) The landing approach shall not be continued when instrument flight rules are being used for landing and the position of an aircraft cannot be confirmed by means of continuous visual contact and recognition of visual references at the approach height threshold or lower altitude.
- (4) An aircraft shall follow the approach procedure based on the instrument flight rules and the flight procedure established for the relevant airport, etc.

Q 16 Which of the following items is not included in the items to be stated in the flight plan under the provisions of Article 203 (Flight plans, etc.) of the Ordinance for Enforcement of the Civil Aeronautics Act?

- (1) Point of departure and scheduled take off time
- (2) Cruising altitude and route
- (3) True airspeed at cruising altitude
- (4) First place of landing, and the time required from take-off to arriving overhead the applicable place of landing

Q 17 How many of the following items (a) to (d) fall under the stipulation in Article 194 (Articles prohibited from being transported) of the Ordinance for Enforcement of the Civil Aeronautics Act? Choose from (1) to (4) below.

- (a) Toxic substances
- (b) High-pressure gas
- (c) Oxidizing substances
- (d) Articles with sufficient capability to kill or injure humans

(1) 1 (2) 2 (3) 3 (4) 4

Q 18 Which of the altitudes indicated in the following statements is incorrect pursuant to Article 177 (Cruising altitude) of the Ordinance for Enforcement of the Civil Aeronautics Act? Note, however, that this excludes the cases of complying with the instructions given by the Minister of Land, Infrastructure, Transport and Tourism, as stipulated in Article 96-1 of the Civil Aeronautics Act.

- (1) Aircraft flying by instrumental flying rules in a flight direction with a magnetic bearing of 0° or more to less than 180°: 41,000 ft
- (2) Aircraft flying by instrumental flying rules in a flight direction with a magnetic bearing of 180° or more to less than 360°: 42,000 ft
- (3) Aircraft flying by instrumental flying rules in a flight direction with a magnetic bearing of 0° or more to less than 180°: 45,000 ft
- (4) Aircraft flying by instrumental flying rules in the flight direction with a magnetic bearing of 180° or more to less than 360°: 43,000 ft

Q 19 Which of the following points is incorrect as a description of Article 188 (Movement on ground) of the Ordinance for Enforcement of the Civil Aeronautics Act?

- (1) The power system shall be controlled or the braking system shall be lightly used to maintain speed that may be quickly and safely stopped.
- (2) The forward view shall be thoroughly observed.
- (3) The speed shall not exceed the speed limit specified for the area.
- (4) When there is a danger of collision with aircraft or other objects, a ground guide shall be provided.

Q 20 Which of the following items need not be stated in the Operation Manual?

- (1) Procedures for giving experience and knowledge necessary for flight operation to the flight crew
- (2) Operational procedures and performance limitations of aircraft
- (3) Standards for aircraft performance limitations in cases where components, parts, and emergency equipments are not used under normal circumstances.
- (4) Maximum hours of use for equipment, etc.

Airmen's Academic Examination

E27

Qualification	Private Pilot (Airplane) (Rotorcraft) (Airship)	No. of questions; time allowed	20 questions; 40 minutes
Subject	Civil Aeronautics Law (subject code: 04)	Code	A4CC041870

- © Explanatory Notes: (1) In the designated spaces on the "Airmen's Academic Examination Answer Sheet" (Multiple-Choice Answers) (mark sheet), write your "examinee number", "examinee number mark", "subject", "subject code", "subject code mark", "qualification", "qualification category", "full name", and "date of birth".

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- (2) Write your answers on the "Airmen's Academic Examination Answer Sheet" (Multiple-Choice Answers) (mark sheet).

© Point Allocation All questions are worth five points each.

© Pass Mark: The pass mark is 70%.

