

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	K1XX1220B0

◎ 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

Niigata Airport was closed because of ...

1. bad weather condition.
2. runway sweep.
3. delayed pushback.
4. an accident on the runway.

Question 2

The weather condition should be better ...

1. in ten minutes.
2. in thirty minutes.
3. in an hour.
4. at 0450Z.

Question 3

Probably, the pilot would request clearance ...

1. 10 minutes later.
2. 30 minutes later.
3. 40 minutes later.
4. 60 minutes later.

Dialogue 2

Answer questions 4 to 6

Question 4

The pilot was initially instructed to ...

1. taxi to runway 28 via A.
2. taxi to runway 28 via C.
3. hold short of runway 22.
4. hold at apron.

Question 5

The pilot was holding his position due to ...

1. an obstruction on the runway.
2. some birds on the taxiway.
3. construction work on the taxiway.
4. a container on the taxiway.

Question 6

The controller finally instructed the pilot to ...

1. wait at his position.
2. continue taxi to runway 28.
3. avoid the object.
4. return to spot No.1.

Dialogue 3

Answer questions 7 to 9

Question 7

JA123G stopped on taxiway because of ...

1. live animal.
2. a large box.
3. instruction from Tower.
4. aircraft system malfunction.

Question 8

Instruction from the controller was to ...

1. return to spot.
2. hold on T3.
3. stop at present position.
4. enter runway and line up.

Question 9

Finally, the controller notified about ...

1. latest weather.
2. taxiway closure.
3. inbound traffic.
4. outbound traffic.

Dialogue 4

Answer questions 10 to 12

Question 10

JA123G had to stop immediately because ...

1. he was stuck on the taxiway.
2. a Cessna reported an obstruction.
3. another aircraft had a trouble.
4. he had a burst tire.

Question 11

The controller instructed the pilot to ...

1. wait for a tow back.
2. turn left on T4 and hold.
3. hold his position on T4.
4. taxi on the active runway.

Question 12

The pilot was instructed to ...

1. exit the runway via T5.
2. enter the runway from T5.
3. taxi via runway 32.
4. return to the spot.

Dialogue 5

Answer questions 13 to 15

Question 13

The information that controller give the pilot was ...

1. rough air condition reported by departure traffic.
2. visibility getting worse.
3. arrival traffic on final.
4. caution for vortex from preceding traffic.

Question 14

Controller canceled takeoff clearance because of ...

1. separation between the traffic.
2. ground vehicle running into the runway.
3. runway closure.
4. an animal.

Question 15

Controller would arrange ...

1. a towing car.
2. a fire engine.
3. a fueling truck.
4. an airport authority car.

Dialogue 6

Answer questions 16 to 18

Question 16

The pilot requested to change altitude due to ...

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

Question 17

The controller instructed heading due to ...

1. traffic of opposite direction.
2. traffic of same direction.
3. arrival spacing.
4. avoidance of the restricted area.

Question 18

The trouble of equipment of JA123G was ...

1. a malfunction of altimeter, and it was fixed.
2. a malfunction of altimeter and it was not fixed.
3. a malfunction of transponder, and it was fixed.
4. a malfunction of transponder and it was not fixed.

Dialogue 7

Answer questions 19 to 21

Question 19

The problem seemed to be ...

1. an engine fire.
2. an electrical smoke.
3. something burning in the baggage room.
4. the brake overheat.

Question 20

The controller missed to inform the ...

1. runway in use.
2. traffic information.
3. braking action.
4. visibility.

Question 21

The intention of the pilot was ...

1. to stop on the runway and make an evacuation.
2. to stop on the runway and request a towing car.
3. to return to his home base.
4. to make a low approach for checking the trouble.

Dialogue 8

Answer questions 22 to 24

Question 22

The problem of JA123G was ...

1. an engine fire and shut it down.
2. smoke in the cargo compartment.
3. a fire in the cabin, but extinguished.
4. a fire in the cabin, and not extinguished.

