

Airmen's Academic Examination

E4

Qualification	Airline Transport Pilot (Airplane) (Rotorcraft) (Airship) Multi-crew Pilot (Airplane)	No. of questions; time allowed	20 questions; 40 minutes
Subject	Civil Aeronautics Law (subject code: 04)	Code	CCCC042070

- ⊙ Explanatory Notes: (1) In the designated spaces on the Airmen's Academic Examination Answer Sheet (Multiple-Choice Answers) (mark sheet), write your examinee number, examinee number mark, subject, subject code, subject code mark, qualification, qualification category, name, and date of birth.

If you write your examinee number, examinee number mark, subject code, and/or subject code mark incorrectly, computer grading will not be possible and you will fail the subject.

- (2) Write your answers on the Airmen's Academic Examination Answer Sheet (Multiple-Choice Answers) (mark sheet).

- ⊙ Point Allocation: All questions are worth five points each.

- ⊙ Pass Mark: The pass mark is 70 %.

Q 1 How many of the following statements (a) to (d) are correct regarding the content of Article 2 (Definition) of the Civil Aeronautics Act? Choose from (1) to (4) below.

- (a) The term "instrument meteorological condition" means bad weather conditions with a range of vision, specified by Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism, taking the visibility and cloud conditions into consideration.
- (b) The term "air traffic control area" means any airspace, 200 meters or more above the land or water, and designated for the safety of air traffic in the public notice by the Minister of Land, Infrastructure, Transport and Tourism.
- (c) The term "international air transport services" means any air transport services operating between one point in the country and another in a foreign country, or between one point and another in the country.
- (d) The term "instrument flight" means a flight which is performed relying solely on flight instruments to measure the attitude, altitude, position, and course of the aircraft.

(1) 1 (2) 2 (3) 3 (4) 4

Q 2 How many of the following statements (a) to (d) on the right of way between aircraft are correct? Choose from (1) to (4) below.

- (a) The rights of way of an airplane and rotorcraft are of the same order. However, if the craft is towing an object, it has the right of way over an airplane or rotorcraft that is not towing an object.
- (b) Except during an avoidance maneuver in accordance with RA of TCAS, an aircraft having the right of way must maintain its course, altitude and speed.
- (c) Between aircraft approaching the airport for landing, aircraft approaching under the instrument flight rules shall have the right of way over aircraft intending to land under the visual flight rules.
- (d) When the flight paths of two aircraft with equal priority intersect or come close to each other, the aircraft that sees the other aircraft to its left shall yield its flight path to the other.

(1) 1 (2) 2 (3) 3 (4) 4

Q 3 Which of the following validity periods of aviation medical certification is correct for an airline transport pilot who operates an aircraft for air transport services to transport passengers (except when renewing the certification)?

- (1) In case the flight operation is performed by two pilots and the age of the pilot is under 60 at the day of issuance: 1 year
- (2) In case the flight operation is performed by two pilots and the age of the pilot is 40 or over at the day of issuance: 6 months
- (3) In case the flight operation is performed by two pilots and the age of the pilot is under 40 at the day of issuance: 2 years
- (4) In case the flight operation is performed by two pilots and the age of the pilot is 60 or over at the day of issuance: 9 months

Q 4 How many of the following statements (a) to (d) regarding the Aviation English Proficiency Certification are correct? Choose from (1) to (4) below.

- (a) A pilot who engages in a flight conducted between a point within Japan and a point outside of Japan needs to have an Aviation English Proficiency Certification.
- (b) A pilot who engages in a flight that leaves Japan and arrives in Japan, passing over any other FIR (other than the Fukuoka FIR), always needs to have an Aviation English Proficiency Certification.
- (c) The categories of aircraft which require their pilot to hold an Aviation English Proficiency Certification are aeroplanes, rotorcraft and airships.
- (d) Aircraft which needs two persons for pilotage requiring an Aviation English Proficiency Certification can navigate if one of the two pilots has an Aviation English Proficiency Certification.

