

Airmen's Academic Examination

E4

Qualification	Airline Transport Pilot (Airplane) (Rotorcraft) (Airship)	No. of questions; time allowed	20 questions; 40 minutes
Subject	Civil Aeronautics Law (subject code: 04)	Code	A1CC041710

☆ 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 %.

- Question 1: The following definitions (a) to (d) are the definitions in Article 2 (Definition) of the Civil Aeronautics Act. How many of these definitions are correct? Choose from (1) to (4) below.
- (a) The term "instrument meteorological condition" means bad weather conditions with a range of vision, specified by Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism, taking the visibility and cloud conditions into consideration.
 - (b) The term "air traffic control zone" means any airspace above any airport, etc. and its vicinity where frequent takeoff and landing of aircraft are performed, and designated in the public notice by the Minister of Land, Infrastructure, Transport and Tourism for the safety of air traffic in that airspace.
 - (c) The term "air traffic control area" means any airspace, 300 meters or more above the land or water, and designated for the safety of air traffic in the public notice by the Minister of Land, Infrastructure, Transport and Tourism.
 - (d) The term "instrument flight" means a flight which is performed relying solely on flight instruments to measure the attitude, altitude, position, and course of the aircraft.
- (1) 1 (2) 2 (3) 3 (4) 4
- Question 2: The following statements (a) to (d) describe the visual meteorological conditions applicable to aircraft flying in the control area, control zone or information zone at an altitude lower than 3,000 m. How many of these statements are correct? Choose from (1) to (4) below.
- (a) Flight visibility of 5,000 m or more
 - (b) No clouds within vertical distance of 150 m above the aircraft
 - (c) No clouds within vertical distance of 300 m below the aircraft
 - (d) No clouds within horizontal distance of 600 m from the aircraft
- (1) 1 (2) 2 (3) 3 (4) 4
- Question 3: Which of the following statements regarding the airworthiness certificate is incorrect?
- (1) No aircraft may be granted airworthiness certification unless it has Japanese nationality; provided, however, that the same shall not apply to any aircraft as specified by Cabinet Order.
 - (2) Airworthiness certification shall describe the categories of aircraft and the operating method of aircraft as prescribed by Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism.
 - (3) No aircraft may be used for air navigation unless it has a valid airworthiness certificate. However, the same shall not apply to the performance of test flights, etc. when permitted by the Minister of Land, Infrastructure, Transport and Tourism.
 - (4) The period of validity of an airworthiness certificate shall be one year; provided, however, that the period of validity of such airworthiness certificate with regard to aircraft used for air transport services shall be the period specified by the Minister of Land, Infrastructure, Transport and Tourism.
- Question 4: Which of the following statements regarding the validity periods of aviation medical certification for an airline transport pilot who operates an aircraft for air transport services to transport passengers is correct?
- (1) In case the flight operation is performed by two pilots and the age of the pilot is under 60 at the day of issuance: 1 year
 - (2) In case the flight operation is performed by two pilots and the age of the pilot is 40 or over at the day of issuance: 9 months
 - (3) In case the flight operation is performed by two pilots and the age of the pilot is under 40 at the day of issuance: 2 years
 - (4) In case the flight operation is performed by two pilots and the age of the pilot is 60 or over at the day of issuance: 9 months

