

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	K1XX121670

◎ 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 JA18BD to ...

1. hold its position.
2. move to another taxiway.
3. follow the ERJ.
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 instructed 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. some 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. Runway 34 right downwind.
3. Runway 34 left traffic pattern.
4. Initial approach fix.

Dialogue 6

Answer questions 16 to 18

Question 16

What was the nature of the problem?

1. Violation
2. Severe icing.
3. Engine over power.
4. Engine vibration.

Question 17

What was the pilot's request for his arrival?

1. An emergency landing.
2. To revoke the prescribed restriction.
3. Navigational guidance.
4. An ambulance to stand by.

Question 18

The informed traffic was flying to ...

1. the southwest at 5 miles southeast of MIFUNE, and it was not sighted.
2. the southwest at 5 miles southeast of MIFUNE, and it was sighted.
3. the southeast at 5 miles southwest of MIFUNE, and it was not sighted.
4. the southeast at 5 miles southwest of MIFUNE, and it was sighted.

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot requested to change the altitude due to ...

1. icing conditions.
2. rough air conditions.
3. cloud conditions.
4. landing preparation.

Question 20

The controller instructed to reduce airspeed due to the ...

1. controller' s workload.
2. enroute separation.
3. speed restriction within the control zone.
4. time restriction.

Question 21

The reported traffic was ...

1. going away and it was not sighted.
2. going away and it was sighted.
3. closing in and it was not sighted.
4. closing in and it was sighted.

Dialogue 8

Answer questions 22 to 24

Question 22

JA86AE deviated from the assigned route due to ...

1. failure of radio receiver.
2. avoiding clouds.
3. failure of navigational instrument.
4. trouble of ground facility.

Question 23

JA86AE intended to ...

1. proceed to the destination via vectoring.
2. continue its navigation in VFR.
3. divert to Hanamaki airport.
4. declare an emergency.

Question 24

The controller informed the traffic which was ...

1. climbing through left ahead of JA86AE.
2. leveling off below on the left ahead of JA86AE.
3. climbing through right ahead of JA86AE.
4. leveling off below on the right ahead of JA86AE.

Dialogue 9

Answer questions 25 to 27

Question 25

The pilot made an emergency descent due to ...

1. decompression.
2. illness of passenger.
3. falling oil pressure.
4. engine failure.

Question 26

What was the initial position of JA123G relative to JA86AE?

1. Above and ahead in the same direction.
2. Above and behind in the opposite direction.
3. Below and ahead in the same direction.
4. Below and behind in the opposite direction.

Question 27

The pilot changed the destination because of the ...

1. fuel consumption.
2. maintenance capability.
3. passenger's condition.
4. bad weather.

Dialogue 10

Answer questions 28 to 30

Question 28

The pilot requested priority landing due to ...

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

Question 29

ATC would prepare the assistance of ...

1. a towing truck.
2. medical staff.
3. emergency crew.
4. fire fighters.

Question 30

The pilot told the passenger was ...

1. a male.
2. a Chinese.
3. a Japanese.
4. a female.

Dialogue 11

Answer questions 31 to 33

Question 31

The first report that the controller gave to the traffic was...

1. rough air condition on departure course.
2. windshear on departure course.
3. rough air condition on final.
4. windshear on final.

Question 32

The controller cancelled takeoff clearance because...

1. the airport weather has been changed to IMC.
2. he forgot that he had also issued the clearance to the arrival traffic.
3. Other traffic entered the runway without clearance.
4. The arrival traffic made go around.

Question 33

The takeoff of JA870Q would be cleared after...

1. the weather improved to VMC.
2. the landing of inbound traffic.
3. completion of bird sweep.
4. completion of runway check.

Dialogue 12

Answer questions 34 to 36

Question 34

The pilot reported the problem ...

1. on final RUNWAY 14.
2. on final RUNWAY 32.
3. over HORIE.
4. on downwind.

Question 35

The problem was with ...

1. navigation system.
2. wind shear warning.
3. landing gear system.
4. high lift device.

Question 36

Where was the next position that JA123G was requested to report ?

1. Right downwind for RUNWAY 14.
2. Left downwind for RUNWAY 14.
3. Right downwind for RUNWAY 32.
4. Left downwind for RUNWAY 32.

Dialogue 13

Answer questions 37 to 39

Question 37

The controller instructed JA123G to...

1. report 5 miles.
2. follow the traffic pattern traffic.
3. clear to land.
4. make circle before base.

Question 38

What was the reason why JA123G confirmed to the controller ?

1. He did not receive the landing clearance.
2. He observed the traffic making base turn.
3. He observed the traffic on the runway.
4. He was afraid that the controller confused the call sign.

Question 39

The initial instruction to JA870Q was...

1. to clear to land.
2. to report 5 miles.
3. to report downwind.
4. to follow the inbound traffic.

Dialogue 14

Answer questions 40 to 42

Question 40

JA123G made full-stop landing because of :

1. a malfunction of flight control.
2. instruction by tower.
3. a malfunction of the display.
4. hydraulic failure.

Question 41

What was the intention of JA123G?

1. Termination of flight.
2. Hold his flight plan.
3. Hold on the runway.
4. Continue their mission after maintenance.

Question 42

What was the instruction given to JA870Q?

1. Go around.
2. Clearance for landing.
3. Airspeed reduction.
4. Holding on final leg.