

Airmen's Academic Examination

E4

Qualification	Airline Transport Pilot (Airplane) Multi-crew Pilot (Airplane)	No. of questions; time allowed	20 questions; 40 minutes
Subject	Civil Aeronautics Law (subject code: 04)	Code	CCCC042250

- ◎ 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%.

Q1 How many of the following statements (a) to (d) on the operation of aircraft lights in accordance with the Civil Aeronautics Act and the Regulation for Enforcement of the Civil Aeronautics Act are correct? Choose from (1) to (4) below.

- (a) The anti-collision and navigation lights (position lights) were lit during navigation in a night flight. To prevent dazzling in clouds, only the anti-collision lights were turned off.
- (b) Since the apron floodlights were lid, the anti-collision lights and navigation lights (position lights) were turned off after engine shutdown.
- (c) While taxiing in an airport at night, aircraft equipped with LOGO lights must have them lit.
- (d) During the time of airport operation at night, the navigation lights (position lights) must be lit without exception even while the aircraft is parked.

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

Q2 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) Assigned hours and work hours other than 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 flight 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.

Q3 How many of the following statements (a) to (d) regarding aviation medical certification are correct? Choose from (1) to (4) below.

- (a) The period of validity of an aviation medical certificate shall begin on the date when the medical examination is taken (i.e., the start date of the examination). However, the beginning date for renewal shall be the issuance date.
- (b) Once a pilot receives a renewed aviation medical certificate, the old certificate shall become invalid even if it has not yet expired; only the new certificate shall be valid.
- (c) No flight crew shall engage in air navigation services if deemed physically unfit by medical examination standards, even if the individual's aviation medical certificate is still valid.
- (d) Aviation medical certificate holders who change registered domicile, address or name may apply for certificate reissuance.

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

Q4 How many of the following statements (a) to (d) regarding Aviation English Proficiency Certification are correct? Choose from (1) to (4) below.

- (a) A pilot who engages in a flight conducted between a point within Japan and a point outside Japan needs to have Aviation English Proficiency Certification.
- (b) A pilot who engages in a flight that leaves Japan and arrives in Japan, passing over any other FIR (other than the Fukuoka FIR), always needs to have Aviation English Proficiency Certification.
- (c) The categories of aircraft which require their pilot to hold Aviation English Proficiency Certification are aeroplanes, rotorcraft and airships.
- (d) Aircraft which needs two persons for pilotage requiring Aviation English Proficiency Certification can navigate if one of the two pilots has Aviation English Proficiency Certification.

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

Q5 Which of the following statements is incorrect as the response to be made in the event of failure of a radio communication device during flight under the instrument flight rules concerning Article 206 (Air Navigation in the Case of Communication Equipment Failure) of the Regulation 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 headed for the destination in accordance with the obtained clearance.
- (3) Since the aircraft was in instrument meteorological conditions, it headed for the destination in accordance with the obtained clearance, and immediately changed its altitude from the altitude designated last time to an altitude specified in the filed flight plan.
- (4) Since the aircraft was flying on a course deviating from an approved course in accordance with instructions from the control authorities, the aircraft headed for the nearest reporting point on the approved course and returned to the course.

Q6 Regarding Article 71-3 (Examination, etc. for Specific Pilot Competence) of the Civil Aeronautics Act, a pilot is approved to have the specific pilot competence for the category of aircraft which the person intends to operate and is not required to take the specific pilot competence examination by the pilot competence examiner in the following cases. Which one is incorrect?

- (1) When the person has obtained a flight instructor certificate
- (2) When the person has obtained a pilot competence certificate
- (3) When the person's pilot competence certificate rating has changed
- (4) When the person has passed a competency assessment conducted by a Japanese air carrier based on its operation manual

Q7 Which of the following statements regarding the authority, etc. of the pilot-in-command is incorrect?

- (1) The pilot-in-command may, when danger occurs or is deemed likely to occur to the aircraft or passengers, order the passengers on board to follow 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 land or water.
- (4) The pilot-in-command shall direct and supervise those who perform their duties on board the aircraft.

Q8 Which of the following acts is not included in Article 164-16 (Prohibition of Safety-threatening Behaviors) of the Regulation for Enforcement of the Civil Aeronautics Act?