- Question 5: How many of the following statements (a) to (d) regarding the 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 of Japan needs to have an Aviation English Proficiency Certification.
 - (b) A pilot who engages in a flight that leaves Japan and arrives in Japan, passing over a country or its territories other than Japan without landing, does not need to have an Aviation English Proficiency Certification.
 - (c) The categories of aircraft which require their pilot to hold an Aviation English Proficiency Certification are aeroplanes and rotorcraft.
 - (d) The validity period of the Aviation English Proficiency Certification is 2 years.
- (1) 1 (2) 2 (3) 3 (4) 4
- Question 6: The following is a part of the provisions of Article 179 (Speed limitation in air traffic control zone, etc.) of the Ordinance for Enforcement of the Civil Aeronautics Act. How many of the underlined values (a) to (d) are correct? Choose from (1) to (4) below.
- (i) In the case of aircraft navigating in an air space prescribed under item (i) of Article 82-2 (Air traffic control zone, etc.) of the Act and concurrently in the air space at an altitude of (a) 900 m or less, the indicated air speed listed for each of the classifications of aircraft specified below:
 - (a) Aircraft equipped with reciprocating engines: (b) 160 kt
 - (b) Aircraft equipped with turbine engines: (c) 200 kt
 - (ii) In the case of aircraft navigating in an air space prescribed under item (i) of Article 82-2 (Air traffic control zone, etc.) of the Act and concurrently in the air space at an altitude exceeding (a) 900 m, or aircraft navigating in an air space designated in the public notice by the Minister of Land, Infrastructure, Transport and Tourism, which is in the approach control area and adjoins an air traffic control zone, the indicated air speed of (d) 250 kt.
- (1) 1 (2) 2 (3) 3 (4) 4
- Question 7: Which of the following combinations of aircraft lights is correct as the basic combination of lights by which an aircraft engaged in operations in air at night shall be marked, as specified in Article 154 (Aircraft lights) of the Ordinance for Enforcement of the Civil Aeronautics Act?
- (1) Starboard light, port light and anti-collision light
 - (2) Starboard light, port light and landing light
 - (3) Starboard light, port light, tail light and anti-collision light
 - (4) Starboard light, port light, tail light and landing light
- Question 8: How many of the following documents (a) to (d) are documents that must be carried onboard an aircraft used for air transport services? Choose from (1) to (4) below.
- (a) Onboard flight logbook
 - (b) Document specifying operating limitation
 - (c) Aircraft registration certificate
 - (d) Operating manuals
- (1) 1 (2) 2 (3) 3 (4) 4
- Question 9: The following statements describe those aircraft that shall be boarded by two airmen who can perform the pilotage of the aircraft as stipulated by Article 65 (Aircrew to be on board aircraft) of the Civil Aeronautics Act. Which one is incorrect?
- (1) Aircraft, because of its structure, which needs two persons for pilotage of aircraft
 - (2) Aircraft which needs two persons for pilotage only for the purpose of a flight according to the special methods and rules, and which engages in a flight according to the special methods and rules
 - (3) Aircraft which is used for air transport of passengers and which engages in a flight under visual flight rules
 - (4) Aircraft which is used for air transport of passengers and which engages in a flight, the duration of which exceeds 5 hours

- Question 10: How many of the following statements (a) to (c) regarding the recent flight experience of a pilot engaged in operating aircraft used for air transport services are correct? Choose from (1) to (4) below.
- (a) 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, within the 90 days prior to the day on which the pilot is carrying out pilot duties.
 - (b) Flight crew-members carrying out instrument flight shall have instrument flight experience (including simulator flight) of 6 hours or longer within the 180 days prior to the day of the flight.
 - (c) The experience of maneuvers using an aircraft simulator of the type of aircraft which the pilot will use for air transport services according to the methods designated by the Minister of Land, Infrastructure, Transport and Tourism shall be regarded as the experience mentioned in (a).
- (1) 1 (2) 2 (3) 3 (4) 0
- Question 11: The following are the activities which shall not be performed by a pilot unless he/she has passed the examination of the specific pilot competence certificate for the category of aircraft which he/she intends to operate, as stipulated in Article 71-3 (Examination, etc. for Specific Pilot Competence) of the Civil Aeronautics Act. Which one is incorrect?
- (1) Pilotage of an aircraft
 - (2) Supervision of flight training by a person who does not hold the required pilot competence certificate
 - (3) Supervision of flight training for instrument flight, etc. by a person who does not hold a competence certificate that permits the instrument flight
 - (4) Flight training using an aircraft simulator (including aircraft training device)
- Question 12: Which of the following statements regarding the obligation, 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.
- Question 13: How many of the following events (a) to (d) fall under the stipulation in Article 166-2 (Report on abnormality) of the Ordinance for Enforcement of the Civil Aeronautics Act? Choose from (1) to (4) below.
- (a) Failure in functions of airport, etc. and air navigation facilities
 - (b) Turbulence of air and other abnormal weather conditions
 - (c) Volcanic explosion and other violent changes in terrestrial and water-related phenomena
 - (d) Cases impeding the safe flight of aircraft
- (1) 1 (2) 2 (3) 3 (4) 4
- Question 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? Choose from (1) to (4) below.
- (a) Landing or an attempt to land on a closed runway or a runway being used by other aircraft
 - (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) Case where aircraft crew became unable to perform services normally due to injury or disease
- (1) 1 (2) 2 (3) 3 (4) 4

