

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 60分
科目	航空英語〔科目コード：12〕	記号	K1XX121750

◎ 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

JA18BD was holding due to a trouble of ...

1. the ILS receiver.
2. the VOR receiver.
3. the inertial navigation system.
4. the fuel control system.

Question 2

The controller instructed the pilot to ...

1. continue holding.
2. follow the Citation.
3. pull over to the right.
4. taxi to another taxiway.

Question 3

The pilot told the controller that ...

1. delay was undefined.
2. he would taxi back to the spot.
3. some instrument should have been replaced.
4. he would stay there for about 10 minutes.

Dialogue 2

Answer questions 4 to 6

Question 4

JA18BD was holding on the taxiway because ...

1. there seemed to be a fire.
2. some instrument was malfunctioning.
3. fuel was leaking.
4. ground maneuvers were impossible.

Question 5

The controller initially instructed JA50AS to ...

1. pick up T4.
2. backtrack runway 34.
3. follow JA18BD.
4. return to its spot.

Question 6

What was not transmitted by the controller?

1. Traffic information.
2. Instruction to hold position.
3. Instruction to wait outside the runway.
4. Takeoff clearance.

Dialogue 3

Answer questions 7 to 9

Question 7

The full length departure was not available due to ...

1. foreign object on the runway.
2. cracks on the taxiway.
3. another aircraft which had a trouble.
4. construction work on the runway.

Question 8

The controller confirmed the position when JA18BD was ...

1. taxiing near W1 taxiway.
2. taxiing near W3 taxiway.
3. taxiing somewhere unknown.
4. lining up the runway.

Question 9

The controller informed JA18BD ...

1. the remaining runway length.
2. ground temperature.
3. wind data.
4. a NOTAM.

Dialogue 4

Answer questions 10 to 12

Question 10

The controller approved JA58KS to ...

1. maintain VMC.
2. depart without turning.
3. take off immediately.
4. stay on the runway.

Question 11

The pilot could not depart because of ...

1. landing gear trouble.
2. runway incursion.
3. curfew.
4. engine problem.

Question 12

The controller finally told JA50AS ...

1. not to land.
2. to taxi off the runway.
3. a towing tractor was on the way.
4. to hold on the runway.

Dialogue 5

Answer questions 13 to 15

Question 13

The pilot reported ...

1. pilot's incapacitation.
2. an instrument was out of order.
3. the airport was sighted.
4. an emergency.

Question 14

The pilot requested to ...

1. descend.
2. land at Fukuoka airport.
3. change his heading.
4. cancel IFR.

Question 15

What was the target of vectoring ?

1. Runway 34 final approach course.
2. Right downwind.
3. Left traffic pattern.
4. Initial approach fix.

Dialogue 6

Answer questions 16 to 18

Question 16

What was the correct traffic information and reply?

1. Baron was left ahead and it was sighted.
2. Baron was on the eastbound. and it was sighted.
3. A Robinson was right ahead and it was sighted.
4. Numerous traffics were operating at 3 miles west of Akashi.

Question 17

The weather at Yao airport was ...

1. wind 300 at 10knots , light shower rain, QNH2980.
2. wind 300 at 10knots , light shower rain, QNH2998.
3. wind 340 at 10 knots, heavy shower rain, QNH2998.
4. wind 340 at 10 knots, light shower rain, QNH2980.

Question 18

At Yao airport ...

1. runway 27 was unusable due to construction work.
2. runway 27 was unusable due to inspection.
3. runway 31 was unusable due to construction work.
4. runway 31 was unusable due to inspection.

Dialogue 7

Answer questions 19 to 21

Question 19

JA86AE experienced ...

1. fuel system trouble.
2. engine trouble.
3. passenger trouble.
4. flight control trouble.

Question 20

The controller provided the ...

1. traffic information.
2. weather information.
3. information of runway closure.
4. confidential information.

Question 21

JA86AE withdrew the request due to ...