- (1) Operation of opening and closing devices of entrance or emergency doors without proper reason
- (2) Smoking in lavatories
- (3) Activating, without proper reason, a mobile telephone or any other electronic device that may hinder the safety of aircraft navigation, as set forth in public notification issued by the Minister of Land, Infrastructure, Transport and Tourism
- (4) Drinking alcohol brought on board the aircraft by a passenger him/herself

Q9 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 a TCAS RA, an aircraft having the right of way must maintain its course, altitude and speed.
- (c) When two aircrafts are approaching an airport for landing, one shall not cut in front of or overtake the other on the final approach path.
- (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 right shall yield its flight path to the other.

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

Q10 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 is 8,000 meters or more.
- (2) Ground visibility or flight visibility is 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.

Q11 Which of the following statements on the description of emergency equipment stipulated in Article 150 of the Regulation for Enforcement of the Civil Aeronautics Act is correct?

- (1) An aircraft required to be equipped with life jackets shall be equipped with life jackets at least equal to the total number of seats.
- (2) An aircraft having 19 or more passenger seats used for air transport services shall be equipped with lifeboats capable of accommodating all people on board.
- (3) An aircraft that is used for air transport services and has more than 30 passenger seats shall be equipped with medical supplies for emergency use and medical devices.
- (4) If the take-off or landing path of an aircraft stretches to water, portable lights installed in the aircraft shall be waterproof.

Q12 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, 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.

Q13 Which of the following statements on the speeds prescribed under Article 179 (Speed Limitation in Air Traffic Control Zone, etc.) of the Regulation for Enforcement of the Civil Aeronautics Act is correct?

- (1) The indicated air speed is 250 knots in the air traffic control zone.
- (2) The indicated air speed is 250 knots in the air traffic information zone.
- (3) The indicated air speed is 250 knots in the approach control area.
- (4) The indicated air speed is 250 knots in all airspaces at altitudes not more than 3,000 meters.

Q14 How many of the following events (a) to (d) fall under the stipulations in Article 166-4 (Reporting on Cases that are Likely to Cause an Accident) of the Regulation for Enforcement of the Civil Aeronautics Act are correct? Choose from (1) to (4) below.

- (a) Landing on a runway different from a runway designated by the Minister of Land, Infrastructure, Transport and Tourism, or an attempt to land on such a runway
- (b) A case where the cowling, wing tip, or any other part of the aircraft other than the landing gear comes in contact with the ground surface in landing
- (c) Abnormal decompression inside an aircraft
- (d) A case where aircraft crew become unable to perform services normally during flight due to injury or illness

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

Q15 Which of the following explanations of aerodrome markings such as those installed at land airports, as specified in Article 79 of the Regulation 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.

Q16 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 systems needed for air navigation under particular flight rules.
- (2) The flight crew, the aircraft maintenance personnel and the flight dispatcher shall have the knowledge and experience 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 safe navigation of aircraft.

Q17 The following are provisions of Article 149 (Devices for Recording Aircraft Operations) of the Regulation for Enforcement of the Civil Aeronautics Act. Which one is correct as a description of the period of operation of the devices 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 recording the content of data link communication shall be operated continuously for the same period as the period 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 need not be actuated during operation with the aircrew only.

Q18 Which of the following items need not be stated in the Operation Manual?

- (1) Procedures for operation and inspection of aircraft
- (2) Minimum flight altitude
- (3) Minimum Equipment List (MEL) in the case that components, etc. are not in normal condition
- (4) Maximum hours of use for equipment, etc.

Q19 Which of the following statements relating to Article 189 (Navigation in the Vicinity of Airports etc.) of the Regulation 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 a 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.

Q20 How many of the following events (a) to (d) fall under the stipulation in Article 221-2 (Report of Situations which Affect Safety) of the Regulation for Enforcement of the Civil Aeronautics Act are correct? Choose from (1) to (4) below.

- (a) Any event in which any important system for safety installed in the aircraft does not function normally.
- (b) Any event in which emergency equipment or first aid kits do not function normally.
- (c) Any event in which an aircraft exceeds operating limitation or significantly deviates from the designated airway or altitude.
- (d) Any damage to the structure of the aircraft.

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