

Airmen's Academic Examination

E4

Qualification	Airline Transport Pilot (Airplane)	No. of questions; time allowed	20 questions; 40 minutes
Subject	Civil Aeronautics Law (subject code: 04)	Code	A1CC042210

- © Explanatory Notes: (1) In the designated spaces on the Airmen's Academic Examination Answer Sheet (Multiple-Choice Answers) (mark sheet), write your examinee number, examinee number mark, subject, subject code, subject code mark, qualification, qualification category, name, and date of birth.

If you write your examinee number, examinee number mark, subject code, and/or subject code mark incorrectly, computer grading will not be possible and you will fail the subject.

- (2) Write your answers on the Airmen's Academic Examination Answer Sheet (Multiple-Choice Answers) (mark sheet).

- © Point Allocation: All questions are worth five points each.

- © Pass Mark: The pass mark is 70 %.

- Q 1 Which of the following statements on Article 1 (Purpose of This Act) of the Civil Aeronautics Act is incorrect?
- (1) Conform to the provisions of the Convention on International Civil Aviation as well as the Annexes hereto.
 - (2) Ensure the safety of aircraft and prevent problems arising from navigation of aircraft.
 - (3) Ensure transportation safety and improve convenience for users of aircraft by ensuring economic management of a business that is run using the aircraft.
 - (4) Enhance public welfare by promoting the development of civil and general aviation.
- Q 2 Which of the following statements is not consistent with the requirements under Article 68 (Standards of Crew Assignment) of the Civil Aeronautics Act?
- (1) The conditions on the route navigated by the aircraft and distance between airports, etc. used on that route shall be taken into account.
 - (2) The assigned hours and work hours other than the assigned hours shall be allotted in a manner not to impede the safety of navigation of the aircraft due to fatigue.
 - (3) Concerning the pilot, the number of other pilots who are on board and engaged in air navigation and the presence of aircraft crew other than pilots shall be taken into account.
 - (4) If passengers are to be transported, the flight duration on the navigation route shall be considered for the number of cabin crew members.
- Q 3 How many of the following statements (a) to (d) on the aviation medical certification are correct? Choose from (1) to (4) below.
- (a) Aviation medical certification that an airline transport pilot is to obtain needs to be class 1 aviation medical certification even if the scope of the service he/she practices is only within the scope of services of private pilots.
 - (b) Even if a new aviation medical certificate is issued due to renewal and the pilot receives it, the old aviation medical certificate is effective until its validity period expires while the validity period remains unexpired.
 - (c) No member of the aircrew of an aircraft shall, when he/she becomes physically unfit to the medical examination standards, engage in air navigation services, even if his/her aviation medical certificate is still valid.
 - (d) If the airman having an aviation medical certificate has changed his/her registered domicile, address or name, he/she may apply for its reissuance.
- (1) 1 (2) 2 (3) 3 (4) 4

Q 4 How many of the following statements (a) to (d) on the operation of aircraft lights in accordance with the Civil Aeronautics Act and the Ordinance for Enforcement of the Civil Aeronautics Act are correct? Choose from (1) to (4) below.

- (a) The anti-collision lights, starboard lights, port lights and tail lights were lit during navigation in a night flight. To prevent dazzling in clouds, only the anti-collision light was turned off.
- (b) Since the apron at night had lighting, the anti-collision lights, starboard lights, port lights and tail lights were turned off after engine shutdown.
- (c) The timing of lighting the landing light is defined to be after takeoff permission is obtained in the case of takeoff aircraft, or after landing permission is obtained in the case of landing aircraft. The landing light shall not be lit in other cases.
- (d) During the time of airport operation at night, the starboard lights, port lights and tail lights must be lit without exception even while the aircraft is parked.

(1) 1 (2) 2 (3) 3 (4) 4

Q 5 Which of the following statements regarding the authority, etc. of the pilot-in-command is incorrect?

- (1) The pilot-in-command may, when a danger occurs or he/she deems to a danger to be likely to occur to the aircraft or passengers, order the passengers on board regarding the procedures for evacuation or other matters necessary for safety.
- (2) The pilot-in-command may restrain any person who threatens aircraft safety, irrespective of whether the person is on board or not.
- (3) The pilot-in-command shall, when an emergent danger occurs to the aircraft during flight, employ every possible means necessary for rescuing passengers and preventing injury or damage to persons or objects on the land or water.
- (4) The pilot-in-command shall direct and supervise those who perform their duties on board the aircraft.

Q 6 The following are provisions of Article 149 (Devices for Recording Aircraft Operations) of the Ordinance for Enforcement of the Civil Aeronautics Act. Which one is correct as the description of the period of operation of the devices that are required to be installed?