(1) 1 (2) 2 (3) 3 (4) 4

Q 5 The following is a part of the provisions of Article 179 (Speed limitation in air traffic control zone) of the Ordinance for Enforcement of the Civil Aeronautics Act. Which one of the underlined values (1) to (4) is incorrect?

- 1 In the case of aircraft navigating in an air space prescribed under item (i) of the air traffic control zone and concurrently in the air space at an altitude of (1) 900 m or less, the indicated air speed listed for each of the classifications of aircraft specified below:
 - (a) Aircraft equipped with reciprocating engines: (2) 160 knots
 - (b) Aircraft equipped with turbine engines: (3) 210 knots
- 2 In the case of aircraft navigating in an air space prescribed under item (i) of the air traffic control zone, etc. and concurrently in the air space at an altitude exceeding (1) 900 m, or aircraft navigating in an air space designated in the public notice by the Minister of Land, Infrastructure, Transport and Tourism, which is in the approach control area and adjoins an air traffic control zone, the indicated air speed of (4) 250 knots.

Q 6 The following are provisions of Article 149 (Devices for Recording Aircraft Operations) of the Ordinance for Enforcement of the Civil Aeronautics Act. Which one is correct?

- (1) The flight data recorder shall be operated continuously over the period from the commencement of the take-off run to the completion of the landing run.
- (2) The flight data recorder shall be operated continuously over the period from the commencement of engine operation for the purpose of flight to the cessation of engine operation.
- (3) The cockpit voice recorder shall be operated continuously over the period from the commencement of the take-off run to the completion of the landing run.
- (4) The cockpit voice recorder shall be operated continuously over the period from the commencement of engine operation for the purpose of flight to the completion of the landing run.

Q 7 The following are visual meteorological conditions applicable to aircraft flying at an altitude of 3,000 meters or higher. Which one is incorrect?

- (1) Flight visibility is 8,000 meters or more.
- (2) No cloud is within the vertical distance of 150 meters above the aircraft.
- (3) No cloud is within the vertical distance of 300 meters below the aircraft.
- (4) No cloud is within the horizontal distance of 1,500 meters from the aircraft.

Q 8 Are the following items (a) to (d) either correct or incorrect as mandatory documents to be carried by aircraft for air transport service? Select the correct combination from options (1) to (4).

- (a) Airworthiness certificate
- (b) Onboard flight logbook
- (c) Documents specifying operating limitation
- (d) Aeronautical charts appropriate for the flight sectors, flight method, and other particular aspects of flight operations

- | | (a) | (b) | (c) | (d) |
|-----|---------|-----------|-----------|-----------|
| (1) | Correct | Incorrect | Correct | Correct |
| (2) | Correct | Correct | Correct | Correct |
| (3) | Correct | Correct | Incorrect | Correct |
| (4) | Correct | Correct | Correct | Incorrect |

Q 9 The following statements (1) to (4) describe those aircraft that shall be boarded by an airman who can perform the pilotage of the aircraft other than the pilot-in-command as stipulated by Article 65 (Aircrew to be on board aircraft) of the Civil Aeronautics Act. Which one is correct?

- (1) Aircraft for which, because of its structure, complete handling of engines and airframes cannot be provided only by the pilot
- (2) Aircraft which is engaged in a non-stop flight over a section of 550 kilometers or more (other than that which is equipped with navigation equipment or the like as specified by Ordinances of Ministry of Land, Infrastructure, Transport and Tourism)
- (3) Aircraft which is used for air transport of passengers and which engages in a flight, the duration of which exceeds 3 hours
- (4) Aircraft which is used for air transport of passengers and engages in flights under instrument flight rules

Q 10 Which of the following statements regarding the recent flight experience of a pilot engaged in operating aircraft used for air transport services is correct?

