

# 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 1時間
科目	航空英語〔科目コード：12〕	記号	K1XX1218B0

◎ 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 problem with Miyako airport was ...

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

### Question 2

The original alternate airport was ...

1. Ishigaki.
2. Miyako.
3. Naha.
4. Shimojishima.

### Question 3

The pilot changed his alternate airport because of ...

1. below minima.
2. traffic congestion.
3. out of operational hours.
4. shortage of fuel.

## Dialogue 2

Answer questions 4 to 6.

### Question 4

The departure runway was changed to 31, due to ...

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

### Question 5

The controller instructed the pilot to ...

1. taxi on the runway in use.
2. hold on B1.
3. taxi via runway 31, and vacate from B2.
4. line up and wait runway 27.

### Question 6

The controller informed JA72RJ of maintenance work on ...

1. taxiway cracks.
2. runway cracks.
3. visual glide slope indicator system.
4. runway lights.

## Dialogue 3

Answer questions 7 to 9.

### Question 7

The reported problem was ...

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

### Question 8

The problem was observed by ...

1. Kochi tower.
2. JA72RJ.
3. bird sweep worker.
4. departed aircraft.

### Question 9

What kind of bird was observed?

1. Sparrow
2. Crow
3. Seagull
4. Kite

## Dialogue 4

Answer questions 10 to 12.

### Question 10

**Hakodate tower found the rubber chips ...**

1. while JA72RJ was on the downwind leg.
2. before JA72RJ's take-off roll.
3. after JA72RJ lifted off.
4. during JA72RJ's take-off roll.

### Question 11

**JA72RJ experienced ...**

1. a bird strike.
2. an engine failure during takeoff.
3. vibration.
4. low oil pressure condition.

### Question 12

**JA72RJ asked Hakodate tower to monitor the ...**

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

## Dialogue 5

Answer questions 13 to 15.

### Question 13

JA72RJ's problem was ...

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

### Question 14

JA72RJ wanted to ...

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

### Question 15

The controller instructed the pilot vector to make ...

1. visual approach to runway 26.
2. VOR runway 26 approach.
3. ILS Y runway 26 approach.
4. ILS Z runway 26 approach.

## Dialogue 6

Answer questions 16 to 18

### Question 16

The pilot requested to change the altitude due to ...

1. icing.
2. strong headwind.
3. cloud conditions.
4. rough air.

### Question 17

JA63TK finally proceeded to ...

1. Kuga VORTAC.
2. Iwakuni TACAN.
3. Fukuoka VORTAC.
4. Kowa VORTAC.

### Question 18

JA63TK was instructed to resume own navigation ...

1. when leaving FL170.
2. when leaving FL150.
3. when reaching at FL150.
4. immediately.

## Dialogue 7

Answer questions 19 to 21

### Question 19

The pilot started descent because ...

1. the controller authorized.
2. it approached to the airport.
3. the performance was not satisfactory.
4. of weather conditions.

### Question 20

The controller instructed a turn maneuver in order to avoid ...

1. terrain.
2. clouds.
3. restricted airspace.
4. another aircraft.

### Question 21

The pilot sighted the traffic his ...

1. dead ahead.
2. left ahead.
3. right ahead.
4. right beside.



## Dialogue 8

Answer questions 22 to 24

### Question 22

**JA63TK reported its position at ...**

1. 30 miles southeast of Miyakejima.
2. 30 miles southwest of Miyakejima.
3. 30 miles southeast of Miyakojima.
4. 30 miles southwest of Miyakojima.

### Question 23

**How many arrival aircrafts were there before JA63TK?**

1. One.
2. Two.
3. Three.
4. Four.

### Question 24

**What was the purpose of speed reduction?**

1. For the separation with a departure aircraft.
2. For the separation with arrival aircraft.
3. For the separation with en-route aircraft.
4. For the flow control.

## Dialogue 9

Answer questions 25 to 27

### Question 25

**The cumulonimbus was located ...**

1. over Miyako.
2. over Misawa.
3. at 20 miles ahead of JA63TK.
4. at 35 miles south of Misawa.

### Question 26

**The controller did not approve the pilot's request because of ...**

1. a military traffic.
2. a training areas for military aircraft.
3. a conflicting aircraft.
4. a thunderstorm.

### Question 27

**The top of the cloud was ...**

1. about 35,000 ft.
2. higher than 35,000 ft.
3. lower than 35,000 ft.
4. not informed.

## Dialogue 10

Answer questions 28 to 30

### Question 28

**Runway in use and QNH at Okayama airport were ...**

1. runway 25 and QNH 2998.
2. runway 07 and QNH 2998.
3. runway 25 and QNH 2989.
4. runway 07 and QNH 2989.

### Question 29

**What was the reason of the holding?**

1. Due to weather conditions.
2. Due to an arrival aircraft.
3. To wait for an ATC authorization.
4. Due to landing preparation.

### Question 30

**JA86AE climbed to 3,000ft ...**

1. in order to maintain VMC.
2. due to a conflicting aircraft.
3. considering ride conditions.
4. due to terrain clearance.

## Dialogue 11

Answer questions 31 to 33

### Question 31

**What was the first information reported by the pilot?**

1. Weather conditions of the alternate airport.
2. A part of the approach lights was out of service.
3. All the approach lights were out of service.
4. Some sort of cautionary sign was indicated.

### Question 32

**JA86AE initiated a go-around because ...**

1. of runway inspection due to bird strike.
2. it was instructed by ATC.
3. essential lights are partly invisible.
4. an obstacle was reported on the runway.

### Question 33

**The pilot intended to ...**

1. divert to another airport without holding.
2. divert to another airport after holding.
3. hold until the runway was open.
4. commence another approach immediately.

## Dialogue 12

Answer questions 34 to 36

### Question 34

The pilot requested an emergency landing due to ...

1. critical engine condition.
2. critical fuel condition.
3. pilot incapacitation.
4. engine surging.

### Question 35

The controller would have dispatched ...

1. a towing truck.
2. medical staff.
3. fire fighters.
4. police officers.

### Question 36

The landing clearance would have been issued ...

1. after a helicopter landed.
2. after a departure aircraft was rolling.
3. when an arrival aircraft vacated the runway.
4. when the controller was not so busy.

## Dialogue 13

Answer questions 37 to 39

### Question 37

**The informed traffic was flying to the ...**

1. west from the west of the airport.
2. east from the west of the airport.
3. west from the east of the airport.
4. east from the east of the airport.

### Question 38

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

1. over MIBAI.
2. at five miles to MIBAI.
3. over UTIMA.
4. at five miles to UTIMA.

### Question 39

**The problem was with the...**

1. landing gear system.
2. lighting system.
3. hydraulic system.
4. fuel transferring system.

## Dialogue 14

Answer questions 40 to 42

### Question 40

**What was the nature of trouble of JA86AE?**

1. Engine fire.
2. Engine failure.
3. Hydraulic leak.
4. Smoke in the flight deck.

### Question 41

**The controller probably sent ...**

1. fire engines.
2. towing trucks.
3. operation's vehicles.
4. Accident Investigator's car.

### Question 42

**JA82BJ decided to divert probably ...**

1. ATC recommended it.
2. the company ordered.
3. by his judgment.
4. weather conditions were worsened.