- (1) The cockpit voice recorder shall be operated continuously over the period from the commencement of the take-off run to the completion of the landing run.
- (2) The flight data recorder shall be operated continuously over the period from the commencement of engine operation for the purpose of flight to the cessation of engine operation.
- (3) Any device capable of recoding the content of data link communication shall be operated continuously over the same period as that required for the cockpit voice recorder.
- (4) Even if the aircraft is required to be equipped with a device for recording aircraft operations, the recording device needs not be actuated during operation with the aircrew only.

Q 7 How many of the following obstacle lights (a) to (d) are indicated by flashing lights? Choose from (1) to (4) below.

- (a) High intensity obstacle lights
- (b) Medium intensity white obstacle lights
- (c) Medium intensity red obstacle lights
- (d) Low intensity obstacle lights

(1) 1 (2) 2 (3) 3 (4) 4

Q 8 How many of the following statements (a) to (d) on the right of way between aircraft are correct? Choose from (1) to (4) below.

- (a) The rights of way of an aeroplane and rotorcraft are of the same order. However, if the aircraft is towing an object, it has the right of way over an aeroplane or rotorcraft that is not towing an object.
- (b) Except during an avoidance maneuver in accordance with RA of TCAS, an aircraft having the right of way must maintain its course, altitude and speed.
- (c) Between aircraft approaching the airport for landing, aircraft approaching under the instrument flight rules shall have the right of way over aircraft intending to land under the visual flight rules.
- (d) When the flight paths of two aircraft with equal priority intersect or come close to each other, the aircraft that sees the other aircraft to its left shall yield its flight path to the other.

(1) 1 (2) 2 (3) 3 (4) 4

Q 9 Which of the following statements on the meteorological conditions of an airport in a control zone in take-off or landing in accordance with visual flight rules at the airport is correct?

- (1) Flight visibility shall be 8,000 meters or more.
- (2) Ground visibility or flight visibility shall be 5,000 meters or more.
- (3) The height of clouds is 300 meters or more above the ground surface or water surface.
- (4) The height of clouds is 150 meters or more above the aerodrome altitude, and the aircraft can fly away from the clouds.

Q 10 Which of the following statements on aerodrome lights is incorrect?

- (1) The aerodrome beacon lights are alternating flashing lights in white and green, or flashing lights in white, in the case of land aerodromes, etc.
- (2) The runway touchdown zone lights are constant lights in variable white.
- (3) The taxiway edge lights are constant lights in green.
- (4) The runway edge lights on a runway for instrumental landing are high intensity type runway edge lights.

Q 11 How many of the following items (a) to (d) are knowledge and skills a pilot-in-command should possess pursuant to Article 72 (Requirements of Pilot-in-Command on Board an Aircraft Used for Air Transport Services) of the Civil Aeronautics Act are correct? Choose from (1) to (4) below.

- (a) Pre-take-off checks
- (b) Aviation English Proficiency Certification
- (c) Supervision of flight crew-members and cabin crew-members
- (d) Safety management of aircraft operations including measures to deter safety-threatening behavior etc. and crisis measures

(1) 1 (2) 2 (3) 3 (4) 4

Q 12 Which of the following statements regarding the recent flight experience of a pilot engaged in operating aircraft used for air transport services is correct?

- (1) A pilot engaged in operating aircraft used for air transport services must have experience of six night-time take-offs and six night-time landings in aircraft of the same type used for air transport services, or of a similar type to the said type, within the 180 days prior to the day on which the pilot is carrying out pilot duties.
- (2) Flight crew-members carrying out instrument flight shall have instrument flight experience (including simulator flight) of 5 hours or longer within the 180 days prior to the day of the flight.
- (3) Flight crew-members carrying out instrument flight shall have instrument flight experience (including simulator flight) of 3 hours or longer within the 90 days prior to the day of the flight.
- (4) A pilot engaged in operating aircraft used for air transport services must have experience of three take-offs and three landings in aircraft of the same type used for air transport services, or of a similar type to the said type, within the 90 days prior to the day on which the pilot is carrying out pilot duties.

Q 13 Which of the following statements is incorrect as the response to be made in the event of failure of the telecommunication device during flight under the instrument flight rules concerning Article 206 (Air Navigation in the Case of Communication Equipment Failure) of the Ordinance for Enforcement of the Civil Aeronautics Act?

- (1) The aircraft was in visual meteorological conditions, and landed at the nearest airport, etc., where it was deemed possible to land safely.
- (2) The aircraft was in visual meteorological conditions. However, since the pilot was not sure whether or not the visual meteorological conditions would be maintained until the aircraft landed at the nearest airport, the aircraft was headed for the destination in accordance with the obtained clearance.
- (3) Since the aircraft was in instrument meteorological conditions, it was headed for the destination in accordance with the obtained clearance, and immediately changed its altitude from an altitude designated last time to an altitude specified in the notified flight plan.
- (4) Since the aircraft was flying on a course deviating from an approved course in accordance with instructions by the control authorities, the aircraft was headed for the nearest reporting point on the approved course and returned to the course.

