

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	K1XX122010

◎ 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 pilot was initially instructed to ...

1. taxi to the runway in use via P.
2. hold at taxiway P, runway 18.
3. taxi to runway 18, via A.
4. hold at taxiway A, runway 18.

Question 2

The pilot was holding his position due to ...

1. an obstruction on the runway.
2. construction work on the taxiway.
3. some birds on the taxiway.
4. an animal near the taxiway.

Question 3

The controller finally instructed the pilot to ...

1. continue taxi to runway 18.
2. wait at his position.
3. return to spot 6.
4. avoid the obstruction.

Dialogue 2

Answer questions 4 to 6

Question 4

The departure runway was changed to 04, due to ...

1. a vehicle on the runway.
2. a crack at the taxiway end.
3. SAR activities.
4. strong tailwind.

Question 5

The controller instructed the pilot to ...

1. hold short of B3.
2. Backtrack runway 10, and hold short of B4.
3. line up and wait runway 10.
4. take C6, hold on B3.

Question 6

The controller informed JA28ST about the aircraft ...

1. engaged in the search and rescue.
2. arriving soon.
3. departing soon.
4. taxiing out.

Dialogue 3

Answer questions 7 to 9

Question 7

The runway was unusable because ...

1. there was a vehicle on the runway.
2. there was an aircraft on the runway.
3. the approach lighting system was out of service.
4. maintenance work was being done.

Question 8

The pilot contacted Yao ground ...

1. while on runway 09.
2. when entering runway 13.
3. when out of the runway.
4. when taxiing on P1.

Question 9

The ground controller instructed the pilot to ...

1. turn right next taxiway.
2. hold somewhere on the way to runway 13.
3. taxi into the runway in use.
4. contact tower.

Dialogue 4

Answer questions 10 to 12

Question 10

JA28ST's problem was that ...

1. its right engine was not running.
2. its left engine was not running.
3. both engines were not running.
4. its gear was not retracted.

Question 11

JA28ST wanted to ...

1. hold for trouble shooting.
2. contact the dispatcher.
3. return to the departure airport.
4. proceed to the destination airport.

Question 12

The controller would instruct the pilot to execute ...

1. RNAV runway 14 approach.
2. ILS Y runway 32 approach.
3. visual approach to runway 14.
4. visual approach to runway 32.

Dialogue 5

Answer questions 13 to 15

Question 13

JA07JB's problem was ...

1. damage of the cockpit window.
2. hydraulic leakage.
3. a crack of the engine cowl.
4. a possible lightning strike.

Question 14

JA07JB wanted to ...

1. proceed to the destination airport.
2. proceed to the departed airport.
3. hold over Tokushima city.
4. make emergency landing.

Question 15

The controller finally informed the pilot to expect ...

1. ILS Z runway 29 approach.
2. RNAV runway 29 approach.
3. PAR approach to runway 29.
4. visual approach to runway 11.

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. 40 nautical miles.
4. 50 nautical miles.

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

Wind shear was reported ...

1. 1,300 feet on approach course for runway 28.
2. on departure course for runway 28.
3. 8 miles southeast of airport.
4. 8 miles northwest of airport.

Question 29

ATC's second broadcast was a ...

1. gale warning alert on final.
2. down draft and wind shear warning on departure.
3. caution for a possible microburst encounter on final.
4. wind shear alert on final.

Question 30

The pilot would continue to hold until ...

1. 60 minutes.
2. weather improvement at Takamatsu airport.
3. weather improvement but maximum 30 minutes.
4. the preparation of ground was completed.

Dialogue 11

Answer questions 31 to 33

Question 31

The problem was with ...

1. ground facility.
2. aircraft equipment.
3. weather condition.
4. other traffic.

Question 32

Visual approach was not approved due to ...

1. traffic condition.
2. visibility.
3. cloud condition.
4. runway closure.

Question 33

The controller cancelled the clearance for VOR approach due to ...

1. pilot's request.
2. separation between other traffics.
3. preparation for the ground support.
4. visibility fallen below minima.

Dialogue 12

Answer questions 34 to 36

Question 34

What was the trouble with JA123G?

1. The malfunction of indication light in cockpit.
2. The malfunction of landing lights.
3. The malfunction of the airport lighting system.
4. The malfunction of flight instrument.

Question 35

What was a request made by JA123G?

1. A belly landing.
2. A priority landing.
3. A low approach.
4. A touch and go.

Question 36

JA123G held on downwind due to ...

1. considering the other ways.
2. preparation for landing.
3. preparation for ground support.
4. traffic separation.

Dialogue 13

Answer questions 37 to 39

Question 37

What was the trouble with JA870Q?

1. Bird strike during takeoff run.
2. Bird strike just after airborne.
3. Steering system malfunction.
4. Flight instrument malfunction.

Question 38

What was a request made by JA123G?

1. Runway check of runway 30.
2. Change the position for holding.
3. Landing runway change.
4. To send a towing car.

Question 39

JA123G was instructed to hold until ...

1. the ground aircraft vacated the runway.
2. completion of bird sweep.
3. completion of runway check for runway 27.
4. completion of towing of JA870Q.

Dialogue 14

Answer questions 40 to 42

Question 40

The controller told JA123G that ...

1. T5 was not available due to vehicle.
2. the weather condition of the airport.
3. T4 was not available due to construction.
4. the wind condition of approach area.

Question 41

The pilot reported the problem, which was ...

1. having entered into the wrong taxiway.
2. the malfunction of ILS.
3. hydraulic fluid leakage.
4. the engine trouble.

Question 42

The runway was closed due to ...

1. an aircraft stopped on the runway.
2. bird sweeping.
3. repair work.
4. runway check.