- Q 1 Which of the following sentences regarding the visual meteorological condition is correct?
- (1) Flight visibility shall be 5,000 m or more for an aircraft flying at an altitude of 3,000 m or above.
 - (2) Flight visibility shall be 8,000 m or more for an aircraft flying at an altitude of less than 3,000 m within an air traffic control area, air traffic control zone, or air traffic information zone.
 - (3) Flight visibility shall be 1,500 m or more for an aircraft flying at an altitude of less than 3,000 m in airspace other than an air traffic control area, air traffic control zone, or air traffic information zone.
 - (4) For an aircraft that tries to takeoff or land at an airport etc. located within an air traffic control zone or air traffic information zone, ground visibility shall be 3,000 m or more.
- Q 2 Which of the following is incorrect for “aircraft” as defined in Article 2 (Definition) of the Civil Aeronautics Act?
- (1) Any aeroplane which can be used for air navigation with a person on board
 - (2) Any rotorcraft which can be used for air navigation with a person on board
 - (3) Any airship which can be used for air navigation with a person on board
 - (4) Any unmanned aircraft which can be used for air navigation without a person on board
- Q 3 Which of the following definitions in Article 2 (Definition) of the Civil Aeronautics Act is incorrect?
- (1) The term “approach surface” means an area abutting on the longer side of a landing area and sloping upwards at a gradient, which should be 1/50th or more and specified by Ordinance of the Ministry of Land, Infrastructure, Transport and Tourism, from the horizontal plane, and the projection of which corresponds to the approach area.
 - (2) The term “air traffic information zone” means the airspace above the airport etc. and its vicinity, other than an airport etc. to which “air traffic control zone” has been set, that is designated in the public notice by the Minister of Land, Infrastructure, Transport and Tourism for the safety of air traffic in that airspace.
 - (3) The term “air traffic control area” means any airspace, 200 m or more above the land or water surface, and designated in the public notice by the Minister of Land, Infrastructure, Transport and Tourism for the safety of air traffic.
 - (4) The term “air traffic control zone” means any airspace above any airport etc. and its vicinity where frequent takeoff and landing of aircrafts are performed, and designated in the public notice by the Minister of Land, Infrastructure, Transport and Tourism for the safety of air traffic in that airspace.

- Q 4 Which of the following statements regarding the airworthiness certification is incorrect?
- (1) Any aircraft may be granted airworthiness certification regardless of nationality.
 - (2) Airworthiness certification shall describe the categories of aircraft use and aircraft operating limitations as prescribed by Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism.
 - (3) No person shall be allowed to operate an aircraft if the aircraft does not have a valid airworthiness certificate; provided, however, that this shall not apply if permission to perform test flights etc. has been granted by the Minister of Land, Infrastructure, Transport and Tourism.
 - (4) The period of validity of an airworthiness certificate shall be one year; provided, however, that the period of validity of an airworthiness certificate for an aircraft used for air transport services shall be the period specified by the Minister of Land, Infrastructure, Transport and Tourism.
- Q 5 Which of the following explanations regarding the registration of aircraft is incorrect?
- (1) New registration means the registration of an aircraft which is not yet registered.
 - (2) When there is any change in the full name or name of the owner of aircraft, registration of the change shall be performed.
 - (3) When there is any change in the address of the owner of aircraft, registration of the change shall be performed.
 - (4) When the fixed storage space of an aircraft is changed, transfer registration shall be performed.
- Q 6 Which of the following explanations regarding the examination, etc. for specific pilot competence is incorrect?
- (1) The examination for specific pilot competence is an examination of the knowledge and ability required to navigate an aircraft, and the maintenance of which is especially required to be checked. This examination is conducted by the examiners of pilot competence (certified by the Minister of Land, Infrastructure, Transport and Tourism).
 - (2) Unless they have passed this examination, no person can board an airplane and engage in its pilotage.
 - (3) The pass certificate of this examination to enable pilotage is valid for 2 years, except in cases approved by the Minister of Land, Infrastructure, Transport and Tourism.
 - (4) The practical examination in this examination cannot be conducted by using a flight simulator or a flight training device.
- Q 7 Which of the following statements regarding the rating on the pilot's competence certificate is correct?
- (1) If a person has any competence certificate for a pilot, he/she may engage in pilotage of any category of aircraft as pilot-in-command.
 - (2) A pilot who has a competence certificate rated for multi-engine airplanes may also engage in pilotage of a single-engine airplane as pilot-in-command.
 - (3) A pilot who has a competence certificate rated for sea-based aircraft may also engage in pilotage of a land-based aircraft as pilot-in-command.
 - (4) The category and class of aircraft to be used for the practical examination are directly related to the rating of the examinee's competence certificate.