Question 23

The status of navigation aids at Fukushima airport was ...

1. VOR not available due to trouble.
2. VOR not available due to flight check.
3. ILS not available due to trouble.
4. ILS not available due to flight check.

Question 24

The intention of the pilot was ...

1. VFR landing.
2. VOR approach.
3. ILS approach.
4. NDB approach.

Dialogue 9

Answer questions 25 to 27

Question 25

Shonai airport was closed due to ...

1. the arrival aircraft stopped off the runway.
2. weather condition.
3. repair work of the runway.
4. runway condition.

Question 26

The pilot requested to change his heading due to ...

1. destination change.
2. wake turbulence.
3. short cut of enroute course.
4. cloud condition.

Question 27

The information that the controller told to the pilot was ...

1. icing condition at 10 nm southwest of Yamagata VOR.
2. icing condition at 10 nm southeast of Yamagata VOR.
3. turbulence at 10 nm southwest of Yamagata VOR.
4. turbulence at 10 nm southeast of Yamagata VOR.

Dialogue 10

Answer questions 28 to 30.

Question 28

The pilot requested destination change to ...

1. to Sapporo airport.
2. to Obihiro airport.
3. to the original airport.
4. to the alternate airport.

Question 29

The passenger seemed to ...

1. have fever.
2. have head injury.
3. be bleeding.
4. be in trouble of breathing.

Question 30

The controller asked the pilot if he needed ...

1. a paramedic.
2. mechanical assistance.
3. an assistance of towing.
4. firefighters' assistance.

Dialogue 11

Answer questions 31 to 33.

Question 31

Wind shear was reported ...

1. 10 nautical miles northwest of airport.
2. 10 nautical miles southeast of airport.
3. 300 feet on the final approach for runway 18.
4. 600 feet on the final approach for runway 18.

Question 32

ATC's second broadcast was a ...

1. gale warning alert on final.
2. thunderstorm alert on final.
3. caution for a possible wind shear encounter.
4. caution for a possible microburst encounter.

Question 33

ATC instructed JA72RJ to hold over ...

1. YVETT.
2. Naha VORTAC.
3. MAZDA.
4. HONDA.

Dialogue 12

Answer questions 34 to 36.

Question 34

JA07JB was first instructed to ...

1. report at three miles on final.
2. continue his approach.
3. line up to the runway.
4. report his airspeed.

Question 35

JA07JB had to reduce its speed because ...

1. he had to go around.
2. the controller instructed.
3. preceding arrival aircraft was still on the runway.
4. of turbulence.

Question 36

The controller instructed JA001G to hold because ...

1. another aircraft was lining up.
2. he had violated a standard procedure.
3. a Boeing 737 was going around.
4. JA07JB was flying over the runway.

Dialogue 13

Answer questions 37 to 39.

Question 37

The pilot was told to expect landing clearance ...

1. when turning to the final approach.
2. when a departure started its takeoff roll.
3. in half a minute.
4. in three minutes.

Question 38

The controller advised the pilot to ...

1. report leaving 300 ft.
2. increase his airspeed by 15 knots.
3. decrease his airspeed by 15 knots.
4. use caution for wind shear.

Question 39

The pilot decided to abandon the approach because ...

1. his copilot suggested it.
2. his approach was unstable.
3. the preceding aircraft was on the runway.
4. the controller instructed it.

Dialogue 14

Answer questions 40 to 42.

Question 40

JA28ST was first authorized to ...

1. go around.
2. land on runway 34.
3. land on runway 16.
4. circle to runway 16.

Question 41

JA28ST reported ...

1. wild animals on the approach end of runway 16.
2. bunch of frogs on runway 16.
3. birds over the approach end of runway 34.
4. a vehicle on runway 34.

Question 42

JA28ST finally decided to ...

1. go around.
2. proceed to the opposite runway.
3. execute a missed approach.
4. enter right downwind runway 34.