

# 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	K1XX121970

◎ 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

The moderate turbulence was reported at ...

1. MAMRO at FL170.
2. MAGGY at FL170.
3. MAMRO at FL180.
4. MAGGY at FL180.

### Question 17

FL190 was not assigned due to ...

1. aircraft performance.
2. an aircraft at FL190.
3. an aircraft at another altitude.
4. controller's workload.

### Question 18

The altitude which did not have turbulence information was ...

1. FL150.
2. FL170.
3. FL180.
4. FL190.

## Dialogue 7

Answer questions 19 to 21

### Question 19

The top of the ash cloud was ...

1. lower than 40,000 ft.
2. almost 40,000 ft.
3. higher than 40,000 ft.
4. not reported.

### Question 20

The pilot requested to avoid the ash cloud by...

1. climbing.
2. descending.
3. turning to the right.
4. turning to the left.

### Question 21

The pilot's request was authorized by ...

1. changing his course.
2. accepting a lower altitude.
3. accepting a higher altitude.
4. circling for a while.



## Dialogue 8

Answer questions 22 to 24

### Question 22

**JA80US reported ...**

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

### Question 23

**What was the lowest usable altitude of the route?**

1. 9,000 feet.
2. 10,000 feet.
3. 11,000 feet.
4. 12,000 feet.

### Question 24

**JA80US was informed to expect to ...**

1. climb when the traffic was cleared.
2. descend when the traffic was cleared.
3. climb in 20 miles.
4. descend in 20 miles.

## Dialogue 9

Answer questions 25 to 27

### Question 25

The unknown aircraft was reported as ...

1. a business jet.
2. a heavy jet.
3. an airliner.
4. a military aircraft.

### Question 26

The pilot reported that he ...

1. observed the unknown traffic.
2. evaded the unknown traffic.
3. evaded the IFR traffic.
4. did not observe the unknown traffic.

### Question 27

JA18BD wanted to climb because of ...

1. icing.
2. turbulence.
3. a restricted area.
4. an economic reason.

## Dialogue 10

Answer questions 28 to 30

### Question 28

**JA123G requested emergency landing due to ...**

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

### Question 29

**ATC would prepare the assistance of ...**

1. medical services.
2. a fire truck.
3. a police officer.
4. mechanics.

### Question 30

**JA123G was requested to report his position at ...**

1. right downwind runway 26.
2. right base runway 26.
3. right base runway 08.
4. left downwind runway 08.

## Dialogue 11

Answer questions 31 to 33

### Question 31

**The pilot reported the problem ...**

1. before he was cleared for approach.
2. over EMINA.
3. over ROCCA.
4. at five miles from EMINA.

### Question 32

**The problem was with ...**

1. a wind shear warning.
2. the hydraulic system.
3. an approaching gale.
4. the landing gear.

### Question 33

**The tower controller would probably ...**

1. inform his spot number.
2. visually observe his flaps.
3. issue taxi instruction.
4. check the landing gear.

## Dialogue 12

Answer questions 34 to 36

### **Question 34**

**What was a request made by JA123G?**

1. A runway change.
2. A priority landing.
3. A low approach.
4. A belly landing.

### **Question 35**

**What was not requested by JA123G?**

1. A towing car.
2. A police officer.
3. A fire engine.
4. An ambulance.

### **Question 36**

**JA123G entered the holding due to ...**

1. performing the emergency procedure.
2. reduction of the landing weight.
3. an instruction of the controller.
4. the company request.

## Dialogue 13

Answer questions 37 to 39

### Question 37

**The pilot made a go around due to...**

1. birds on approach end.
2. bird strike.
3. wind condition.
4. interruption of ILS.

### Question 38

**The pilot changed his intention due to...**

1. saving time for landing.
2. instruction by the controller.
3. not approval of his request.
4. head wind.

### Question 39

**Where was the next position that the pilot was requested to report?**

1. Right downwind runway 02.
2. Left downwind runway 02.
3. Right downwind runway 20.
4. Left downwind runway 20.

## Dialogue 14

Answer questions 40 to 42

### Question 40

After initial contact, JA123G was instructed to proceed to ...

1. left base of runway 36.
2. downwind of runway 36.
3. right base of runway 36.
4. long final of runway 36.

### Question 41

The tower passed the information of ...

1. 5 minutes ago.
2. 15 minutes ago.
3. the ground observation.
4. the last measured data.

### Question 42

JA123G stopped on the runway due to ...

1. a malfunction of the steering system.
2. a flat tire.
3. freeze of the runway surface.
4. an instruction of the tower.