

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 1時間
科目	航空英語〔科目コード：12〕	記号	K1XX122090

◎ 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

After airborne, JA86AE would have ...

1. exercised navigation training.
2. gone out for the cross-country flight.
3. forwarded to the training area.
4. proceeded to the traffic pattern.

Question 2

The runway was closed due to ...

1. a live animal.
2. a disabled aircraft.
3. a vehicle.
4. an obstruction.

Question 3

The controller probably sent ...

1. an operation's car.
2. a towing truck.
3. a cargo truck.
4. a fire engine.

Dialogue 2

Answer questions 4 to 6

Question 4

JA86AE did not take off from runway 36 due to ...

1. runway check.
2. safety reasons.
3. aircraft performance.
4. bird sweep.

Question 5

What was not accepted by the pilot?

1. Expeditious taxiing.
2. Immediate takeoff.
3. Departure delay.
4. Intersection departure.

Question 6

The controller instructed the pilot to ...

1. enter the runway from T2.
2. enter the runway from T4.
3. exit the runway via T2.
4. exit the runway via T4.

Dialogue 3

Answer questions 7 to 9

Question 7

Controller advised that ...

1. another traffic was going to the northeast on the west of the airport.
2. another traffic was flying to the west on the northeast of the airport.
3. birds were traveling to the northeast on the west of the airport.
4. birds were migrating to the west on the northeast of the airport.

Question 8

What was the reason of the aborted takeoff?

1. Hydraulic failure.
2. Landing gear trouble.
3. Engine malfunction.
4. Bird strike.

Question 9

Runway inspection would have been initiated due to ...

1. cracks on the runway surface.
2. controller's suggestion.
3. contaminated surface.
4. bird strike.

Dialogue 4

Answer questions 10 to 12

Question 10

JA86AE experienced the bird strike ...

1. when it reached 500 ft.
2. near the threshold of runway 10.
3. when it started its takeoff roll.
4. when it was just airborne.

Question 11

What was the reason JA86AE stopped an engine?

1. It was automatically shutdown.
2. Due to unstable power.
3. Due to abnormal engine indication.
4. Due to engine fire.

Question 12

JA86AE would have landed via

1. ILS approach.
2. LOC approach.
3. VOR approach.
4. visual maneuver.

Dialogue 5

Answer questions 13 to 15

Question 13

JA86AE decided to return due to ...

1. trouble on the cabin pressurization.
2. smoke from the air conditioning system.
3. engine vibrations.
4. unusual sound.

Question 14

After ASPAM, JA86AE probably proceeded to the ...

1. right base for runway 24.
2. left base for runway 24.
3. right base for runway 06.
4. left base for runway 06.

Question 15

The informed traffic was ...

1. a press helicopter which was not sighted.
2. a press helicopter which was sighted.
3. a police helicopter which was not sighted.
4. a police helicopter which was sighted.

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

The pilot described the conflicting aircraft as a ...

1. Cessna 172 with a yellow tail.
2. Cessna 172 with a yellow body.
3. Cessna 172 with a yellow vertical fin.
4. Cessna 172 with a yellow wing.

Question 29

What did the pilot most likely to do after landing ?

1. To visit the tower.
2. To make a document.
3. To contact a mechanic.
4. To refuel.

Question 30

The near miss happened in the ...

1. positive control area.
2. terminal control area.
3. Class G airspace.
4. low altitude training area.

Dialogue 11

Answer questions 31 to 33

Question 31

The pilot was instructed to continue approach ...

1. at AMORI.
2. after AMORI.
3. before AMORI.
4. 5 minutes before landing.

Question 32

The pilot decided to go around because ...

1. the controller instructed.
2. he was not cleared to land.
3. the preceding aircraft was on the runway.
4. he encountered an abrupt wind shift.

Question 33

When the landing clearance was issued, the preceding aircraft was ...

1. crossing the threshold.
2. taxiing on the runway.
3. vacating the runway.
4. on the parallel taxiway.

Dialogue 12

Answer questions 34 to 36

Question 34

The pilot requested the controller to turn ...

1. on the Sequenced Flash Lights.
2. off the Sequenced Flash Lights.
3. up Sequenced Flash Lights.
4. down the Sequenced Flash Lights.

Question 35

The pilot wanted to confirm ...

1. whether the landing clearance was issued.
2. the wind conditions.
3. the brightness of Sequenced Flash Lights.
4. whether his landing gear was down and locked.

Question 36

Reported wind direction was almost ...

1. head wind.
2. tail wind.
3. right cross wind.
4. left cross wind.

Dialogue 13

Answer questions 37 to 39

Question 37

JA58KS requested to ...

1. taxi to runway 27.
2. enter B4.
3. enter B5.
4. backtrack runway 27.

Question 38

JA58KS had to taxi with no delay because of another aircraft ...

1. waiting for takeoff.
2. waiting for taxiing.
3. landing in 5 minutes.
4. landing in 15minutes.

Question 39

What was the nature of emergency informed to JA58KS?

1. Engine fire.
2. Landing gear trouble.
3. Instrument trouble.
4. It was not mentioned.

Dialogue 14

Answer questions 40 to 42

Question 40

The controller instructed JA63TK to ...

1. climb to 3,000 ft.
2. execute the missed approach.
3. fly on a specific heading.
4. make a left turn.

Question 41

The controller informed JA63TK of ...

1. another aircraft.
2. weather conditions.
3. distance to the runway.
4. distance to the localizer.

Question 42

What was the target of vectoring?

1. Niigata airport.
2. One of the approach segments.
3. Traffic pattern.
4. One of the visual reporting points.