

# 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	K1XX121790

◎ 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

**JA123G was holding on the taxiway because ...**

1. a tire was in the way.
2. he had a flat tire.
3. his nose wheel was stuck.
4. there seemed to be a fire.

### Question 2

**The controller initially asked the pilot to ...**

1. continue taxi to the runway.
2. follow the Citation.
3. move to T-4 taxiway.
4. move over to the left side of the parallel taxiway.

### Question 3

**The controller instructed JA82BJ to ...**

1. taxi to T-3.
2. taxi to T-4.
3. hold position.
4. taxi down the runway.

## Dialogue 2

Answer questions 4 to 6

### Question 4

The problem of JA123G was ...

1. engine failure.
2. control surface malfunction.
3. flight control malfunction.
4. flight instrument failure.

### Question 5

The purpose of flight JA123G was ...

1. test flight.
2. training flight.
3. photo mission.
4. proficiency check flight.

### Question 6

The spot number of JA123G was ...

1. No.1.
2. No.3.
3. No.7.
4. No.10.

## Dialogue 3

Answer questions 7 to 9

### Question 7

**JA123G was making air turn back because of ...**

1. birdstrike.
2. tailstrike.
3. hydraulic system failure.
4. passenger sickness.

### Question 8

**JA123G held over MIFUNE because of ...**

1. controller's instruction.
2. preparation for landing.
3. another traffic.
4. an engine failure.

### Question 9

**Probably, JA123G would ...**

1. declare an emergency.
2. proceed to the destination.
3. report over MIFUNE.
4. cancel IFR.

## Dialogue 4

Answer questions 10 to 12

### Question 10

**First, the pilot thought he had a ...**

1. mischief in the cabin.
2. trouble with flight control.
3. bird strike.
4. trouble with an engine.

### Question 11

**Instruction from the Controller was to ...**

1. join left downwind.
2. join right downwind.
3. proceed direct base runway10.
4. hold over HAKURYU.

### Question 12

**Finally, the pilot recognized that ...**

1. a belt was banging around outside a door.
2. engine vibration was observed.
3. aileron fluttering was observed.
4. he had a lightning strike.

## Dialogue 5

Answer questions 13 to 15

### **Question 13**

**What was the reason why the pilot declared Emergency?**

1. Cargo bay fire.
2. Engine fire.
3. Fire at landing gear section.
4. Cabin fire.

### **Question 14**

**What was the request that the pilot made?**

1. Visual approach.
2. Low approach for visual check.
3. VOR/DME approach.
4. Cancel IFR.

### **Question 15**

**Controller would prepare for ...**

1. a cargo loader.
2. a towing truck.
3. an ambulance.
4. fire trucks.

## 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 alternate 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 cabin.
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 problem was identified at ...

1. 15 miles on final of Naha airport.
2. 15 miles on final of Futenma airport.
3. 15 miles southeast of Kadena airport.
4. 15 miles southeast of Naha airport.

### Question 29

The problem seemed to be that the ...

1. glide slope was not working normally.
2. localizer was not working normally.
3. ILS receiver was not working normally.
4. DME receiver was not working normally.

### Question 30

JA80US was cleared for ...

1. VOR/DME A approach.
2. VOR RWY 36 approach.
3. ILS RWY 36 approach.
4. visual approach to runway 36.

## Dialogue 11

Answer questions 31 to 33

### Question 31

**Wind shear was reported at ...**

1. 10 miles on final of runway 16.
2. 10 miles on final of runway 36.
3. 300 ft on final of runway 16.
4. 300 ft on final of runway 36.

### Question 32

**The cumulonimbus was observed ...**

1. near Nagoya airport.
2. on top of Nagoya airport.
3. near Chubu-Centrair airport
4. on top of Chubu-Centrair airport.

### Question 33

**ATC instructed JA80US to hold over ...**

1. Chubu VOR.
2. Kowa VORTAC.
3. SWING.
4. EXPOH.

## Dialogue 12

Answer questions 34 to 36

### Question 34

The pilot reported his position to Hakodate Tower at ...

1. EMINA.
2. ENIWA.
3. ROCCA.
4. POCCA.

### Question 35

The option approach was limited due to ...

1. a departure aircraft.
2. an arrival aircraft.
3. the terrain.
4. the noise abatement regulations.

### Question 36

What was the tower controller most likely to do next for JA80US?

1. To send it to the approach frequency.
2. To send it to the ground frequency.
3. To send it to the ACC frequency.
4. To send it to the AEIS frequency.

## Dialogue 13

Answer questions 37 to 39

### Question 37

The pilot believed he had a flat tire because ...

1. the controller informed.
2. the instrument indicated.
3. it was unstable during the approach.
4. it was difficult to steer.

### Question 38

The tower asked JA80US if it ...

1. could clear the runway.
2. was declaring an emergency.
3. needed any assistance.
4. would need refueling.

### Question 39

The controller would probably ...

1. send a fire engine.
2. inform the company to send a vehicle.
3. file a report for the incident.
4. file a report for the accident.

## Dialogue 14

Answer questions 40 to 42

### Question 40

The pilot reported a problem of ...

1. the fuel control.
2. the flight control.
3. the fuel amount.
4. the oil amount.

### Question 41

The pilot requested ...

1. an immediate landing.
2. an emergency landing.
3. a technical landing.
4. a precautionary landing.

### Question 42

The pilot's request was probably authorized, if he ...

1. informed the fuel status more precisely.
2. informed the fuel status in advance.
3. paid an extra tax.
4. declared an emergency.

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