

# 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	K1XX121770

◎ 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

**Niigata Airport was closed because of ...**

1. bad weather condition.
2. nav aids maintenance.
3. delayed pushback.
4. an accident on the runway.

### Question 2

**The weather condition should be better ...**

1. in ten minutes.
2. in thirty minutes.
3. in an hour.
4. at 0450Z.

### Question 3

**Probably, the pilot would request clearance ...**

1. 10 minutes later.
2. 30 minutes later.
3. 40 minutes later.
4. 60 minutes later.

## Dialogue 2

Answer questions 4 to 6

### Question 4

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

1. taxi to runway 28 via A.
2. taxi to runway 28 via C.
3. hold short of runway 22.
4. hold at apron.

### Question 5

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

1. an obstruction on the runway.
2. some birds on the taxiway.
3. construction work on the taxiway.
4. a container on the taxiway.

### Question 6

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

1. wait at his position.
2. continue taxi to runway 28.
3. avoid the object.
4. return to spot No.1.

## Dialogue 3

Answer questions 7 to 9

### Question 7

**JA123G stopped on taxiway because of ...**

1. live animal.
2. a large box.
3. instruction from Tower.
4. aircraft system malfunction.

### Question 8

**Instruction from the controller was to ...**

1. return to spot.
2. hold on T3.
3. stop at present position.
4. enter runway and line up.

### Question 9

**Finally, the controller notified about ...**

1. latest weather.
2. taxiway closure.
3. inbound traffic.
4. outbound traffic.

## Dialogue 4

Answer questions 10 to 12

### Question 10

**JA123G had to stop immediately because ...**

1. he was stuck on the taxiway.
2. a Cessna reported an obstruction.
3. another aircraft had a trouble.
4. he had a burst tire.

### Question 11

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

1. wait for a tow back.
2. turn left on T4 and hold.
3. hold his position on T4.
4. taxi on the active runway.

### Question 12

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

1. exit the runway via T5.
2. enter the runway from T5.
3. taxi via runway 32.
4. return to the spot.

## Dialogue 5

Answer questions 13 to 15

### Question 13

The information that controller give the pilot was ...

1. rough air condition reported by departure traffic.
2. visibility getting worse.
3. arrival traffic on final.
4. caution for vortex from preceding traffic.

### Question 14

Controller canceled takeoff clearance because of ...

1. separation between the traffic.
2. ground vehicle running into the runway.
3. runway closure.
4. an animal.

### Question 15

Controller would arrange ...

1. a towing car.
2. a fire engine.
3. a fueling truck.
4. an airport authority car.

## Dialogue 6

Answer questions 16 to 18

### Question 16

The moderate turbulence was reported at ...

1. MAMRO at FL170.
2. MAGGY at FL170.
3. MAMRO at FL180.
4. MAGGY at FL180.

### Question 17

FL190 was not assigned due to ...

1. aircraft performance.
2. an aircraft at FL190.
3. an aircraft at another altitude.
4. controller's workload.

### Question 18

The altitude which did not have weather information was ...

1. FL150.
2. FL170.
3. FL180.
4. FL190.

## Dialogue 7

Answer questions 19 to 21

### Question 19

The top of the ash cloud was ...

1. lower than 40,000 ft.
2. almost 40,000 ft.
3. higher than 40,000 ft.
4. not reported.

### Question 20

The pilot requested to avoid the ash cloud by...

1. climbing.
2. descending.
3. turning to the right.
4. turning to the left.

### Question 21

The pilot's request was authorized by ...

1. changing his course.
2. accepting a lower altitude.
3. accepting a higher altitude.
4. circling for a while.



## Dialogue 8

Answer questions 22 to 24

### Question 22

**JA80US reported ...**

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

### Question 23

**What was the lowest usable altitude of the route?**

1. 9,000 feet.
2. 10,000 feet.
3. 11,000 feet.
4. 12,000 feet.

### Question 24

**JA80US was informed to expect to ...**

1. climb when the traffic was cleared.
2. descend when the traffic was cleared.
3. climb in 20 miles.
4. descend in 20 miles.

## Dialogue 9

Answer questions 25 to 27

### Question 25

The unknown aircraft was reported as ...

1. a business jet.
2. a heavy jet.
3. an airliner.
4. a military aircraft.

### Question 26

The pilot reported that he ...

1. observed the unknown traffic.
2. evaded the unknown traffic.
3. evaded the IFR traffic.
4. did not observe the unknown traffic.

### Question 27

JA18BD wanted to climb because of ...

1. icing.
2. turbulence.
3. a restricted area.
4. an economic reason.

## 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 of the tire.
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 final.
4. tower instruction to do so.

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