- Q 8 Which of the following explanations regarding the Aviation English Proficiency Certification is incorrect?
- (1) When a pilot engages in a flight conducted between a point within Japan and a point outside of Japan, he/she needs to have the Aviation English Proficiency Certification (except for those flights deemed by the Minister of Land, Infrastructure, Transport and Tourism to be not requiring Aviation English Proficiency Certification).
 - (2) A pilot who engages in a flight that leaves Japan and arrives in Japan, passing over the open seas does not need to have the Aviation English Proficiency Certification.
 - (3) The categories of aircraft which require their pilots to hold the Aviation English Proficiency Certification are airplanes, rotorcrafts, and airships.
 - (4) In the case that the level of the Aviation English Proficiency Certification is judged as 5, the period of validity is 6 years.
- Q 9 Which of the following statements regarding the validity periods of Aviation Medical Certification for a private pilot is incorrect?
- (1) In the case that the age at date of issue is 25 years old: 5 years
 - (2) In the case that the age at date of issue is 45 years old: 2 years
 - (3) In the case that the age at date of issue is 55 years old: 1 year
 - (4) In the case that the age at date of issue is 65 years old, and one pilot performs navigation: 6 months
- Q 10 Which of the following statements specified in Article 5-4 (Flight manual) of the Ordinance for Enforcement of the Civil Aeronautics Act is incorrect?
- (1) Structure of aircraft
 - (2) Items relating to engine emission
 - (3) Aircraft performance
 - (4) Operating procedures of various systems and other procedures that shall be carried out in case of emergency
- Q 11 Of the following statements regarding the prohibition of engaging in air navigation services after taking alcohol, drugs or other chemical agents stipulated in Article 70 (Intoxicants, etc.) of the Civil Aeronautics Act, which one is correct?
- (1) No member of the aircrew shall engage in air navigation service while his/her breath alcohol content is 0.15 mg/L or higher.
 - (2) Any member of the aircrew may engage in air navigation service even immediately after drinking alcohol unless he/she shows difficulty in walking or slurring of speech.
 - (3) No member of the aircrew shall engage in air navigation service while his/her ability to perform normal operation of aircraft could be impaired.
 - (4) No member of the aircrew shall engage in air navigation service for 12 hours after drinking alcohol.
- Q 12 Which of the following statements regarding the inspection periods for emergency equipment installed in aircraft is incorrect?
- (1) Emergency signal light, portable light and waterproof portable light : 60 days
 - (2) Lifejackets or emergency equipment equivalent thereto and lifeboats : 180 days
 - (3) First aid kit : 60 days
 - (4) Emergency locator transmitter (ELT) : 24 months