1. anticipated fuel shortage.
2. an operational reason of the company.
3. weather conditions.
4. company's order.

Dialogue 8

Answer questions 22 to 24

Question 22

The emergency was declared due to ...

1. passenger's illness.
2. flight crew incapacitation.
3. engine trouble.
4. pilot's distraction.

Question 23

JA86AE would have executed ...

1. visual approach to runway 10.
2. ILS approach runway 10.
3. visual approach to runway 28.
4. RNAV approach runway 28.

Question 24

The controller would have dispatched ...

1. an ambulance.
2. a towing truck.
3. a fire truck.
4. heavy equipment.

Dialogue 9

Answer questions 25 to 27

Question 25

The pilot was unable to comply with the first instruction because ...

1. the essential equipment was inoperative.
2. of weather conditions.
3. of the restricted area.
4. the VOR receiver was out of service.

Question 26

The controller provided vectoring to ...

1. avoid traffic.
2. TIKYU.
3. HAKODATE VOR.
4. CHITOSE VOR.

Question 27

The pilot reported ...

1. CB behind.
2. CB ahead.
3. Turbulence at 6,000 ft.
4. Icing at 6,000 ft.

Dialogue 10

Answer questions 28 to 30

Question 28

The pilot identified the problem ...

1. at 10 miles from airport.
2. at 15 miles from airport.
3. at the final approach fix.
4. over VOR.

Question 29

The nature of the problem was that ...

1. an airplane's receiver was out of order.
2. a ground facility was not running.
3. runway 28 was closed.
4. weather was not satisfied for approach

Question 30

Finally, the type of approach would be ...

1. ILS runway 28 approach.
2. VOR runway 28 approach.
3. visual approach to runway 22.
4. VFR traffic for runway 28.

Dialogue 11

Answer questions 31 to 33

Question 31

ATC's first broadcast was ...

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

Question 32

Microburst alert was issued ...

1. at 10 nautical miles northwest of airport.
2. at 10 nautical miles southeast of airport.
3. on approach course for runway 18.
4. on departure course for runway 18.

Question 33

Pilot's request was refused because of ...

1. traffic congestion.
2. cumulonimbus.
3. runway close.
4. restricted area.

Dialogue 12

Answer questions 34 to 36

Question 34

First, the controller instructed JA07JB to ...

1. continue his approach.
2. follow the preceding B737 .
3. land on the runway.
4. report at three miles on final

Question 35

Second, the controller instructed JA07JB to ...

1. reduce to minimum clean speed.
2. reduce to minimum approach speed.
3. report minimum speed for approach.
4. resume normal speed.

Question 36

JA07JB had to reject landing because ...

1. an arrival aircraft was still on the runway.
2. the controller instructed to do so.
3. the airspeed was too fast to land.
4. the controller canceled landing clearance.

Dialogue 13

Answer questions 37 to 39

Question 37

The controller informed that landing clearance would be issued ...

1. within half a minute.
2. immediately.
3. short on final.
4. one minute after.

Question 38

The controller advised the pilot ...

1. that preceding aircraft was 300 ft on final.
2. that preceding aircraft made go around.
3. that his airspeed was variable.
4. to use caution for wind shear.

Question 39

The pilot made go around because ...

1. he did not received landing clearance.
2. the controller instructed.
3. he encountered wind shear.
4. the preceding aircraft was still on the runway.

Dialogue 14

Answer questions 40 to 42

Question 40

The controller's first instruction was to ...

1. enter the downwind.
2. land on runway 16.
3. circle to runway 16.
4. land on runway 34.

Question 41

JA28ST reported that birds were ...

1. on middle of the runway 34.
2. on the departure end of runway 34.
3. around threshold of runway 34.
4. flying on final course for runway 16.

Question 42

JA28ST finally decided to ...

1. enter downwind and land to runway 34.
2. enter downwind and hold.
3. circle to the opposite runway.
4. divert to the alternate airport.

THIS IS THE END OF THE LISTENING COMPREHENSION TEST.