

# 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	K1XX121730

◎ 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. TAPPI 5 departure.
2. TAPPI 6 departure.
3. HAKODATE 6 departure.
4. HAKODATE SOUTH 6 departure.

### Question 2

**The assigned flight level for JA82BJ was changed to ...**

1. 160.
2. 180.
3. 200.
4. 220.

### Question 3

**JA82BJ could expect their departure at or later than 0400, 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

**The controller instructed JA82BJ to return to ...**

1. their departed spot.
2. south one apron spot 11.
3. run up area.
4. the spot different from what they requested.

### Question 6

**The pilot requested to close their flight plan because they ...**

1. had completed their mission.
2. couldn't return to south one apron spot 11.
3. ordered another flight from their company.
4. would not be able to finish this flight.

## Dialogue 3

Answer questions 7 to 9

### Question 7

**The controller instructed the pilot to ...**

1. hold short of active runway.
2. fly to the west.
3. make a right turn departure.
4. make a left turn departure.

### Question 8

**The pilot could not depart because of ...**

1. a truck on the runway.
2. an engine trouble.
3. a runway problem.
4. a radio problem.

### Question 9

**The controller finally told the pilot ...**

1. to taxi off the runway.
2. to wait where he was.
3. that a tow truck was waiting.
4. that a fire truck was on the way.

## Dialogue 4

Answer questions 10 to 12

### Question 10

**The pilot reported the trouble with the...**

1. undercarriage.
2. nose gear door.
3. engine control system.
4. pressurization system.

### Question 11

**The controller approved the pilot's request to change heading in order to...**

1. fly to his alternate airport .
2. check his flaps condition.
3. attempt another approach.
4. return to departed airport.

### Question 12

**The pilot also requested to make...**

1. a low pass.
2. an immediate landing.
3. a visual approach.
4. a fuel jettison.

## Dialogue 5

Answer questions 13 to 15

### Question 13

**Tower observed flame and smoke from the ...**

1. left wing.
2. right wing.
3. left engine.
4. right engine.

### Question 14

**The pilot had noticed ...**

1. a high EGT indication.
2. an indication of wheel well fire.
3. dense smoke in the cockpit.
4. a loud noise from the engines.

### Question 15

**The pilot requested change in heading and altitude to ...**

1. fly to another airport.
2. return to departed gate.
3. fly to his original destination.
4. return to departed airport.

## Dialogue 6

Answer questions 16 to 18

### Question 16

The moderate turbulence was reported at ...

1. FL160.
2. FL180.
3. FL200.
4. FL220.

### Question 17

The flight condition at FL200 was ...

1. smooth.
2. light turbulence.
3. moderate turbulence.
4. unknown.

### Question 18

The controller assigned FL160 because ...

1. there was only light turbulence at that altitude.
2. the pilot declined to climb to FL220.
3. the pilot requested to change his flight level.
4. there was no information for other flight levels.

## Dialogue 7

Answer questions 19 to 21

### Question 19

**The controller informed the pilot of ...**

1. inbound traffic over Miyakejima.
2. turbulence over Miyakejima.
3. a dense cloud spreading over Tokyo airport.
4. spreading volcanic ash.

### Question 20

**The hazard seems to be ...**

1. below FL 350.
2. below FL 410.
3. spreading southwest.
4. spreading southeast.

### Question 21

**The controller could not change the pilot's heading immediately because ...**

1. an inbound traffic was approaching Miyakejima.
2. a very dense cloud was spreading ahead.
3. another aircraft was arriving at Tokyo airport.
4. JA72RJ was bound for Miyakejima.



## Dialogue 8

Answer questions 22 to 24

### Question 22

**The controller asked the pilot if he ...**

1. requested a heading change.
2. wanted to change his altitude.
3. was in smoother air now.
4. was experiencing turbulence.