- Q 13 Which of the following does not correspond to the situations which a pilot-in-command shall report to the Minister of Land, Infrastructure, Transport and Tourism as specified by Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism under Article 76 (Obligation to Report) of the Civil Aeronautics Act?
- (1) Crash, collision, or fire of aircraft
 - (2) Injury or death of any person, or destruction of any object caused by the aircraft
 - (3) Death of any animal carried on board the aircraft
 - (4) Contact with other aircraft
- Q 14 Which of the following statements regarding the provision of Article 71-2 (Pilot's obligation for keeping watch) of the Civil Aeronautics Act is correct?
- (1) Any pilot who is engaged in a flight in accordance with the instructions given by the Minister of Land, Infrastructure, Transport and Tourism (under the provisions of Paragraph (1) in Article 96 of the Civil Aeronautics Act) is not obliged to keep watch.
 - (2) Any pilot who is navigating in a cloudy airspace is not obliged to keep watch.
 - (3) Any pilot who is engaged in a night flight is not obliged to keep watch.
 - (4) Any pilot who is engaged in a flight shall keep watch so as to avoid collision with other aircraft or other objects, except under such weather conditions that do not permit him/her to recognize any objects outside his/her own aircraft.
- Q 15 Which of the following is the correct speed limit for an aircraft equipped with turbine engine(s) flying in an air traffic control zone at an altitude of 900 m or lower (without obtaining permission from the Minister of Land, Infrastructure, Transport and Tourism regarding the speed limitation)?
- (1) 150 kt (IAS)
 - (2) 160 kt (IAS)
 - (3) 200 kt (IAS)
 - (4) 250 kt (IAS)
- Q 16 Which of the following statements regarding the right-of-way is incorrect?
- (1) When two aircraft with equal priority approach each other at head on angle or nearly head on angle, each aircraft shall change its flight path to the right.
 - (2) When the flight paths of two aircraft with equal priority intersect or come close to each other, the aircraft that sees the other aircraft to its left shall yield its flight path
 - (3) When an aircraft overtakes another aircraft ahead of it in flight (including overtaking by ascending or descending), it shall pass the right side of the aircraft ahead of it.
 - (4) The aircraft with the right of way priority shall maintain its flight path and speed.

- Q 17 Which of the following statements regarding the method of navigation in the vicinity of an airport, etc. is correct?
- (1) When an aircraft is to take off behind another aircraft, the accelerating run for takeoff is started, because the preceding aircraft has taken off and passed near the center part of the runway.
 - (2) When an aircraft is to take off behind another aircraft, the accelerating run for takeoff is started, because another aircraft has taken off and passed the end of the landing area.
 - (3) When an aircraft is to take off behind another landing aircraft, the accelerating run for takeoff is started, because the preceding aircraft has landed and seems to exit the runway.
 - (4) When an aircraft is to take off behind another landing aircraft, the accelerating run for takeoff is started, because the preceding aircraft has landed, then moved to the runway threshold, and there is a sufficient distance between the two aircraft.
- Q 18 The following are the items to be stated in the flight plan under VFR, as stipulated in Paragraph 1, Article 203 (Flight plans, etc.) of the Ordinance for Enforcement of the Civil Aeronautics Act. Which one is correct?
- (1) Point of departure and scheduled take-off time
 - (2) Radio equipment to be used
 - (3) Expected ground speed at cruising altitude
 - (4) Fuel consumption expressed in number of hours of endurance
- Q 19 Which of the following statements is not included in the standards to comply with when an aircraft moves on the ground in an airport etc.?
- (1) To move as speedily as possible, so as not to disturb other aircraft
 - (2) The forward view shall be thoroughly observed.
 - (3) A speed from which an aircraft may be quickly and safely stopped by controlling the power system or by lightly applying the brake system shall be maintained.
 - (4) When there is a danger of collision with aircraft or other objects, a ground guide shall be provided.
- Q 20 Which of the following actions must be taken by the pilot-in-command when an emergent danger has occurred to the aircraft during flight, as stipulated by Article 75 of the Civil Aeronautics Act?
- (1) The pilot-in-command shall report the event to the Minister of Land, Infrastructure, Transport and Tourism as specified by Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism.
 - (2) The pilot-in-command shall report the event to the nearest air traffic control authority.
 - (3) The pilot-in-command shall navigate the aircraft in accordance with instructions given by the Minister of Land, Infrastructure, Transport and Tourism in consideration of the safety of air traffic.
 - (4) The pilot-in-command shall employ every possible means necessary for rescuing passengers and preventing injury or damage to persons or property on land or water.