

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	K1XX122290

◎ 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

JA123G requested emergency landing due to ...

1. an engine fire.
2. a cabin crew with possible heart attack.
3. a sick person on board.
4. critical fuel condition.

Question 29

ATC would prepare the assistance of ...

1. medical services.
2. a fire truck.
3. a police officer.
4. mechanics.

Question 30

JA123G was requested to report his position at ...

1. right downwind runway 26.
2. right base runway 26.
3. right base runway 08.
4. left downwind runway 08.

Dialogue 11

Answer questions 31 to 33

Question 31

The pilot reported the problem ...

1. before he was cleared for approach.
2. over EMINA.
3. over ROCCA.
4. at five miles from EMINA.

Question 32

The problem was with ...

1. a wind shear warning.
2. the hydraulic system.
3. an approaching gale.
4. the landing gear.

Question 33

The tower controller would probably ...

1. inform his spot number.
2. visually observe his flaps.
3. issue taxi instruction.
4. check the landing gear.

Dialogue 12

Answer questions 34 to 36

Question 34

What was a request made by JA123G?

1. A runway change.
2. A priority landing.
3. A low approach.
4. A belly landing.

Question 35

What was not requested by JA123G?

1. A towing car.
2. A police officer.
3. A fire engine.
4. An ambulance.

Question 36

JA123G entered the holding due to ...

1. performing the emergency procedure.
2. reduction of the landing weight.
3. an instruction of the controller.
4. the company request.

Dialogue 13

Answer questions 37 to 39

Question 37

The pilot made a go around due to...

1. birds on approach end.
2. bird strike.
3. wind condition.
4. interruption of ILS.

Question 38

The pilot changed his intention due to...

1. saving time for landing.
2. instruction by the controller.
3. not approval of his request.
4. head wind.

Question 39

Where was the next position that the pilot was requested to report?

1. Right downwind runway 02.
2. Left downwind runway 02.
3. Right downwind runway 20.
4. Left downwind runway 20.

Dialogue 14

Answer questions 40 to 42

Question 40

After initial contact, JA123G was instructed to proceed to ...

1. left base of runway 36.
2. downwind of runway 36.
3. right base of runway 36.
4. long final of runway 36.

Question 41

The tower passed the information of ...

1. 5 minutes ago.
2. 15 minutes ago.
3. the ground observation.
4. the last measured data.

Question 42

JA123G stopped on the runway due to ...

1. a malfunction of the steering system.
2. a flat tire.
3. freeze of the runway surface.
4. an instruction of the tower.