- (1) A pilot engaged in operating aircraft used for air transport services must have experience of six night-time take-offs and six night-time landings in aircraft of the same type used for air transport services, within the 180 days prior to the day on which the pilot is carrying out pilot duties.
- (2) Flight crew-members carrying out instrument flight shall have instrument flight experience (including simulator flight) of 5 hours or longer within the 180 days prior to the day of the flight.
- (3) Flight crew-members carrying out instrument flight shall have instrument flight experience (including simulator flight) of 3 hours or longer within the 90 days prior to the day of the flight.
- (4) A pilot engaged in operating aircraft used for air transport services must have experience of three take-offs and three landings in aircraft of the same type used for air transport services, or of a similar type to the said type, within the 90 days prior to the day on which the pilot is carrying out pilot duties.

Q 11 Regarding Article 71-3 (Examination, etc. for Specific Pilot Competence) of the Civil Aeronautics Act, a pilot is approved to have the specific pilot competence for the category of aircraft which the person intends to operate and is not required to take the specific pilot competence examination by the pilot competence examiner in the following cases. Which one is incorrect?

- (1) When the person has obtained the flight instructor certificate
- (2) When the person has obtained the pilot competence certificate
- (3) When the person has changed the rating on the pilot competence certificate
- (4) When the person has passed the competency assessment conducted by a Japanese air carrier based on its operation manual

Q 12 Which of the following statements regarding the obligation, authority, etc., of the pilot-in-command is incorrect?

- (1) The pilot-in-command may, when a danger occurs or he/she deems a danger to be likely to occur to the aircraft or passengers, order the passengers on board regarding the procedures for evacuation or other matters necessary for safety.
- (2) The pilot-in-command may restrain any person who threatens aircraft safety on board during navigation.
- (3) If the pilot-in-command restrains a person on board by his/her authority, he/she shall promptly disembark the person at the next landing site.
- (4) If there is a person who threatens aircraft safety on board during navigation, and another passenger offers to help restrain that person, the pilot-in-command may approve the offer.

Q 13 How many of the following events (a) to (d) fall under the stipulation in Article 166-2 (Report on abnormality) of the Ordinance for Enforcement of the Civil Aeronautics Act? Choose from (1) to (4) below.

- (a) Failure in functions of airport, etc. and air navigation facilities
- (b) Turbulence of air and other abnormal weather conditions
- (c) Volcanic explosion and other violent changes in terrestrial and water-related phenomena
- (d) Cases impeding the safe flight of aircraft

(1) 1 (2) 2 (3) 3 (4) 4

Q 14 How many of the following events (a) to (d) fall under the stipulation in Article 166-4 (Report on a case likely to cause an accident) of the Ordinance for Enforcement of the Civil Aeronautics Act? Choose from (1) to (4) below.

- (a) Landing or an attempt to land on a closed runway or a runway being used by other aircraft
- (b) Case where aircraft crew executed an emergency operation during navigation in order to avoid crashing into or contact with the ground or water
- (c) Shortage of fuel requiring urgent measures
- (d) Case where parts dropped from aircraft collided with one or more persons

(1) 1 (2) 2 (3) 3 (4) 4

Q 15 Which of the following statements in the method of navigation in the vicinity of an airport, etc. is incorrect?

- (1) An aircraft under instrument flight rules shall not take off when the meteorological conditions at the airport, etc. do not meet the minimum conditions for take-off.
- (2) In the case that the meteorological conditions do not meet the minimum conditions for continuing the landing approach at the airport, etc., when an aircraft passes a specific location above the approach height threshold, the approach may be continued to the approach height threshold, when instrument flight rules are being used for landing.
- (3) The landing approach shall not be continued when instrument flight rules are being used for landing and the position of an aircraft cannot be confirmed by means of continuous visual contact and recognition of visual references at the approach height threshold or lower altitude.
- (4) An aircraft shall follow the approach procedure based on the instrument flight rules and the flight procedure established for the relevant airport, etc.

Q 16 Which of the following statements is incorrect as provisions of Article 191-4 (The Standards for the Permit for Air Navigation under Particular Flight Rules) of the Ordinance for Enforcement of the Civil Aeronautics Act?

