

# 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	K1XX121850

◎ 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

**The pilot was initially instructed to ...**

1. taxi to the runway in use via P.
2. hold at taxiway P, runway 18.
3. taxi to runway 18, via A.
4. hold at taxiway A, runway 18.

### Question 2

**The pilot was holding his position due to ...**

1. an obstruction on the runway.
2. construction work on the taxiway.
3. some birds on the taxiway.
4. an animal near the taxiway.

### Question 3

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

1. continue taxi to runway 18.
2. wait at his position.
3. return to spot 6.
4. avoid the obstruction.

## Dialogue 2

Answer questions 4 to 6

### Question 4

The departure runway was changed to 04, due to ...

1. a vehicle on the runway.
2. a crack at the taxiway end.
3. SAR activities.
4. strong tailwind.

### Question 5

The controller instructed the pilot to ...

1. hold short of B3.
2. Backtrack runway 10, and hold short of B4.
3. line up and wait runway 10.
4. take C6, hold on B3.

### Question 6

The controller informed JA28ST about the aircraft ...

1. engaged in the search and rescue.
2. arriving soon.
3. departing soon.
4. taxiing out.

## Dialogue 3

Answer questions 7 to 9

### Question 7

The runway was unusable because ...

1. there was a vehicle on the runway.
2. there was an aircraft on the runway.
3. the approach lighting system was out of service.
4. maintenance work was being done.

### Question 8

The pilot contacted Yao ground ...

1. while on runway 09.
2. when entering runway 13.
3. when out of the runway.
4. when taxiing on P1.

### Question 9

The ground controller instructed the pilot to ...

1. turn right next taxiway.
2. hold somewhere on the way to runway 13.
3. taxi into the runway in use.
4. contact tower.

## Dialogue 4

Answer questions 10 to 12

### Question 10

**JA28ST's problem was that ...**

1. its right engine was not running.
2. its left engine was not running.
3. both engines were not running.
4. its gear was not retracted.

### Question 11

**JA28ST wanted to ...**

1. hold for trouble shooting.
2. contact the dispatcher.
3. return to the departure airport.
4. proceed to the destination airport.

### Question 12

**The controller would instruct the pilot to execute ...**

1. RNAV runway 14 approach.
2. ILS Y runway 32 approach.
3. visual approach to runway 14.
4. visual approach to runway 32.

## Dialogue 5

Answer questions 13 to 15

### Question 13

**JA07JB's problem was ...**

1. damage of the cockpit window.
2. hydraulic leakage.
3. a crack of the engine cowl.
4. a possible lightning strike.

### Question 14

**JA07JB wanted to ...**

1. proceed to the destination airport.
2. proceed to the departed airport.
3. hold over Tokushima city.
4. make emergency landing.

### Question 15

**The controller finally informed the pilot to expect ...**

1. ILS Z runway 29 approach.
2. RNAV runway 29 approach.
3. PAR approach to runway 29.
4. visual approach to runway 11.

## Dialogue 6

Answer questions 16 to 18

### Question 16

The pilot requested to change altitude due to ...

1. turbulence.
2. icing condition.
3. system trouble.
4. cloud condition.

### Question 17

The controller instructed heading due to ...

1. traffic of opposite direction.
2. traffic of same direction.
3. arrival spacing.
4. avoidance of the restricted area.

### Question 18

The trouble of equipment of JA123G was ...

1. a malfunction of altimeter, and it was fixed.
2. a malfunction of altimeter and it was not fixed.
3. a malfunction of transponder, and the trouble was solved.
4. a malfunction of transponder and the trouble was not solved.

## Dialogue 7

Answer questions 19 to 21

### Question 19

The problem seemed to be ...

1. an engine fire.
2. an electrical smoke.
3. something burning in the baggage room.
4. the brake overheat.

### Question 20

The controller missed to inform the ...

1. runway in use.
2. traffic information.
3. braking action.
4. visibility.

### Question 21

The intention of the pilot was ...

1. to stop on the runway and make an evacuation.
2. to stop on the runway and request a towing car.
3. to return to his home base.
4. to make a low approach for checking the trouble.



## Dialogue 8

Answer questions 22 to 24

### Question 22

The problem of JA123G was ...

