

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	K1XX1217B0

◎ 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 cleared ...

1. higher flight level.
2. lower flight level.
3. flight level as requested.
4. unknown flight level.

Question 2

The pilot made incorrect read-back of ...

1. standard instrument departure route.
2. squawk code.
3. SID and transponder code.
4. cruising level.

Question 3

The correct squawk was ...

1. 3435.
2. 3454.
3. 3545.
4. 4345.

Dialogue 2

Answer questions 4 to 6

Question 4

The problem with Niigata airport was ...

1. removal of an aircraft.
2. traffic congestion.
3. weather.
4. curfew.

Question 5

The original alternate airport was ...

1. Niigata.
2. Yamagata.
3. Sendai.
4. Fukushima.

Question 6

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 3

Answer questions 7 to 9

Question 7

Matsuyama tower canceled ...

1. instruction to line up and wait.
2. takeoff clearance.
3. taxi clearance.
4. instruction to hold short of runway.

Question 8

Above cancellation occurred because ...

1. departure runway was changed.
2. visibility was falling rapidly.
3. bird strike was reported.
4. JA82BJ was not ready for takeoff.

Question 9

JA82BJ was instructed to wait for the further instruction due to ...

1. deteriorating weather.
2. runway change.
3. runway check.
4. takeoff preparation in the cockpit.

Dialogue 4

Answer questions 10 to 12

Question 10

JA82BJ's problem was ...

1. a possible lightning strike.
2. the airport was not in sight.
3. a burst tire.
4. the damage of the windshield.

Question 11

JA82BJ wanted to ...

1. proceed to the departed airport.
2. proceed to the alternate airport.
3. proceed to the destination airport.
4. hold over the departure airport.

Question 12

The controller approved the pilot to make ...

1. visual approach runway 30.
2. VOR/DME approach runway 30.
3. ILS approach runway 27.
4. VOR/DME approach runway 27.

Dialogue 5

Answer questions 13 to 15

Question 13

Tower observed flame and smoke from the ...

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

Question 14

The pilot had noticed ...

1. a high EGT indication.
2. a strong fumes in the cockpit.
3. an indication of wheel well fire.
4. a very 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. return to departed airport.
4. fly to his original destination.

Dialogue 6

Answer questions 16 to 18

Question 16

The pilot reported ...

1. a victim.
2. a house fire.
3. an aircraft accident.
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 police 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

The controller informed the pilot that ...

1. wind condition was steady.
2. wind condition was changeable.
3. the wind condition was 340 degrees at 5 knots.
4. the wind condition was 360 degrees at 4 knots.

Question 29

The pilot could not land because of ...

1. a mechanical problem.
2. a problem with the ILS.
3. the wind direction.
4. a problem with the DME.

Question 30

The pilot decided to ...

1. hold over IKG.
2. hold and work out the problem.
3. make another approach.
4. divert to Kagoshima.

Dialogue 11

Answer questions 31 to 33

Question 31

JA82BJ was instructed to go-around because the prior traffic reported ...

1. a bird strike on the runway.
2. an obstruction on the runway.
3. some damage on the runway surface.
4. the runway condition check was not done.

Question 32

Tower controller instructed the pilot to ...

1. change frequency as soon as possible.
2. remain on this frequency and report reaching 3,000 ft.
3. change frequency after reaching the assigned altitude.
4. change frequency before reaching the assigned altitude.

Question 33

The controller corrected his read-back because the pilot ...

1. said wrong heading.
2. repeated wrong altitude.
3. repeated incorrect frequency.
4. said wrong altitude and heading.

Dialogue 12

Answer questions 34 to 36

Question 34

The controller reported to the pilot ...

1. congestions of runway 30.
2. rough air condition of departure course of runway 27.
3. wind shear and rough air on short final of runway 30.
4. wind shear and rough air on short final of runway 27.

Question 35

JA82BJ requested visual approach to runway 30 due to the ...

1. instruction from the tower.
2. bird strike on runway 27.
3. approach condition for runway 27.
4. traffic congestion on runway 27.

Question 36

Tower finally notified JA82BJ that they ...

1. should line up on short final.
2. would receive the landing clearance on short final.
3. would encounter a moderate turbulence on short final.
4. would find departure traffic from runway 30.

Dialogue 13

Answer questions 37 to 39

Question 37

The controller instructed go-around, because of ...

1. a predicting earthquake.
2. a traffic on the runway.
3. a severed runway.
4. strong earthquake.

Question 38

What was the initial instruction by the controller ...

1. make right turn departure.
2. join left down wind.
3. continue runway heading.
4. break to visual reporting point.

Question 39

After go-around, JA82BJ requested to ...

1. proceed direct Niigata VOR and hold as published at 4,000 ft.
2. hold over Niigata VOR as published.
3. proceed direct Niigata Radio Beacon and hold as published at 6,000 ft.
4. proceed to OKESA via missed approach course and hold as published at 7,000 ft.

Dialogue 14

Answer questions 40 to 42

Question 40

JA82BJ made a go-around because ...

1. the birds were at 4,000 ft.
2. tower instructed JA82BJ to do so.
3. the visibility was not good enough.
4. the birds were on the runway.

Question 41

The controller instructed the pilot to ...

1. make left turn, and climb to 3,000 ft.
2. fly missed approach procedure course.
3. make right turn heading 300, and climb to 3,000 ft.
4. turn right heading 310, and climb to 4,000 ft.

Question 42

The controller asked the JA82BJ whether ...

1. they requested to follow missed approach course.
2. the approach condition was good enough.
3. they wanted to make the another type of approach.
4. they wanted to make another approach immediately.