- (1) The aircraft shall have the functionality and the system which are needed for air navigation under particular flight rules.
- (2) The aircraft crew, the aircraft maintenance personnel and the flight dispatcher shall have the knowledge and experience necessary for the air navigation under particular flight rules.
- (3) The summary of operations shall be appropriately defined for each navigation and aircraft types based on air navigation under particular flight rules.
- (4) Necessary measures shall be taken to secure a safe navigation of aircraft.

Q 17 How many of the following statements (a) to (d) on the explanation of the pilot-in-command of, and a flight dispatcher for, aircraft used for air transport services specified by Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism in Article 77 (Flight Dispatcher) of the Civil Aeronautics Act are correct? Choose from (1) to (4) below.

- (a) The pilot-in-command shall not depart the aircraft unless he/she obtains approval of a flight dispatcher.
- (b) A flight dispatcher shall ensure that the physical and mental conditions of the pilot-in-command will not affect his/her performance.
- (c) The pilot-in-command shall not change the flight plan unless he/she obtains approval of a flight dispatcher.
- (d) If any problem arises during the flight, the pilot-in-command shall promptly report it to a flight dispatcher.

(1) 1 (2) 2 (3) 3 (4) 4

Q 18 Which of the altitudes indicated in the following statements is incorrect pursuant to Article 177 (Cruising altitude) of the Ordinance for Enforcement of the Civil Aeronautics Act? Note, however, that this excludes the cases of complying with the instructions given by the Minister of Land, Infrastructure, Transport and Tourism, as stipulated in Article 96-1 of the Civil Aeronautics Act.

- (1) When the heading of the aircraft is 0° or more to less than 180° in magnetic bearing: 41,000 ft
- (2) When the heading of the aircraft is 180° or more to less than 360° in magnetic bearing: 42,000 ft
- (3) When the heading of the aircraft is 0° or more to less than 180° in magnetic bearing: 45,000 ft
- (4) When the heading of the aircraft is 180° or more to less than 360° in magnetic bearing: 43,000 ft

Q 19 Which of the following explanations of aerodrome markings such as those installed at land airports, as specified in Article 79 of the Ordinance for Enforcement of the Civil Aeronautics Act, is incorrect?

- (1) Runway threshold markings are installed only on runways for instrumental landing.
- (2) Aiming point markings are installed on runways with a length of 1,200 meters or more even if they are not runways for instrumental landing.
- (3) The number of vertical stripes of runway threshold markings (if installed) varies with the runway width, and is 16 on runways with a width of 60 meters.
- (4) Markings on runways must be displayed in white, while markings on taxiways must be displayed in yellow.

Q 20 How many of the following statements (a) to (d) on the matters that need to be contained in the operation manual are correct? Choose from (1) to (4) below.

- (a) Procedures for performing operation control
- (b) Standards for aircraft performance limitations in cases where components, parts, emergency equipments are not used under normal circumstances
- (c) Information concerning status of aerodromes, air navigation facilities, radio communication facilities and procedures for reporting of position
- (d) Procedures for entrustment of service relating to the operation of aircraft (to be limited to the entrustment of service relating to the operation of aircraft)

(1) 1 (2) 2 (3) 3 (4) 4

Airmen's Academic Examination

E27

Qualification	Private Pilot (Airplane) (Rotorcraft) (Airship)	No. of questions; time allowed	20 questions; 40 minutes
Subject	Civil Aeronautics Law (subject code: 04)	Code	A4CC042070

- Ⓒ Explanatory Notes: (1) In the designated spaces on the "Airmen's Academic Examination Answer Sheet" (Multiple-Choice Answers) (mark sheet), write your "examinee number", "examinee number mark", "subject", "subject code", "subject code mark", "qualification", "qualification category", "full name", and "date of birth".

If you write your "examinee number", "examinee number mark", "subject code", or "subject code mark" incorrectly, computer grading will not be possible and you will fail the subject.

- (2) Write your answers on the "Airmen's Academic Examination Answer Sheet" (Multiple-Choice Answers) (mark sheet).

Ⓒ Point Allocation: All questions are worth five points each.

Ⓒ Pass Mark: The pass mark is 70%.

