

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	K1XX122130

◎ 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 problem with Miyako airport was ...

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

Question 2

The original alternate airport was ...

1. Ishigaki.
2. Miyako.
3. Naha.
4. Shimojishima.

Question 3

The pilot changed his alternate airport because of ...

1. below minima.
2. traffic congestion.
3. out of operational hours.
4. shortage of fuel.

Dialogue 2

Answer questions 4 to 6.

Question 4

The departure runway was changed to 31, due to ...

1. foreign object on the runway.
2. crack at the taxiway end.
3. defect on the runway.
4. traffic on the runway.

Question 5

The controller instructed the pilot to ...

1. taxi on the runway in use.
2. hold on B1.
3. taxi via runway 31, and vacate from B2.
4. line up and wait runway 27.

Question 6

The controller informed JA72RJ of maintenance work on ...

1. taxiway cracks.
2. runway cracks.
3. visual glide slope indicator system.
4. runway lights.

Dialogue 3

Answer questions 7 to 9.

Question 7

The reported problem was ...

1. wind shear at 500 ft.
2. birds activity near the airport.
3. a bird strike on departure.
4. seagulls on the runway.

Question 8

The problem was observed by ...

1. Kochi tower.
2. JA72RJ.
3. bird sweep worker.
4. departed aircraft.

Question 9

What kind of bird was observed?

1. Sparrow
2. Crow
3. Seagull
4. Kite

Dialogue 4

Answer questions 10 to 12.

Question 10

Hakodate tower found the rubber chips ...

1. while JA72RJ was on the downwind leg.
2. before JA72RJ's take-off roll.
3. after JA72RJ lifted off.
4. during JA72RJ's take-off roll.

Question 11

JA72RJ experienced ...

1. a bird strike.
2. an engine failure during takeoff.
3. vibration.
4. low oil pressure condition.

Question 12

JA72RJ asked Hakodate tower to monitor the ...

1. tire chips on the runway.
2. flap condition.
3. wind condition.
4. landing gear.

Dialogue 5

Answer questions 13 to 15.

Question 13

JA72RJ's problem was ...

1. a possible lightning strike.
2. the airport was not in sight.
3. the damage of the front window.
4. a flat tire.

Question 14

JA72RJ wanted to ...

1. hold over the departure airport.
2. proceed on the destination airport.
3. divert to the alternate airport.
4. proceed to the departed airport.

Question 15

The controller instructed the pilot vector to make ...

1. visual approach to runway 26.
2. VOR runway 26 approach.
3. ILS Y runway 26 approach.
4. ILS Z runway 26 approach.

Dialogue 6

Answer questions 16 to 18

Question 16

JA07JB reported ...

1. light turbulence.
2. light plus turbulence.
3. moderate turbulence.
4. severe turbulence.

Question 17

JA07JB was approved to change altitude to ...

1. 10,000 feet.
2. 11,000 feet.
3. 12,000 feet.
4. 13,000 feet.

Question 18

JA07JB was instructed to ...

1. report weather condition.
2. change in flight levels due to traffic ahead.
3. change speed due to traffic ahead of him.
4. maintain speed 200 knots.

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot wanted to change altitude because of ...

1. moderate turbulence.
2. an aircraft ahead.
3. 12,000 was clear of traffic.
4. accumulated ice on the airframe.

Question 20

The PIREP indicated that ...

1. there was no icing condition at 12,000.
2. there was turbulence at 12,000.
3. it was clear of weather at 12,000.
4. there was severe icing condition at 12,000.

Question 21

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

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

Dialogue 8

Answer questions 22 to 24

Question 22

The unknown aircraft was ...

1. a twin turboprop.
2. a heavy jet.
3. a tactical jet.
4. a light plane.

Question 23

The pilot reported that he ...

1. could avoid the traffic.
2. was behind the traffic.
3. saw the traffic above him.
4. saw the traffic below him.

Question 24

JA07JB wanted to descend because ...

1. of rough air.
2. he had to avoid the fighter.
3. the unidentified traffic.
4. he was in a hurry.

Dialogue 9

Answer questions 25 to 27

Question 25

The problem seemed to be ...

1. the coolant was overheated.
2. the battery became too hot.
3. the landing gear was unsafe.
4. the operating fluid was insufficient.

Question 26

The pilot requested to ...

1. proceed to Takamatsu airport.
2. climb as soon as possible.
3. land immediately.
4. descend to 6,000.

Question 27

The controller wanted to know if the pilot could ...

1. receive his transmissions.
2. tune Kibi VOR.
3. turn right heading.
4. climb to 6,000.

Dialogue 10

Answer questions 28 to 30

Question 28

JA82BJ declared emergency due to ...

1. cargo bay fire.
2. something burning in the cockpit.
3. hydraulic system fail.
4. engine smoke.

Question 29

The controller instructed heading and altitude to the pilot because he would make ...

1. an emergency landing.
2. a precautionary landing.
3. a no flap landing.
4. a short field landing.

Question 30

The controller promised to prepare ...

1. police officers.
2. quarantine and custom agents.
3. fire engines and medical service.
4. runway check personnel.

Dialogue 11

Answer questions 31 to 33

Question 31

The wind direction at the airport was from ...

1. south.
2. west.
3. north.
4. east.

Question 32

The pilot requested the controller to turn ...

1. up the runway lights.
2. down the runway lights.
3. on the runway lights.
4. off the runway lights.

Question 33

The pilot wanted to confirm ...

1. the wind conditions.
2. the VIS setting.
3. his landing gear is down and locked.
4. his landing clearance.

Dialogue 12

Answer questions 34 to 36

Question 34

The pilot requested hold over NALKO initially because ...

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

Question 35

Latest wind ...

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

Question 36

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

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

Dialogue 13

Answer questions 37 to 39

Question 37

JA82BJ made a go-around because ...

1. the birds were at 4000 feet.
2. there was obstruction on the runway.
3. the tower instructed JA82BJ to do so.
4. the visibility was not good enough.

Question 38

The controller instructed the pilot to ...

1. turn right 320, and climb to 4,000.
2. make right turn 300, and climb to 4,000.
3. turn left 320, and climb to 4,000.
4. fly missed approach procedure course.

Question 39

The controller asked the JA82BJ whether...

1. they requested to follow missed approach course.
2. they wanted to make another approach immediately.
3. the approach condition was good enough.
4. they wanted to make the another type of approach.

Dialogue 14

Answer questions 40 to 42

Question 40

The pilot requested to make a low approach, because they could not ...

1. confirm the landing gear was down and locked.
2. complete landing checklist.
3. confirm the flap was fully extended.
4. prepare the cockpit for landing.

Question 41

After low approach, the controller instructed the pilot to ...

1. follow missed approach course.
2. fly heading 010.
3. fly heading 020.
4. fly heading 030.

Question 42

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

1. another aircraft flying around near that course.
2. the weather condition around the missed approach course.
3. his aircraft's configuration.
4. his aircraft's performance.