

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	K1XX122030

◎ 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

JA82BJ was assigned ...

1. TAPPI 5 departure.
2. TAPPI 6 departure.
3. HAKODATE 6 departure.
4. HAKODATE SOUTH 6 departure.

Question 2

The assigned flight level for JA82BJ was changed to ...

1. 160.
2. 180.
3. 200.
4. 220.

Question 3

JA82BJ could expect their departure at or later than 0400, due to ...

1. gate congestion.
2. runway condition.
3. traffic congestion.
4. weather condition.

Dialogue 2

Answer questions 4 to 6

Question 4

The trouble was caused by ...

1. flight instrument.
2. auxiliary power unit.
3. the engine starter.
4. hydraulic system.

Question 5

The controller instructed JA82BJ to return to ...

1. their departed spot.
2. south one apron spot 11.
3. run up area.
4. the spot different from what they requested.

Question 6

The pilot requested to close their flight plan because they ...

1. had completed their mission.
2. couldn't return to south one apron spot 11.
3. ordered another flight from their company.
4. would not be able to finish this flight.

Dialogue 3

Answer questions 7 to 9

Question 7

The controller instructed the pilot to ...

1. hold short of active runway.
2. fly to the west.
3. make a right turn departure.
4. make a left turn departure.

Question 8

The pilot could not depart because of ...

1. a truck in the runway.
2. the trouble with the engine.
3. a runway problem.
4. a radio problem.

Question 9

The controller finally told the pilot ...

1. to taxi off the runway.
2. to wait where he was.
3. that a tow truck was waiting.
4. that a fire truck was on the way.

Dialogue 4

Answer questions 10 to 12

Question 10

The pilot reported the trouble with the...

1. undercarriage.
2. nose gear door.
3. engine control system.
4. pressurization system.

Question 11

The controller approved the pilot's request to change heading in order to...

1. fly to his alternate airport .
2. check his flaps condition.
3. attempt another approach.
4. return to departed airport.

Question 12

The pilot also requested to make...

1. a low pass.
2. an immediate landing.
3. a visual approach.
4. a fuel jettison.

Dialogue 5

Answer questions 13 to 15

Question 13

Tower observed flame and smoke from the ...

1. left outboard wing.
2. right inboard wing.
3. left engine.
4. right engine.

Question 14

The pilot had noticed ...

1. a high EGT indication.
2. an indication of wheel well fire.
3. dense smoke in the cockpit.
4. a loud noise from the engines.

Question 15

The pilot requested change in heading and altitude to ...

1. fly to another airport.
2. return to departed gate.
3. fly to his original destination.
4. return to departed airport.

Dialogue 6

Answer questions 16 to 18

Question 16

The moderate turbulence was reported over ...

1. Miyakejima.
2. BANJO.
3. Kushimoto.
4. Shimizu.

Question 17

The flight condition at FL160 was ...

1. smooth.
2. unknown.
3. moderate turbulence.
4. light turbulence.

Question 18

FL200 was not assigned because ...

1. there was another aircraft.
2. the pilot declined to climb to FL200.
3. there was a military exercise.
4. there was severe turbulence.

Dialogue 7

Answer questions 19 to 21

Question 19

The controller asked the pilot if he ...

1. requested a heading change.
2. wanted to change his altitude.
3. was in smoother air now.
4. was experiencing turbulence.

Question 20

The weather was reported by a ...

1. DASH 7 at 01:15.
2. DASH 7 at FL250.
3. DASH 8 at 01:25.
4. DASH 8 at FL230.

Question 21

The type of weather was described as ...

1. icing, 15 miles south of Asahikawa.
2. icing, 15 miles north of Asahikawa.
3. turbulence, 15 miles south of Asahikawa.
4. turbulence, 15 miles north of Asahikawa.

Dialogue 8

Answer questions 22 to 24

Question 22

The controller informed the pilot of ...

1. an inbound traffic to Ishigaki airport.
2. an icing condition over Ishigaki airport.
3. rain shower over Ishigaki airport.
4. a towering cloud.

Question 23

The hazard seemed to be ...

1. below 35,000 ft.
2. below 41,000 ft.
3. moving southwest.
4. moving southeast.

Question 24

The controller could not change the pilot's heading immediately because ...

1. another aircraft was departing from Ishigaki airport.
2. inbound traffic was approaching to Ishigaki airport.
3. a very high cloud was towering ahead.
4. JA28ST was bound for Ishigaki airport.

Dialogue 9

Answer questions 25 to 27

Question 25

The pilot reported ...

1. loss of engine oil pressure.
2. propeller overspeed.
3. trouble with an engine.
4. troubles with both engines.

Question 26

The controller first instructed the pilot to ...

1. land immediately.
2. continue present heading.
3. begin descent immediately.
4. change course to Sendai airport.

Question 27

The wind conditions at Sendai airport was ...

1. 270 degrees at 12 knots.
2. 270 degrees at 21 knots.
3. 290 degrees at 12 knots.
4. 290 degrees at 21 knots.

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.