

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	K1XX122110

◎ 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. OSUMI 3 departure.
2. OSUMI 4 departure.
3. SOUTH 3 departure.
4. SOUTH 4 departure.

Question 2

The assigned altitude for JA82BJ was changed to ...

1. FL150.
2. FL170.
3. FL190.
4. FL210.

Question 3

JA82BJ could expect their departure at or later than 0300, 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

Controller instructed JA82BJ to return to ...

1. spot L3.
2. maintenance area.
3. their departed spot.
4. the spot next to the one they requested.

Question 6

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

1. couldn't return to spot L3.
2. had completed their mission.
3. would not be able to finish this flight.
4. ordered another flight from their company.

Dialogue 3

Answer questions 7 to 9

Question 7

The problem with Niigata airport was ...

1. removal of an aircraft.
2. traffic congestion.
3. weather.
4. curfew.

Question 8

The original alternate airport was ...

1. Niigata.
2. Yamagata.
3. Sendai.
4. Fukushima.

Question 9

The pilot changed his alternate airport because ...

1. Sendai weather was below minimums.
2. Fukushima weather was below minimums.
3. Yamagata airport will be out of operational hours.
4. they have a curfew at Sendai airport.

Dialogue 4

Answer questions 10 to 12

Question 10

The controller approved the pilot to ...

1. hold short of active runway.
2. make a right turn departure.
3. make a straight out departure.
4. make a left turn departure.

Question 11

The pilot could not depart because of ...

1. a radio problem.
2. a runway problem.
3. landing gear trouble.
4. trouble with the engine.

Question 12

The controller finally told the pilot ...

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

Dialogue 5

Answer questions 13 to 15

Question 13

The pilot reported the trouble with the ...

1. under carriage.
2. flight control system.
3. engine control system.
4. pressurization system.

Question 14

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

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

Question 15

The pilot also requested to make ...

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

Dialogue 6

Answer questions 16 to 18

Question 16

The pilot reported ...

1. a victim.
2. a fire of a house.
3. a crush of an aircraft.
4. a traffic accident.

Question 17

What was the action taken by the controller ?

1. They broadcasted it to other aircraft.
2. They filed the report.
3. They arranged the rescue team.
4. They reported it to the fire station.

Question 18

Where was the position of JA123G ?

1. Northwest of Hongo VOR
2. Southwest of Hongo VOR
3. Northeast of Hongo VOR
4. Southeast of Hongo VOR

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot requested to change altitude because of ...

1. icing condition.
2. wake turbulence.
3. 12,000 ft was reported to be clear of icing.
4. moderate turbulence.

Question 20

The PIREPS reported that ...

1. there was turbulence reported at 12,000 ft.
2. there was icing condition reported at 12,000 ft.
3. there was no icing condition reported at 12,000 ft.
4. 12,000 ft was clear of traffic.

Question 21

The pilot was not able to accept 12,000 ft because of ...

1. limited fuel condition.
2. the aircraft's performance.
3. another traffic.
4. moderate icing condition.

Dialogue 8

Answer questions 22 to 24

Question 22

The position where the pilot reported was ...

1. northwest of Kagawa VOR.
2. west of Kagawa VOR.
3. southeast of Kagawa VOR.
4. east of Kagawa VOR

Question 23

The pilot requested ...

1. to extend their enroute time.
2. the information of enroute cloud condition.
3. the traffic information.
4. to change the altitude.

Question 24

The traffic which affected to JA123G was ...

1. below and insight.
2. below but negative contact.
3. above and insight.
4. above but negative contact.

Dialogue 9

Answer questions 25 to 27

Question 25

The first pilot's request was not approved because of ...

1. traffic.
2. minimum enroute altitude.
3. boundary of control area.
4. restricted flying area.

Question 26

The instruction by the controller was to ...

1. cross 50 miles Southeast of Shimizu at or below 12,000 ft.
2. cross 50 miles Southwest of Shimizu at or below 12,000 ft.
3. cross 50 miles Southeast of Shimizu at or below 13,000 ft.
4. cross 50 miles Southwest of Shimizu at or below 13,000 ft.

Question 27

What was the initial altitude of JA123G ?

1. 11,000 ft.
2. 13,000 ft.
3. FL150.
4. FL170.

Dialogue 10

Answer questions 28 to 30

Question 28

The captain reported the copilot was ...

1. bleeding from his chest.
2. difficult to walk.
3. having a breathing problem.
4. having headache.

Question 29

The pilot requested ...

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

Question 30

JA123G asked the controller to ...

1. stand by at the gate.
2. stay on the runway upon arrival.
3. confirm medical personnel standing by.
4. allow a low approach.

Dialogue 11

Answer questions 31 to 33

Question 31

The pilot requested hold over ANPAN initially because ...

1. wind-shear was reported on final.
2. ATC radar depicted strong echo on final.
3. rough air condition was reported on final.
4. airborne radar depicted strong echo on final.

Question 32

Latest wind ...

1. satisfied aircraft limitation.
2. exceeded their headwind limitation.
3. was over their crosswind limitation.
4. did not satisfy their tailwind limitation.

Question 33

The controller instructed heading and altitude to the pilot because of ...

1. an approaching traffic.
2. another landing aircraft.
3. a takeoff aircraft.
4. a missed approach traffic.

Dialogue 12

Answer questions 34 to 36

Question 34

Runway closed because of ...

1. aircraft fire on the ground.
2. encountered bird strike.
3. rejected takeoff.
4. thunderstorm approaching.

Question 35

The instruction to JA82BJ was ...

1. missed approach.
2. break to Katsurahama.
3. hold over Kochi VOR.
4. divert to another airport.

Question 36

The intention of JA870Q was ...

1. landing due to critical fuel condition.
2. change destination without delay.
3. holding up to 30 minutes.
4. wait until runway open.

Dialogue 13

Answer questions 37 to 39

Question 37

What was the trouble of JA123G?

1. The malfunction of the instruments.
2. The malfunction of the steering system.
3. The malfunction of VHF radio.
4. The malfunction of the engine.

Question 38

What was the suspected cause of the trouble?

1. Maintenance problem.
2. Wind condition.
3. Ingestion of foreign object.
4. A bird strike.

Question 39

JA870Q requested to ...

1. make a runway check.
2. drive the birds away.
3. change the runway in use.
4. return back to ramp.

Dialogue 14

Answer questions 40 to 42

Question 40

What was the problem with JA123G?

1. The malfunction of the flaps.
2. The malfunction of the landing gear.
3. The sudden change of weather.
4. A medical problem of the trainee.

Question 41

The condition which the controller told them was ...

1. low visibility at Takamatsu airport.
2. low ceiling at Takamatsu airport.
3. low visibility at Okayama airport.
4. low ceiling at Okayama airport.

Question 42

What was the reason why the pilot made his intention?

1. Land at Okayama airport due to company reason.
2. Land at Okayama airport due to safety reason.
3. Land at Takamatsu airport due to company reason.
4. Land at Takamatsu airport due to safety reason.