

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	K1XX121890

◎ 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

JA63TK was cleared to maintain an altitude ...

1. lower than requested.
2. higher than requested.
3. requested by the pilot.
4. filed in the flight plan.

Question 2

The pilot's read-back was incorrect for the ...

1. SID and transition.
2. destination and transponder code.
3. SID and transponder code.
4. cruising altitude and ATC frequency.

Question 3

The altitude requested by the pilot was probably ...

1. not assigned all the way.
2. assigned shortly after airborne.
3. assigned by ACC later.
4. assigned if the departure was delayed.

Dialogue 2

Answer questions 4 to 6

Question 4

The nature of trouble was ...

1. malfunction of a flight instrument.
2. auxiliary power unit failure.
3. engine failure.
4. hydraulic system failure.

Question 5

The pilot informed his flight plan was ...

1. cancelled.
2. re-filed.
3. delayed.
4. unchanged.

Question 6

This event would have happened ...

1. early in the morning.
2. late in the afternoon.
3. in the midnight.
4. almost at noon.

Dialogue 3

Answer questions 7 to 9

Question 7

The takeoff clearance was revoked due to ...

1. an aborted takeoff by the preceding departure.
2. a trouble relating to an animal.
3. runway incursion.
4. coordination with another controller.

Question 8

When the trouble happened JA63TK was ...

1. just taxied out.
2. about to enter the runway.
3. already in the runway.
4. starting its takeoff roll.

Question 9

JA63TK would have hit ...

1. a raccoon.
2. a fox.
3. a dog.
4. nothing.

Dialogue 4

Answer questions 10 to 12

Question 10

The pilot had noticed ...

1. an indication of wheel well fire.
2. thick fumes in the cockpit.
3. very loud noise from the engines.
4. a high EGT indication.

Question 11

The pilot requested ...

1. a specific altitude.
2. to proceed to the originated airport.
3. return to departed gate.
4. emergency crew to stand by.

Question 12

What was not transmitted by the pilot?

1. Nature of trouble.
2. A specific altitude.
3. A request for radar navigational guidance.
4. Declaration of an emergency.

Dialogue 5

Answer questions 13 to 15

Question 13

JA63TK reported the problem while it was ...

1. climbing.
2. descending.
3. returning to the airport.
4. declaring an emergency.

Question 14

The controller issued the instruction for ...

1. low approach.
2. returning to the airport.
3. executing the instrument approach.
4. going around.

Question 15

What did the pilot request to ATC?

1. Visual approach.
2. Visual flight.
3. Low approach.
4. Emergency crew to stand by.

Dialogue 6

Answer questions 16 to 18

Question 16

The pilot requested altitude change due to ...

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

Question 17

The controller did not approve the pilot's request due to ...

1. departure corridor.
2. other traffic.
3. military training area.
4. minimum enroute altitude.

Question 18

The reported traffic was ...

1. opposite direction and below of JA123G, and visually contact.
2. opposite direction and above of JA123G, but negative contact.
3. same direction and below of JA123G, but negative contact.
4. same direction and above of JA123G, and visually contact.

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot reported ...

1. a fire of a boat.
2. a crush of an aircraft.
3. a forest fire.
4. an activation of distress signal.

Question 20

The controller would ...

1. file the report.
2. request to arrange a fire engine.
3. broadcast the information.
4. request to arrange the rescue team.

Question 21

The position of JA123G was ...

1. northwest of Miyakojima VORTAC.
2. southwest of Miyakojima VORTAC.
3. southeast of Miyakojima VORTAC.
4. northeast of Miyakojima VORTAC.

Dialogue 8

Answer questions 22 to 24

Question 22

What was the trouble with JA123G?

1. Crack in the cockpit window.
2. Decompression.
3. Engine trouble.
4. Hydraulic failure.

Question 23

What was the intention of the pilot?

1. Emergency landing.
2. Return to original airport.
3. Divert to Toyota airport.
4. Continue to destination airport.

Question 24

The pilot requested heading due to ...

1. traffic.
2. obstacle.
3. cloud condition.
4. destination change.

Dialogue 9

Answer questions 25 to 27

Question 25

The problem seemed to be ...

1. something burning in the cockpit.
2. an engine fire.
3. electrical system failure.
4. smoke in the baggage area.

Question 26

Position of JA123G was ...

1. 10 miles east of the airport.
2. 15 miles east of the airport.
3. 10 miles west of the airport.
4. 15 miles west of the airport.

Question 27

The controller told the pilot ...

1. fire trucks would be waiting for him.
2. that runway 08 was closed.
3. to maintain radio contact.
4. to stand by for clearance.

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 report the situation.
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. wind condition.
2. cloud condition.
3. sequence of landing.
4. distance to Final approach fix.

Question 42

What was the target of vectoring?

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