1. an engine fire and shut it down.
2. smoke in the cargo compartment.
3. a fire in the cabin, but extinguished.
4. a fire in the cabin, and not extinguished.

### Question 23

The status of navigation aids at Fukushima airport was ...

1. VOR not available due to trouble.
2. VOR not available due to flight check.
3. ILS not available due to trouble.
4. ILS not available due to flight check.

### Question 24

The intention of the pilot was ...

1. VFR landing.
2. VOR approach.
3. ILS approach.
4. NDB approach.

## Dialogue 9

Answer questions 25 to 27

### Question 25

**Shonai airport was closed due to ...**

1. the arrival aircraft stopped off the runway.
2. weather condition.
3. repair work of the runway.
4. runway condition.

### Question 26

**The pilot requested to change his heading due to ...**

1. destination change.
2. wake turbulence.
3. short cut of enroute course.
4. cloud condition.

### Question 27

**The information that the controller told to the pilot was ...**

1. icing condition at 10 nm southwest of Yamagata VOR.
2. icing condition at 10 nm southeast of Yamagata VOR.
3. turbulence at 10 nm southwest of Yamagata VOR.
4. turbulence at 10 nm southwest of Yamagata VOR.

設問の誤りにより選択肢の3と4が同一となっているが、正答に影響がないため点数調整は行わない。

## Dialogue 10

Answer questions 28 to 30.

### Question 28

The pilot requested destination change to ...

1. Sapporo airport.
2. Obihiro airport.
3. the original airport.
4. the alternate airport.

### Question 29

The passenger seemed to ...

1. have fever.
2. have head injury.
3. be bleeding.
4. be in trouble of breathing.

### Question 30

The controller asked the pilot if he needed ...

1. a paramedic.
2. mechanical assistance.
3. an assistance of towing.
4. firefighters' assistance.

## Dialogue 11

Answer questions 31 to 33.

### Question 31

Wind shear was reported ...

1. 10 nautical miles northwest of airport.
2. 10 nautical miles southeast of airport.
3. 300 feet on the final approach for runway 18.
4. 600 feet on the final approach for runway 18.

### Question 32

ATC's second broadcast was a ...

1. gale warning alert on final.
2. thunderstorm alert on final.
3. caution for a possible wind shear encounter.
4. caution for a possible microburst encounter.

### Question 33

ATC instructed JA72RJ to hold over ...

1. YVETT.
2. Naha VORTAC.
3. MAZDA.
4. HONDA.

## Dialogue 12

Answer questions 34 to 36.

### Question 34

**JA07JB was first instructed to ...**

1. report at three miles on final.
2. continue his approach.
3. line up to the runway.
4. report his airspeed.

### Question 35

**JA07JB had to reduce its speed because ...**

1. he had to go around.
2. the controller instructed.
3. preceding arrival aircraft was still on the runway.
4. of turbulence.

### Question 36

**The controller instructed JA001G to hold because ...**

1. another aircraft was lining up.
2. he had violated a standard procedure.
3. Boeing 737 was going around.
4. JA07JB was flying over the runway.

## Dialogue 13

Answer questions 37 to 39.

### Question 37

**The pilot was told to expect landing clearance ...**

1. when turning to the final approach.
2. when a departure started its takeoff roll.
3. in half a minute.
4. in three minutes.

### Question 38

**The controller advised the pilot to ...**

1. report leaving 300 ft.
2. increase his airspeed by 15 knots.
3. decrease his airspeed by 15 knots.
4. use caution for wind shear.

### Question 39

**The pilot decided to abandon the approach because ...**

1. his copilot suggested it.
2. his approach was unstable.
3. the preceding aircraft was on the runway.
4. the controller instructed it.

## Dialogue 14

Answer questions 40 to 42.

### Question 40

**JA28ST was first authorized to ...**

1. go around.
2. land on runway 34.
3. land on runway 16.
4. circle to runway 16.

### Question 41

**JA28ST reported ...**

1. wild animals on the approach end of runway 16.
2. bunch of frogs on runway 16.
3. birds over the approach end of runway 34.
4. a vehicle on runway 34.

### Question 42

**JA28ST finally decided to ...**

1. go around.
2. proceed to the opposite runway.
3. execute a missed approach.
4. enter right downwind runway 34.