

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	K1XX121930

◎ 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 problem with Miho airport was ...

1. weather.
2. curfew.
3. traffic congestion.
4. a disabled aircraft.

Question 2

The original alternate airport was ...

1. Okayama.
2. Tottori.
3. Izumo.
4. Tajima.

Question 3

The pilot considered change of his alternate airport because ...

1. Izumo weather was below the minima.
2. Izumo did not have CIQ services.
3. it was out of the published operational hours at Izumo.
4. they had curfew at Miho airport.

Dialogue 2

Answer questions 4 to 6

Question 4

The runway was closed due to ...

1. an accident.
2. foreign object damage.
3. an inspection.
4. snow removal.

Question 5

The weather condition was probably better ...

1. in 30 minutes.
2. in 60 minutes.
3. when the snow removal was started.
4. when JA80US started taxiing.

Question 6

The pilot probably requested a clearance at around ...

1. 0330.
2. 0400.
3. 0430.
4. 0500.

Dialogue 3

Answer questions 7 to 9

Question 7

The tower found the oil contamination ...

1. when JA80US was joining the downwind leg.
2. before JA80US was taking off.
3. after JA80US was airborne.
4. during JA80US was on its take-off roll.

Question 8

JA80US was experiencing ...

1. engine fire.
2. tire puncture.
3. vibration.
4. low oil pressure.

Question 9

JA80US asked the tower to send ...

1. mechanics.
2. a fire brigade.
3. paramedics.
4. nothing.

Dialogue 4

Answer questions 10 to 12

Question 10

The reported problem was ...

1. a bird strike on arrival.
2. a bird strike on departure.
3. bird activities near the airport.
4. seagulls on the runway.

Question 11

The problem was observed by ...

1. JA80US.
2. Niigata tower.
3. another aircraft.
4. a bird patrol.

Question 12

What was the reported species of birds?

1. Crow.
2. Hawk.
3. Seagull.
4. Sparrow.

Dialogue 5

Answer questions 13 to 15

Question 13

JA80US had to stop because ...

1. he was stuck on the taxiway.
2. a Citation reported an obstruction.
3. the controller instructed.
4. it requested to taxi to E6.

Question 14

The controller instructed the pilot to ...

1. wait for a towing vehicle.
2. hold his position on E6.
3. turn left to E6 and hold.
4. wait without moving.

Question 15

What was the informed remaining runway length from E6?

1. 3,570 ft.
2. 5,370 ft.
3. 7,350 ft.
4. 7,530 ft.

Dialogue 6

Answer questions 16 to 18

Question 16

JA07JB reported ...

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

Question 17

JA07JB was approved to change altitude to ...

1. 10,000 feet.
2. 11,000 feet.
3. 12,000 feet.
4. 13,000 feet.

Question 18

JA07JB was instructed to ...

1. report weather condition.
2. change in flight levels due to traffic ahead.
3. change speed due to traffic ahead of him.
4. maintain speed 200 knots.

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot wanted to change altitude because of ...

1. moderate turbulence.
2. an aircraft ahead.
3. 12,000 was clear of traffic.
4. accumulated ice on the airframe.

Question 20

The PIREP indicated that ...

1. there was no icing condition at 12,000.
2. there was turbulence at 12,000.
3. it was clear of weather at 12,000.
4. there was severe icing condition at 12,000.

Question 21

The pilot was not able to accept 12,000 because of ...

1. moderate icing condition.
2. the aircraft's performance.
3. limited fuel condition.
4. another traffic.

Dialogue 8

Answer questions 22 to 24

Question 22

The unknown aircraft was ...

1. a twin turboprop.
2. a heavy jet.
3. a tactical jet.
4. a light plane.

Question 23

The pilot reported that he ...

1. could avoid the traffic.
2. was behind the traffic.
3. saw the traffic above him.
4. saw the traffic below him.

Question 24

JA07JB wanted to descend because ...

1. of rough air.
2. he had to avoid the fighter.
3. the unidentified traffic.
4. he was in a hurry.

Dialogue 9

Answer questions 25 to 27

Question 25

The problem seemed to be ...

1. the coolant was overheated.
2. the battery became too hot.
3. the landing gear was unsafe.
4. the operating fluid was insufficient.

Question 26

The pilot requested to ...

1. proceed to Takamatsu airport.
2. climb as soon as possible.
3. land immediately.
4. descend to 6,000.

Question 27

The controller wanted to know if the pilot could ...

1. receive his transmissions.
2. tune Kibi VOR.
3. turn right heading.
4. climb to 6,000.

Dialogue 10

Answer questions 28 to 30

Question 28

When JA18BD encountered the trouble?

1. During its takeoff roll.
2. Just after airborne.
3. Upon reaching the cruising altitude.
4. It was not mentioned.

Question 29

The controller instructed the pilot to ...

1. declare an emergency.
2. proceed to the right downwind.
3. proceed to the left downwind.
4. report fuel amount.

Question 30

The pilot finally decided to ...

1. hold on the downwind.
2. make evacuation after landing.
3. shut down the left engine.
4. declare an emergency.

Dialogue 11

Answer questions 31 to 33

Question 31

The problem seemed to be ...

1. engine fire.
2. smoke in the cockpit.
3. smoke in the baggage area.
4. fire in the cockpit.

Question 32

The pilot did not transmit ...

1. his latest position.
2. the nature of trouble.
3. declaration of an emergency.
4. a request for the landing clearance.

Question 33

The controller notified the pilot ...

1. the airport was in IMC.
2. the airport was in VMC.
3. no other aircraft were reported in the vicinity.
4. a departure aircraft was holding.

Dialogue 12

Answer questions 34 to 36

Question 34

The nature of the problem was ...

1. higher temperature of the battery.
2. bad weather.
3. pilot incapacitation.
4. propeller overspeed.

Question 35

The pilot requested ...

1. an emergency landing.
2. an instrument approach procedure.
3. to descend to 6,000 ft.
4. visual approach.

Question 36

The requested approach was not authorized due to ...

1. traffic situation.
2. terrain.
3. pilot's skills.
4. limited visibility.

Dialogue 13

Answer questions 37 to 39

Question 37

JA18BD abandoned landing because of ...

1. unstable wind direction.
2. a problem with the ILS receiver.
3. a trouble of its wheels.
4. rough air condition.

Question 38

The pilot decided to ...

1. make another approach.
2. work out the problem.
3. divert to the alternate airport.
4. declare an emergency.

Question 39

What was the altitude reported by the pilot during the missed approach?

1. 1,000 ft.
2. 2,000 ft.
3. 3,000 ft.
4. 4,000 ft.

Dialogue 14

Answer questions 40 to 42

Question 40

JA18BD was first instructed to ...

1. continue its approach.
2. report its position later.
3. go around.
4. hold its position.

Question 41

JA18BD reduced its speed probably ...

1. another aircraft was on the runway.
2. the controller instructed.
3. the other pilot suggested.
4. air was turbulent.

Question 42

The controller instructed N737BJ to hold probably ...

1. the other aircraft was on the runway.
2. the other aircraft was going around.
3. the release time was imposed.
4. due to earthquake and tsunami.