

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	K1XX122230

◎ 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

JA82BJ was cleared ...

1. higher flight level.
2. lower flight level.
3. flight level as requested.
4. unknown flight level.

Question 2

The pilot made incorrect read-back of ...

1. standard instrument departure route.
2. squawk code.
3. SID and transponder code.
4. cruising level.

Question 3

The correct squawk was ...

1. 3435.
2. 3454.
3. 3545.
4. 4345.

Dialogue 2

Answer questions 4 to 6

Question 4

The problem with Niigata airport was ...

1. removal of an aircraft.
2. traffic congestion.
3. weather.
4. curfew.

Question 5

The original alternate airport was ...

1. Niigata.
2. Yamagata.
3. Sendai.
4. Fukushima.

Question 6

The pilot changed his alternate airport because ...

1. Sendai weather was below minimums.
2. Fukushima weather was below minimums.
3. Yamagata airport will be out of operational hours.
4. they have a curfew at Sendai airport.

Dialogue 3

Answer questions 7 to 9

Question 7

Matsuyama tower canceled ...

1. instruction to line up and wait.
2. takeoff clearance.
3. taxi clearance.
4. instruction to hold short of runway.

Question 8

Above cancellation occurred because ...

1. departure runway was changed.
2. visibility was falling rapidly.
3. bird strike was reported.
4. JA82BJ was not ready for takeoff.

Question 9

JA82BJ was instructed to wait for the further instruction due to ...

1. deteriorating weather.
2. runway change.
3. runway check.
4. takeoff preparation in the cockpit.

Dialogue 4

Answer questions 10 to 12

Question 10

JA82BJ's problem was ...

1. a possible lightning strike.
2. the airport was not in sight.
3. a burst tire.
4. the damage of the windshield.

Question 11

JA82BJ wanted to ...

1. proceed to the departed airport.
2. proceed to the alternate airport.
3. proceed to the destination airport.
4. hold over the departure airport.

Question 12

The controller instructed the pilot to make ...

1. visual approach runway 30.
2. VOR/DME approach runway 30.
3. ILS approach runway 27.
4. VOR/DME approach runway 27.

Dialogue 5

Answer questions 13 to 15

Question 13

Tower observed flame and smoke from the ...

1. left wing.
2. right wing.
3. left hand wing engine.
4. right hand wing engine.

Question 14

The pilot had noticed ...

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

Question 15

The pilot requested change in heading and altitude to ...

1. fly to another airport.
2. return to departed gate.
3. return to departed airport.
4. fly to his original destination.

Dialogue 6

Answer questions 16 to 18

Question 16

JA82BJ requested to change heading due to ...

1. restricted area ahead of them.
2. nimbostratus ahead of them.
3. cloud condition ahead of them.
4. military training area ahead of them.

Question 17

JA82BJ requested the heading, but was not approved because it ...

1. could lead to an another traffic.
2. required coordination with next sector.
3. could lead to the bad weather area.
4. could lead to a restricted area.

Question 18

Finally JA82BJ requested ...

1. 20 nautical miles deviation to the left side.
2. 20 nautical miles deviation to the right side.
3. 30 nautical miles deviation to the left side.
4. 30 nautical miles deviation to the right side.

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot requested to change altitude because of ...

1. icing condition.
2. strong head wind.
3. cloud condition.
4. rough air condition.

Question 20

The pilot finally accepted FL170 because ...

1. another aircraft was cruising at his requested altitude.
2. moderate turbulence was reported at his requested altitude.
3. strong head wind was reported at his requested altitude.
4. bad cloud condition was reported at his requested altitude.

Question 21

The pilot was instructed to reduce airspeed when he was ...

1. leaving FL200.
2. reaching FL200.
3. leaving FL220.
4. reaching FL220.

Dialogue 8

Answer questions 22 to 24

Question 22

The pilot requested course deviation to avoid ...

1. the cloud ahead of him.
2. rough air condition.
3. congested area.
4. another traffic.

Question 23

The pilot could make deviation ...

1. immediately.
2. before leaving FL200.
3. after leaving FL200.
4. after reaching assigned flight level.

Question 24

The pilot could be expected to return to the original cruising level after ...

1. 20 nautical miles.
2. 30 nautical miles.
3. 40 nautical miles.
4. 50 nautical miles.

Dialogue 9

Answer questions 25 to 27

Question 25

The pilot requested descent due to ...

1. cloud condition.
2. light icing.
3. engine trouble.
4. moderate turbulence.

Question 26

The controller instructed another heading to the pilot in order to ...

1. keep traffic spacing.
2. detour cumulonimbus.
3. avoid restricted airspace.
4. keep away from the cloud area.

Question 27

The controller asked the pilot if he needed ...

1. another frequency.
2. another heading.
3. different altitude.
4. some support.

Dialogue 10

Answer questions 28 to 30

Question 28

Runway in use and QNH at Okayama airport were ...

1. runway 25 and QNH 2998.
2. runway 07 and QNH 2998.
3. runway 25 and QNH 2989.
4. runway 07 and QNH 2989.

Question 29

What was the reason of the holding?

1. Due to weather conditions.
2. Due to an arrival aircraft.
3. To wait for an ATC authorization.
4. Due to landing preparation.

Question 30

JA86AE climbed to 3,000ft ...

1. in order to maintain VMC.
2. due to a conflicting aircraft.
3. considering ride conditions.
4. due to terrain clearance.

Dialogue 11

Answer questions 31 to 33

Question 31

What was the first information provided by ATC?

1. Weather conditions of the alternate airport.
2. A part of the approach lights was out of service.
3. All the approach lights were out of service.
4. Some sort of cautionary sign was indicated.

Question 32

JA86AE initiated a go-around because ...

1. of runway inspection due to bird strike.
2. it was instructed by ATC.
3. essential lights are partly invisible.
4. an obstacle was reported on the runway.

Question 33

The pilot intended to ...

1. divert to another airport without holding.
2. divert to another airport after holding.
3. hold until the runway was open.
4. commence another approach immediately.

Dialogue 12

Answer questions 34 to 36

Question 34

The pilot requested an emergency landing due to ...

1. critical engine condition.
2. critical fuel condition.
3. pilot incapacitation.
4. engine surging.

Question 35

The controller would have dispatched ...

1. a towing truck.
2. medical staff.
3. fire fighters.
4. police officers.

Question 36

The landing clearance would have been issued ...

1. after a helicopter landed.
2. after a departure aircraft was rolling.
3. when an arrival aircraft vacated the runway.
4. when the controller was not so busy.

Dialogue 13

Answer questions 37 to 39

Question 37

The informed traffic was flying to the ...

1. west on the west of the airport.
2. east on the west of the airport.
3. west on the east of the airport.
4. east on the east of the airport.

Question 38

The pilot reported the problem ...

1. over MIBAI.
2. at five miles to MIBAI.
3. over UTIMA.
4. at five miles to UTIMA.

Question 39

The problem was with the...

1. landing gear system.
2. lighting system.
3. hydraulic system.
4. fuel transferring system.

Dialogue 14

Answer questions 40 to 42

Question 40

What was the nature of trouble of JA86AE?

1. Engine fire.
2. Engine failure.
3. Hydraulic leak.
4. Smoke in the flight deck.

Question 41

The controller probably sent ...

1. fire engines.
2. towing trucks.
3. operation's vehicles.
4. ambulances.

Question 42

JA82BJ decided to divert probably ...

1. ATC recommended it.
2. the company ordered.
3. by his judgment.
4. weather conditions were worsened.