

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	K1XX122070

◎ 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

JA63TK was cleared to maintain an altitude ...

1. lower than requested.
2. higher than requested.
3. requested by the pilot.
4. filed in the flight plan.

Question 2

The pilot's read-back was incorrect for the ...

1. SID and transition.
2. destination and transponder code.
3. SID and transponder code.
4. cruising altitude and ATC frequency.

Question 3

The altitude requested by the pilot was probably ...

1. not assigned all the way.
2. assigned shortly after airborne.
3. assigned by ACC later.
4. assigned if the departure was delayed.

Dialogue 2

Answer questions 4 to 6

Question 4

The nature of trouble was ...

1. malfunction of a flight instrument.
2. auxiliary power unit failure.
3. engine failure.
4. hydraulic system failure.

Question 5

The pilot informed his flight plan was ...

1. cancelled.
2. re-filed.
3. delayed.
4. unchanged.

Question 6

This event would have happened ...

1. early in the morning.
2. late in the afternoon.
3. in the midnight.
4. almost at noon.

Dialogue 3

Answer questions 7 to 9

Question 7

The takeoff clearance was revoked due to ...

1. an aborted takeoff by the preceding departure.
2. a trouble relating to an animal.
3. runway incursion.
4. coordination with another controller.

Question 8

When the trouble happened JA63TK was ...

1. just taxied out.
2. about to enter the runway.
3. already in the runway.
4. starting its takeoff roll.

Question 9

JA63TK would have hit ...

1. a raccoon.
2. a fox.
3. a dog.
4. nothing.

Dialogue 4

Answer questions 10 to 12

Question 10

The pilot had noticed ...

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

Question 11

The pilot requested ...

1. a specific altitude.
2. to proceed to the originated airport.
3. return to departed gate.
4. emergency crew to stand by.

Question 12

What was not transmitted by the pilot?

1. Nature of trouble.
2. A specific altitude.
3. A request for radar navigational guidance.
4. Declaration of an emergency.

Dialogue 5

Answer questions 13 to 15

Question 13

JA63TK reported the problem while it was ...

1. climbing.
2. descending.
3. returning to the airport.
4. declaring an emergency.

Question 14

The controller issued the instruction for ...

1. low approach.
2. returning to the airport.
3. executing the instrument approach.
4. going around.

Question 15

What did the pilot request to ATC?

1. Visual approach.
2. Visual inspection.
3. Low approach.
4. Emergency crew to stand by.

Dialogue 6

Answer questions 16 to 18

Question 16

The pilot requested altitude change due to ...

1. icing condition.
2. severe turbulence.
3. cloud condition.
4. system trouble.

Question 17

The controller did not approve the pilot's request due to ...

1. departure corridor.
2. other traffic.
3. military training area.
4. minimum enroute altitude.

Question 18

The reported traffic was ...

1. opposite direction and below of JA123G, and visually contact.
2. opposite direction and above of JA123G, but negative contact.
3. same direction and below of JA123G, but negative contact.
4. same direction and above of JA123G, and visually contact.

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot reported ...

1. a fire of a boat.
2. a crush of an aircraft.
3. a forest fire.
4. an activation of distress signal.

Question 20

The controller would ...

1. file the report.
2. request to arrange a fire engine.
3. broadcast the information.
4. request to arrange the rescue team.

Question 21

The position of JA123G was ...

1. northwest of Miyakojima VORTAC.
2. southwest of Miyakojima VORTAC.
3. southeast of Miyakojima VORTAC.
4. northeast of Miyakojima VORTAC.

Dialogue 8

Answer questions 22 to 24

Question 22

What was the trouble with JA123G?

1. Crack in the cockpit window.
2. Decompression.
3. Engine trouble.
4. Hydraulic failure.

Question 23

What was the intention of the pilot?

1. Emergency landing.
2. Return to original airport.
3. Divert to alternate airport.
4. Continue to destination airport.

Question 24

The pilot requested heading due to ...

1. traffic.
2. obstacle.
3. cloud condition.
4. destination change.

Dialogue 9

Answer questions 25 to 27

Question 25

The problem seemed to be ...

1. something burning in the cockpit.
2. an engine fire.
3. electrical system failure.
4. smoke in the baggage area.

Question 26

Position of JA123G was ...

1. 10 miles east of the airport.
2. 15 miles east of the airport.
3. 10 miles west of the airport.
4. 15 miles west of the airport.

Question 27

The controller told the pilot ...

1. fire trucks would be waiting for him.
2. that runway 08 was closed.
3. to maintain radio contact.
4. to stand by for clearance.

Dialogue 10

Answer questions 28 to 30

Question 28

What was the problem with JA123G?

1. Passenger trouble.
2. Crew incapacitation.
3. Aircraft system trouble.
4. Fuel shortage.

Question 29

What was the request that the pilot made?

1. ILS approach.
2. Priority landing.
3. Weather information.
4. A fire engine.

Question 30

The controller was requested to prepare ...

1. a fire engine.
2. a tow truck.
3. an authority car.
4. a medical service.

Dialogue 11

Answer questions 31 to 33

Question 31

The pilot reported the problem ...

1. at 7 miles from PERID.
2. before he was cleared for approach.
3. at 12 miles on final approach.
4. at 7 miles on final approach.

Question 32

The problem was with ...

1. the hydraulic system.
2. a wind shear warning.
3. coolant's temperature.
4. the landing gear.

Question 33

The control tower would probably ...

1. visually observe his flaps.
2. inform the ground temperature.
3. check JA123G's landing gear.
4. issue taxi clearance.

Dialogue 12

Answer questions 34 to 36

Question 34

What was the trouble of JA123G?

1. A puncture of the tire.
2. A hydraulic failure.
3. A landing gear trouble.
4. A brake trouble.

Question 35

What was the suspected cause of the trouble?

1. A bird strike.
2. An obstruction on the runway.
3. A hard landing.
4. A maintenance procedure.

Question 36

What was the intention of JA870Q?

1. To hold at present position.
2. Destination change.
3. To taxi to gate.
4. To request a runway check.

Dialogue 13

Answer questions 37 to 39

Question 37

The pilot believed he had a tire burst because the aircraft was ...

1. unable to taxi.
2. uncontrollable.
3. unstable after landing.
4. shaking before landing.

Question 38

Toyama tower asked the pilot, if he ...

1. could move by himself.
2. was declaring an emergency.
3. would need help.
4. would need refueling.

Question 39

The pilot requested Toyama tower to ...

1. taxi to apron immediately.
2. take off again.
3. send a towing tractor.
4. send a fire truck.

Dialogue 14

Answer questions 40 to 42

Question 40

First pilot's request was not accepted due to ...

1. other traffic.
2. weather.
3. outside of control zone.
4. control purpose.

Question 41

JA123G would enter holding over ...

1. OITA VOR at 6,000 feet.
2. OITA VOR at 4,000 feet.
3. MUSASHI VOR at 3,000 feet.
4. MUSASHI VOR at 6,000 feet.

Question 42

The pilot made a go around due to ...

1. not enough visibility at minimum.
2. exceedance of crosswind limit.
3. rough air condition on short final.
4. tower instruction to do so.

THIS IS THE END OF THE LISTENING COMPREHENSION TEST.