### Question 23

**The weather was reported by a ...**

1. Beechcraft 90 at 11:30.
2. Beechcraft 90 flying at 13,000 ft.
3. Beechcraft 99 at 01:20.
4. Beechcraft 99 flying at 10,000 ft.

### Question 24

**The type of weather was described as ...**

1. moderate thunderstorms, 30 miles north of YUZAR.
2. moderate rainshowers, 15 miles north of YUZAR.
3. turbulence, 15 miles north of YUZAR.
4. turbulence, 30 miles north of YUZAR.

## Dialogue 9

Answer questions 25 to 27

### Question 25

**JA72RJ reported ...**

1. light turbulence.
2. light plus turbulence.
3. moderate turbulence.
4. severe turbulence.

### Question 26

**JA72RJ was instructed to change altitude to ...**

1. 10,000 feet.
2. 11,000 feet.
3. 12,000 feet.
4. 13,000 feet.

### Question 27

**JA72RJ was instructed to ...**

1. maintain airspeed 200 knots.
2. report weather condition.
3. descend to another altitude due to traffic ahead.
4. change indicated airspeed due to traffic ahead of him.

## Dialogue 10

Answer questions 28 to 30

### Question 28

What was the problem with JA123G?

1. Passenger trouble.
2. Crew incapacitation.
3. Aircraft system trouble.
4. Fuel shortage.

### Question 29

What was the request that the pilot made?

1. ILS approach.
2. Priority landing.
3. Weather information.
4. A fire engine.

### Question 30

The controller was requested to prepare ...

1. a fire engine.
2. a tow truck.
3. an authority car.
4. a medical service.

## Dialogue 11

Answer questions 31 to 33

### Question 31

**The pilot reported the problem ...**

1. at 7 miles from PERID.
2. before he was cleared for approach.
3. at 12 miles on final approach.
4. at 7 miles on final approach.

### Question 32

**The problem was with ...**

1. the hydraulic system.
2. a wind shear warning.
3. coolant's temperature.
4. the landing gear.

### Question 33

**The control tower would probably ...**

1. visually observe his flaps.
2. inform the ground temperature.
3. check JA123G's landing gear.
4. issue taxi clearance.

## Dialogue 12

Answer questions 34 to 36

### Question 34

**What was the trouble of JA123G?**

1. A puncture.
2. A hydraulic failure.
3. A landing gear trouble.
4. A brake trouble.

### Question 35

**What was the suspected cause of the trouble?**

1. A bird strike.
2. An obstruction on the runway.
3. A hard landing.
4. A maintenance procedure.

### Question 36

**What was the intention of JA870Q?**

1. To hold at present position.
2. Destination change.
3. To taxi to gate.
4. To request a runway check.

## Dialogue 13

Answer questions 37 to 39

### Question 37

The pilot believed he had a tire burst because the aircraft was ...

1. unable to taxi.
2. uncontrollable.
3. unstable after landing.
4. shaking before landing.

### Question 38

Toyama tower asked the pilot, if he ...

1. could move by himself.
2. was declaring an emergency.
3. would need help.
4. would need refueling.

### Question 39

The pilot requested Toyama tower to ...

1. taxi to apron immediately.
2. take off again.
3. send a towing tractor.
4. send a fire truck.

## Dialogue 14

Answer questions 40 to 42

### Question 40

**First pilot's request was not accepted due to ...**

1. other traffic.
2. weather.
3. outside of control zone.
4. control purpose.

### Question 41

**JA123G would enter holding over ...**

1. OITA VOR at 6,000 feet.
2. OITA VOR at 4,000 feet.
3. MUSASHI VOR at 3,000 feet.
4. MUSASHI VOR at 6,000 feet.

### Question 42

**The pilot made a go around due to ...**

1. not enough visibility at minimum.
2. exceedance of crosswind limit.
3. rough air condition on short final.
4. tower instruction to do so.

**THIS IS THE END OF THE LISTENING COMPREHENSION TEST.**