Q 14 How many of the following events (a) to (d) fall under the stipulation in Article 166-4 (Report on a case likely to cause an accident) of the Ordinance for Enforcement of the Civil Aeronautics Act are correct? Choose from (1) to (4) below.

- (a) Case where emergency evacuation was conducted with the use for emergency evacuation slide
- (b) Case where aircraft crew executed an emergency operation during navigation in order to avoid crashing into or contact with the ground or water
- (c) Shortage of fuel requiring urgent measures
- (d) Malfunctioning of a warning device in a cruising aircraft

(1) 1 (2) 2 (3) 3 (4) 4

Q 15 Which of the following provisions of Article 198-2 (Flights that may interfere with the safety of air traffic) of the Ordinance for Enforcement of the Civil Aeronautics Act is incorrect?

- (1) Flight involving frequent changes in aircraft attitude
- (2) Flight that induces stall
- (3) Flight that radically changes altitude
- (4) Extremely high speed flight

Q 16 Which of the following statements regarding the standards for the permit for air navigation under particular flight rules of Article 83-2 of the Ordinance for Enforcement of the Civil Aeronautics Act is incorrect?

- (1) The aircraft shall have the functionality and the system which are needed for air navigation under particular flight rules.
- (2) The aircraft crew, the aircraft maintenance personnel and the flight dispatcher shall have the knowledge and experience which are needed for air navigation under particular flight rules.
- (3) The summary of operations shall be appropriately defined for each navigation and aircraft types based on air navigation under particular flight rules.
- (4) Necessary measures shall be taken to secure a safe navigation of aircraft.

Q 17 How many of the following statements (a) to (d) on the explanation of the pilot-in-command of, and a flight dispatcher for, aircraft used for air transport services specified by Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism in Article 77 (Flight Dispatcher) of the Civil Aeronautics Act are correct? Choose from (1) to (4) below.

- (a) The pilot-in-command shall not depart the aircraft unless he/she obtains approval of a flight dispatcher.
- (b) The pilot-in-command shall receive a confirmation of his/her physical and mental conditions from a flight dispatcher before takeoff.
- (c) The pilot-in-command shall not change the flight plan unless he/she obtains approval of a flight dispatcher.
- (d) If any problem arises during the flight, the pilot-in-command shall promptly report it to a flight dispatcher.

(1) 1 (2) 2 (3) 3 (4) 4

Q 18 Which of the following statements on the speeds prescribed under Article 179 (speed limitation in air traffic control zone, etc.) of the Ordinance for Enforcement of the Civil Aeronautics Act is incorrect?

- (1) The indicated air speed is 250 knots at all altitudes in the air traffic control zone.
- (2) The indicated air speed is 250 knots at altitudes not more than 3,000 meters in the approach control area.
- (3) The indicated air speed is 250 knots in all airspaces at altitudes not more than 3,000 meters.
- (4) The speeds are not distinguished by whether the engine of the aircraft is a piston engine or a turbine engine.

Q 19 Which of the following statements in Article 189 (Navigation in the Vicinity of Airport etc.) of the Ordinance for Enforcement of the Civil Aeronautics Act is incorrect?

- (1) An aircraft under instrument flight rules shall not take off when the meteorological conditions at the airport, etc. do not meet the minimum conditions for take-off.
- (2) Even in the case that the meteorological conditions do not meet the minimum conditions for continuing the landing approach at the airport, etc., when an aircraft passes a specific location above the approach height threshold, the landing approach may be continued to the approach height threshold, when instrument flight rules are being used for landing.
- (3) The landing approach shall not be continued when instrument flight rules are being used for landing and the position of an aircraft cannot be confirmed by means of continuous visual contact and recognition of visual references at the approach height threshold or lower altitude.
- (4) An aircraft shall follow the approach procedure based on the instrument flight rules and the flight procedure established for the relevant airport, etc.

Q 20 Which of the following explanations of aerodrome markings such as those installed at land airports, as specified in Article 79 of the Ordinance for Enforcement of the Civil Aeronautics Act, is incorrect?

- (1) Runway approach end markings are installed only on runways for instrumental landing.
- (2) Aiming point markings are installed on runways with a length of 1,200 meters or more even if they are not runways for instrumental landing.
- (3) The number of vertical stripes of runway approach end markings (if installed) varies with the runway width, and is 16 on runways with a width of 60 meters.
- (4) Markings on runways must be displayed in white, while markings on taxiways must be displayed in yellow.