Q 1 Which of the following sentences regarding the visual meteorological condition as defined in Article 5 of the Ordinance for Enforcement of the Civil Aeronautics Act is correct?

- (1) Flight visibility shall be 8,000 m or more for an aircraft flying at an altitude of 3,000 m or above.
- (2) Flight visibility shall be 8,000 m or more for an aircraft flying at an altitude of less than 3,000 m within an air traffic control area, air traffic control zone, or air traffic information zone.
- (3) Flight visibility shall be 5,000 m or more for an aircraft flying at an altitude of less than 3,000 m in airspace other than an air traffic control area, air traffic control zone, or air traffic information zone.
- (4) For an aircraft that tries to takeoff or land at an airport, etc. located within an air traffic control zone or air traffic information zone, ground visibility shall be 3,000 m or more.

Q 2 Which of the following is incorrect for "aircraft" as defined in Article 2 (Definition) of the Civil Aeronautics Act?

- (1) Any aeroplane which can be used for air navigation with a person on board
- (2) Any rotorcraft which can be used for air navigation with a person on board
- (3) Any airship which can be used for air navigation with a person on board
- (4) Any unmanned aircraft which can be used for air navigation without a person on board

Q 3 Which of the following definitions in Article 2 (Definition) of the Civil Aeronautics Act is incorrect?

- (1) The term "air traffic control area" means any airspace, 200 m or more above the land or water surface, and designated in the public notice by the Minister of Land, Infrastructure, Transport and Tourism for the safety of air traffic.
- (2) The term "air traffic control zone" means any airspace above any airport etc. and its vicinity where frequent takeoff and landing of aircrafts are performed, and designated in the public notice by the Minister of Land, Infrastructure, Transport and Tourism for the safety of air traffic in that airspace.
- (3) The term "air traffic information zone" means the airspace above the airport, etc. and its vicinity, other than an airport etc. to which "air traffic control zone" has been set, that is designated in the public notice by the Minister of Land, Infrastructure, Transport and Tourism for the safety of air traffic in that airspace.
- (4) The term "approach surface" means an area abutting on the longer side of a landing area and sloping upwards at a gradient, which should be 1/50th or more and specified by Ordinance of the Ministry of Land, Infrastructure, Transport and Tourism, from the horizontal plane, and the projection of which corresponds to the approach area.

Q 4 Which of the following statements regarding the airworthiness certification is correct?

- (1) No aircraft may be granted airworthiness certification, unless it is registered in Japan. However, the same shall not apply when prescribed by Ordinances.
- (2) Airworthiness certification is granted by issuing a written designation for operating limitation, etc. to the owner.
- (3) Aircraft shall not be used for air navigation beyond the categories of its use or operating limitations as designated in the airworthiness certificate.
- (4) The period of validity of an airworthiness certificate shall be two years; provided, however, that the period of validity of an airworthiness certificate for an aircraft used for air transport services shall be the period specified by the Minister of Land, Infrastructure, Transport and Tourism.

Q 5 Which of the following explanations regarding the registration of aircraft is incorrect?

- (1) New registration means the registration of an aircraft which is not yet registered.
- (2) When there is any change in the full name or name and the address of the owner of aircraft, alteration of registration shall be performed.
- (3) When there is any change in the owner of aircraft, alteration of registration shall be performed.
- (4) When the fixed storage space of an aircraft is changed, transfer of registration shall be performed.

Q 6 Which of the following explanations regarding the examination, etc. in Article 71-3 (Specific pilot competence) of the Civil Aeronautics Law is incorrect?

- (1) The examination for specific pilot competence is an examination of the knowledge and ability required to navigate an aircraft, and the maintenance of which is especially required to be checked. This examination is conducted by the examiners of pilot competence (certified by the Minister of Land, Infrastructure, Transport and Tourism).
- (2) Unless they have passed this examination, no person can board an airplane and engage in its pilotage.
- (3) The pass certificate of this examination to enable pilotage is valid for 3 years, except in cases approved by the Minister of Land, Infrastructure, Transport and Tourism.
- (4) All or part of the practical examination of this examination may be conducted in a flight simulator or a flight training device.

