

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	K1XX121950

◎ 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 instrument was malfunctioning.
3. fuel was leaking.
4. ground maneuvers were impossible.

Question 5

The controller initially 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. a NOTAM.

Dialogue 4

Answer questions 10 to 12

Question 10

The controller instructed 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 finally 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. some 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

The pilot requested to change altitude because of...

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

Question 17

The pilot finally accepted FL150 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 18

The pilot was instructed to reduce airspeed to 220 knots when they are ...

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

Dialogue 7

Answer questions 19 to 21

Question 19

JA82BJ requested to change heading due to...

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

Question 20

The pilot requested the heading, but was not approved because it...

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

Question 21

Finally JA82BJ requested...

1. 20 NM deviation to the right of the track.
2. 20 NM deviation to the left of the track.
3. 30 NM deviation to the right of the track.
4. 30 NM deviation to the left of the track.

Dialogue 8

Answer questions 22 to 24

Question 22

JA82BJ reported ...

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

Question 23

JA82BJ was instructed to change altitude to ...

1. 13,000 feet.
2. 12,000 feet.
3. 11,000 feet.
4. 9,000 feet.

Question 24

JA82BJ was instructed to ...

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

Dialogue 9

Answer questions 25 to 27

Question 25

The pilot requested descent due to...

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

Question 26

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

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

Question 27

The controller asked the pilot if he needed ...

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

Dialogue 10

Answer questions 28 to 30

Question 28

The problem was identified at ...

1. 15 miles on final of Naha airport.
2. 15 miles on final of Futema airport.
3. 15 miles southeast of Kadena airport.
4. 15 miles southeast of Naha airport.

Question 29

The problem seemed to be that the ...

1. glide slope was not working normally.
2. localizer was not working normally.
3. ILS receiver was not working normally.
4. DME receiver was not working normally.

Question 30

JA80US was cleared for ...

1. VOR/DME A approach.
2. VOR RWY 36 approach.
3. ILS RWY 36 approach.
4. visual approach to runway 36.

Dialogue 11

Answer questions 31 to 33

Question 31

Wind shear was reported at ...

1. 10 miles on final of runway 16.
2. 10 miles on final of runway 36.
3. 300 ft on final of runway 16.
4. 300 ft on final of runway 36.

Question 32

The cumulonimbus was observed ...

1. near Nagoya airport.
2. on top of Nagoya airport.
3. near Chubu-Centrair airport
4. on top of Chubu-Centrair airport.

Question 33

ATC instructed JA80US to hold over ...

1. Chubu VOR.
2. Kowa VORTAC.
3. SWING.
4. EXPOH.

Dialogue 12

Answer questions 34 to 36

Question 34

The pilot reported his position at ...

1. DOCCA.
2. NOCCA.
3. ROCCA.
4. POCCA.

Question 35

The option approach was limited due to ...

1. a departure aircraft.
2. an arrival aircraft.
3. the terrain.
4. the noise abatement regulations.

Question 36

What was the tower controller most likely to do next for JA80US?

1. To send it to the approach frequency.
2. To send it to the ground frequency.
3. To send it to the ACC frequency.
4. To send it to the AEIS frequency.

Dialogue 13

Answer questions 37 to 39

Question 37

The pilot believed he had a flat tire because ...

1. the controller informed.
2. the instrument indicated.
3. it was unstable during the approach.
4. it was difficult to steer.

Question 38

The tower asked JA80US if it ...

1. could clear the runway.
2. was declaring an emergency.
3. needed any assistance.
4. would need refueling.

Question 39

The controller would probably ...

1. send a fire engine.
2. inform the company to send a vehicle.
3. file a report for the incident.
4. file a report for the accident.

Dialogue 14

Answer questions 40 to 42

Question 40

The pilot reported a problem of ...

1. the fuel control.
2. the flight control.
3. the fuel amount.
4. the oil amount.

Question 41

The pilot requested ...

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

Question 42

The pilot's request was probably authorized, if he ...

1. informed the fuel status more precisely.
2. informed the fuel status in advance.
3. paid an extra tax.
4. declared an emergency.