

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	K1XX121830

◎ 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 reported problem was ...

1. engine malfunction
2. wind condition
3. icing condition in cloud
4. bird activity

Question 2

The problem was observed by ...

1. outbound traffic
2. tower controller
3. landing traffic
4. maintenance person

Question 3

JA123G departure will be delayed due to ...

1. takeoff sequence
2. runway closure
3. arrival traffic
4. weather condition

Dialogue 2

Answer questions 4 to 6

Question 4

JA123G was holding on the taxiway because ...

1. his rudder did not move normally
2. a nose tire was flat
3. he found an obstacle
4. there was another aircraft taxiing

Question 5

The controller initially asked JA123G, if it could ...

1. return to the apron
2. move out of the taxiway
3. follow the twin Beech
4. continue taxi to the runway

Question 6

JA123G was on ...

1. P3
2. T3
3. the runway
4. the spot

Dialogue 3

Answer questions 7 to 9

Question 7

JA123G told controller that ...

1. he wanted to return to ramp due to trouble
2. a landing traffic was on final
3. a flock of bird were on runway
4. another aircraft was entering runway

Question 8

JA870Q made a go around, because ...

1. landing checklist was not completed
2. JA123G was starting takeoff roll
3. weather condition was getting below minimum
4. JA82BJ was on the runway

Question 9

JA870Q would ...

1. proceed downwind
2. make a missed approach
3. land to another runway
4. divert to alternate airport

Dialogue 4

Answer questions 10 to 12

Question 10

The problem of JA123G was ...

1. too much crosswind
2. an engine fire
3. excess of the engine limitation
4. an airspeed indicator unreliable

Question 11

Controller instructed to hold on T3 because of...

1. confirmation of available spot
2. runway change
3. another aircraft is taxiing
4. controller found smoke from landing gear

Question 12

Runway check would be performed due to ...

1. another aircraft reported obstruction
2. controller's suggestion
3. advice from the pilot
4. landing aircraft had a flat tire

Dialogue 5

Answer questions 13 to 15

Question 13

The problem of JA123G was ...

1. encountered windshear
2. window was blowout
3. engine failure
4. windshield crack

Question 14

The problem occurred when JA123G was ...

1. just after takeoff
2. on left downwind
3. on right downwind
4. during takeoff roll

Question 15

JA123G would stop on the runway due to ...

1. runway check
2. a steering malfunction
3. unable to watch outside
4. tower instruction

Dialogue 6

Answer questions 16 to 18

Question 16

The moderate turbulence was reported over ...

1. Miyakejima.
2. BANJO.
3. Kushimoto.
4. Shimizu.

Question 17

The flight condition at FL160 was ...

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

Question 18

FL200 was not assigned because ...

1. there was another aircraft.
2. the pilot declined to climb to FL200.
3. there was a military exercise.
4. there was severe turbulence.

Dialogue 7

Answer questions 19 to 21

Question 19

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 20

The weather was reported by a ...

1. DASH 7 at 01:15.
2. DASH 7 at FL250.
3. DASH 8 at 01:25.
4. DASH 8 at FL230.

Question 21

The type of weather was described as ...

1. icing, 15 miles south of Asahikawa.
2. icing, 15 miles north of Asahikawa.
3. turbulence, 15 miles south of Asahikawa.
4. turbulence, 15 miles north of Asahikawa.

Dialogue 8

Answer questions 22 to 24

Question 22

The controller informed the pilot of ...

1. an inbound traffic to Ishigaki airport.
2. an icing condition over Ishigaki airport.
3. rain shower over Ishigaki airport.
4. a towering cloud.

Question 23

The hazard seemed to be ...

1. below 35,000 ft.
2. below 41,000 ft.
3. moving southwest.
4. moving southeast.

Question 24

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

1. another aircraft was departing from Ishigaki airport.
2. inbound traffic was approaching to Ishigaki airport.
3. a very high cloud was towering ahead.
4. JA28ST was bound for Ishigaki airport.

Dialogue 9

Answer questions 25 to 27

Question 25

The pilot reported ...

1. loss of engine oil pressure.
2. propeller overspeed.
3. trouble with an engine.
4. troubles with both engines.

Question 26

The controller first instructed the pilot to ...

1. land immediately.
2. continue present heading.
3. begin descent immediately.
4. change course to Sendai airport.

Question 27

The wind conditions at Sendai airport was ...

1. 270 degrees at 12 knots.
2. 270 degrees at 21 knots.
3. 290 degrees at 12 knots.
4. 290 degrees at 21 knots.

Dialogue 10

Answer questions 28 to 30

Question 28

The pilot requested priority landing due to ...

1. a cabin crew with possible heart attack.
2. critical fuel condition.
3. a sick person on board.
4. an injured passenger.

Question 29

ATC would prepare the assistance of ...

1. a towing truck.
2. medical stuff.
3. emergency crew.
4. fire fighters.

Question 30

The pilot told the passenger was ...

1. Visual approach to Runway 14
2. ILS approach to Runway 32.
3. VOR approach to Runway 14.
4. Visual approach to Runway 32.

Dialogue 11

Answer questions 31 to 33

Question 31

The first report that the controller gave to the traffic was...

1. rough air condition on departure course.
2. windshear on departure course.
3. rough air condition on final.
4. windshear on final.

Question 32

The controller cancelled the departure clearance because...

1. the airport weather has been changed to IMC.
2. he forgot that he had also issued the clearance to the arrival traffic.
3. other traffic entered the runway without clearance.
4. the arrival traffic made go around.

Question 33

The takeoff of JA870Q would be cleared after...

1. the weather improved to VMC.
2. the landing of inbound traffic.
3. completion of bird sweep.
4. completion of runway check.

Dialogue 12

Answer questions 34 to 36

Question 34

The pilot reported the problem ...

1. on final runway 14.
2. on final runway 32.
3. over HORIE.
4. on downwind.

Question 35

The problem was with ...

1. navigation system.
2. wind shear warning.
3. landing gear system.
4. high lift device.

Question 36

Where was the next position that JA123G was requested to report ?

1. Right downwind for runway 14.
2. Left downwind for runway 14.
3. Right downwind for runway 32.
4. Left downwind for runway 32.

Dialogue 13

Answer questions 37 to 39

Question 37

The controller instructed JA123G to...

1. report 5 miles.
2. follow the traffic pattern traffic.
3. clear to land.
4. make circle before base.

Question 38

What was the reason why JA123G confirmed to the controller ?

1. He did not receive the landing clearance.
2. He observed the traffic making base turn.
3. He observed the traffic on the runway.
4. He was afraid that the controller confused the call sign.

Question 39

The initial instruction to JA870Q was to ...

1. clear to land.
2. report 5 miles.
3. report downwind.
4. follow the inbound traffic.

Dialogue 14

Answer questions 40 to 42

Question 40

JA123G made full-stop landing because of :

1. a malfunction of flight control.
2. instruction by tower.
3. a malfunction of the display.
4. hydraulic failure.

Question 41

What was the intention of JA123G?

1. Termination of flight.
2. Hold his flight plan.
3. Hold on the runway.
4. Continue their mission after maintenance.

Question 42

What was the instruction given to JA870Q?

1. Go around.
2. Clearance for landing.
3. Airspeed reduction.
4. Holding on final leg.