Q 7 Which of the following statements regarding the pilot's competence certificate and requirements for competence certification is correct?

- (1) If a person has any competence certificate for a pilot, he/she may engage in pilotage of any category of aircraft as pilot-in-command.
- (2) A pilot who has a competence certificate rated for multi-engine airplanes may also engage in pilotage of a single-engine airplane as pilot-in-command.
- (3) A pilot who has a competence certificate rated for sea-based aircraft may also engage in pilotage of a land-based aircraft as pilot-in-command.
- (4) The age requirement for qualifications for a private pilot is sixteen (16) years or older for all categories of aircraft.

- Q 8 Which of the following explanations regarding the Aviation English Proficiency Certification is incorrect?
- (1) When a pilot engages in a flight conducted between a point within Japan and a point outside of Japan, he/she needs to have the Aviation English Proficiency Certification (except for those flights deemed by the Minister of Land, Infrastructure, Transport and Tourism to be not requiring Aviation English Proficiency Certification).
 - (2) When a pilot engages in a flight departing from Japan and arriving in Japan through an territory of a country other than Japan without landing (except those for which the Minister of Land, Infrastructure, Transport and Tourism considers as unnecessary to obtain aviation English proficiency certification), the Aviation English Proficiency Certification is required.
 - (3) The categories of aircraft which require their pilots to hold the Aviation English Proficiency Certification are airplanes, rotorcrafts, and airships.
 - (4) In the case that the level of the Aviation English Proficiency Certification is judged as 5, the period of validity is 6 years.
- Q 9 Which of the following statements regarding the validity periods of Aviation Medical Certification for a private pilot is incorrect?
- (1) In the case that the age at date of issue is 25 years old: 5 years
 - (2) In the case that the age at date of issue is 45 years old: 2 years
 - (3) In the case that the age at date of issue is 55 years old: 2 years
 - (4) In the case that the age at date of issue is 65 years old: 1 year
- Q 10 Which of the following statements specified in Article 5-4 (Flight manual) of the Ordinance for Enforcement of the Civil Aeronautics Act is incorrect?
- (1) Structure of aircraft
 - (2) Items relating to engine emission
 - (3) Aircraft performance
 - (4) Operating procedures of various systems and other procedures that shall be carried out in case of emergency
- Q 11 Which of the following item is incorrect in documents to be carried in aircraft defined in Article 59 (Documents to be Carried in Aircraft) of the Civil Aeronautics Act?
- (1) Flight logbook
 - (2) Radio service logbook
 - (3) Airworthiness certificate
 - (4) Aircraft registration certificate
- Q 12 Which of the following statements regarding the inspection periods for emergency equipment installed in aircraft is incorrect?
- (1) Emergency signal light, portable light and waterproof portable light : 60 days
 - (2) Lifejackets or emergency equipment equivalent thereto and lifeboats : 180 days
 - (3) First aid kit : 60 days
 - (4) Emergency locator transmitter (ELT) : 24 months