- Question 15: Which of the following statements regarding the method of navigation in the vicinity of an airport, etc. is incorrect?
- (1) The 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) In case the meteorological conditions do not meet the minimum conditions for continuing the landing approach at the airport, etc. when the aircraft passes a specified 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 the aircraft cannot be confirmed by means of continuous visual contact and recognition of visual references at the approach height threshold or lower altitude.
 - (4) The aircraft shall follow the approach procedure based on the instrument flight rules and the flight procedure established for the relevant airport, etc.
- Question 16: Which of the following provisions of Article 191-4 (The standards for the permit for air navigation under particular flight rules) 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 and the flight dispatcher shall have taken a course by the Ministry of Land, Infrastructure, Transport and Tourism that covers the knowledge and ability which are needed for air navigation under particular flight rules.
 - (3) The operation procedures shall be appropriately defined for each type of navigation under particular flight rules and aircraft types.
 - (4) Necessary measures shall be taken to secure a safe navigation of aircraft.
- Question 17: How many of the following items (a) to (d) fall under the stipulation in Article 194 (Articles prohibited from being transported) of the Ordinance for Enforcement of the Civil Aeronautics Act? Choose from (1) to (4) below.
- (a) Explosives
 - (b) Pressurized gas
 - (c) Oxidizing substances
 - (d) Flammable liquid
- (1) 1 (2) 2 (3) 3 (4) 4
- Question 18: Which of the following cruising altitudes for an RVSM-approved aircraft flying under IFR is incorrect in the light of Article 177 (Cruising altitude) of the Ordinance for Enforcement of the Civil Aeronautics Act?
- (1) When the heading of the aircraft is 0° or more to less than 180° in magnetic bearing: 41,000 ft
 - (2) When the heading of the aircraft is 180° or more to less than 360° in magnetic bearing: 42,000 ft
 - (3) When the heading of the aircraft is 0° or more to less than 180° in magnetic bearing: 45,000 ft
 - (4) When the heading of the aircraft is 180° or more to less than 360° in magnetic bearing: 43,000 ft
- Question 19: The following are provisions of Article 188 (Movement on ground) of the Ordinance for Enforcement of the Civil Aeronautics Act. Which one is incorrect?
- (1) A speed from which an aircraft may be quickly and safely stopped by controlling the power system or by lightly applying the brake system shall be maintained.
 - (2) The forward view shall be thoroughly observed.
 - (3) The speed shall be lower than the speed limit specified for the area.
 - (4) When there is a danger of collision with aircraft or other objects, the ground guide shall be provided.
- Question 20: Which of the following items need not be stated in the Operation Manual?
- (1) Procedures to give experience and knowledge necessary for flight operation to flight crew
 - (2) Operational procedures and performance limitations of aircraft
 - (3) Minimum Equipment List (MEL) in the case that components, parts and emergency equipment are not in normal condition
 - (4) Maximum hours of use for equipment, etc.