- Q 13 Which of the following does not correspond to the situations which a pilot-in-command shall report to the Minister of Land, Infrastructure, Transport and Tourism as specified by Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism under Article 76 (Obligation to Report) of the Civil Aeronautics Act?
- (1) Near-miss with an object due to other aircraft
 - (2) Injury or death of any person, or destruction of any object caused by the aircraft
 - (3) Death of any animal carried on board the aircraft
 - (4) Contact with other aircraft
- Q 14 Which of the following statements regarding the provision of Article 71-2 (Pilot's obligation for keeping watch) of the Civil Aeronautics Act is correct?
- (1) Any pilot who is engaged in a flight in accordance with the instructions given by the Minister of Land, Infrastructure, Transport and Tourism (under the provisions of Paragraph (1) in Article 96 of the Civil Aeronautics Act) is not obliged to keep watch.
 - (2) Any pilot who is navigating in a cloudy airspace is not obliged to keep watch.
 - (3) Any pilot who is engaged in a night flight is not obliged to keep watch.
 - (4) Any pilot who is engaged in a flight shall keep watch so as to avoid collision with other aircraft or other objects, except under such weather conditions that do not permit him/her to recognize any objects outside his/her own aircraft.
- Q 15 Which of the following is the correct speed limit for an aircraft equipped with turbine engine(s) flying in an air traffic control zone at an altitude of 900 m or lower (without obtaining permission from the Minister of Land, Infrastructure, Transport and Tourism regarding the speed limitation)?
- (1) 150 kt (IAS)
 - (2) 160 kt (IAS)
 - (3) 200 kt (IAS)
 - (4) 250 kt (IAS)
- Q 16 Which of the following statements on flights that are not allowed in an air traffic control area or air traffic control zone as specified in Article 92 (Pilot Training Flights, etc.) of the Civil Aeronautics Act is incorrect?
- (1) On-board flight training by a person who does not hold a pilot competence certificate
 - (2) On-board flight training by a person who holds a pilot competence certificate using aircraft other than that for which the scope of the pilot competence certificate is restricted
 - (3) Flight involving frequent changes in aircraft attitude
 - (4) Flight involving rapid changes in aircraft speed

Q 17 Which of the following statements on flights in an air traffic control area and air traffic information zone is incorrect?

(1) No aircraft shall, in an air traffic control zone, engage in a flight other than takeoff from an aerodrome pertaining to the air traffic control zone, and its subsequent flight, as well as landing at an aerodrome pertaining to the air traffic control zone, and a flight for the landing.

However, the same shall not apply when permitted by the Minister of Land, Infrastructure, Transport and Tourism.

(2) Any aircraft shall, in an air traffic control zone, be navigated in accordance with instructions which are given by the Minister of Land, Infrastructure, Transport and Tourism, in consideration of ensuring safe and smooth air traffic, with regard to the order, time or method of takeoff or landing, or the flight method.

(3) If an aircraft is to engage in takeoff from an aerodrome pertaining to an air traffic control zone and its subsequent climb in the air traffic control zone, such a plan shall be communicated to the Minister of Land, Infrastructure, Transport and Tourism before the navigation is engaged in.

(4) Any aircraft shall, in a flight in an air traffic information zone, engage in such flight after having communicated with the Minister of Land, Infrastructure, Transport and Tourism in order to obtain information on navigation of other aircraft in the said airspace.

Q 18 The following are the items to be stated in the flight plan under VFR, as stipulated in Paragraph 1, Article 203 (Flight plans, etc.) of the Ordinance for Enforcement of the Civil Aeronautics Act. Which one is correct?

(1) Point of departure and scheduled take-off time

(2) Radio equipment to be used

(3) Expected ground speed at cruising altitude

(4) Amount of fuel to be consumed that is expressed in number of hours of endurance

Q 19 Which of the following represents the highest priority for the right of way between aircraft?

(1) Airship

(2) Rotorcraft

(3) Motor glider

(4) Aircraft towing

Q 20 Which of the following combinations (a) to (d) in the text of Article 174 (Minimum Safety Altitude) of the Ordinance for Enforcement of the Civil Aeronautics Act is correct?

In case of aircraft flying under visual flight rules, an altitude at which the aircraft can land without causing danger to persons or properties on the ground or water in the event of shutdown of only the power unit during the flight, and the following altitudes, whichever is the highest

- (i) In the case of a space over a densely populated area with human beings or houses, an altitude higher by (a) meters than the top edge of the highest object located within an area with a horizontal distance of (b) meters with the aircraft at its center.
- (ii) In the case of above an area without human beings or houses, an altitude at which an aircraft can continue flight while maintaining a distance of (c) meters or more from human beings or objects on the ground or on water.
- (iii) In the case of a space over an area other than that prescribed under (i) and (ii), an altitude of (d) meters from the ground or water surface.

	(a)	(b)	(c)	(d)
(1)	300	600	150	150
(2)	150	300	150	100
(3)	150	600	100	150
(4)	300	300	100	100