

# 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	K1XX122150

◎ 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 reported problem was ...**

1. engine malfunction
2. wind condition
3. icing condition in cloud
4. bird activity

### **Question 2**

**The problem was observed by ...**

1. outbound traffic
2. tower controller
3. landing traffic
4. maintenance person

### **Question 3**

**JA123G departure will be delayed due to ...**

1. takeoff sequence
2. runway closure
3. arrival traffic
4. weather condition

## Dialogue 2

Answer questions 4 to 6

### Question 4

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

1. his rudder did not move normally
2. a nose tire was flat
3. he found an obstacle
4. there was another aircraft taxiing

### Question 5

**The controller initially asked JA123G, if it could ...**

1. return to the apron
2. move over to the other taxiway
3. follow the twin Beech
4. continue taxi to the runway

### Question 6

**JA123G was on ...**

1. P3
2. T3
3. the runway
4. the spot

## Dialogue 3

Answer questions 7 to 9

### Question 7

**JA123G told controller that ...**

1. he wanted to return to ramp due to trouble
2. a landing traffic was on final
3. a flock of bird were on runway
4. another aircraft was entering runway

### Question 8

**JA870Q made a go around, because ...**

1. landing checklist was not completed
2. JA123G was starting takeoff roll
3. weather condition was getting below minimum
4. JA82BJ was on the runway

### Question 9

**JA870Q would ...**

1. proceed downwind
2. make a missed approach
3. land to another runway
4. divert to alternate airport

## Dialogue 4

Answer questions 10 to 12

### Question 10

The problem of JA123G was ...

1. too much crosswind
2. an engine fire
3. engine over power
4. an airspeed indicator unreliable

### Question 11

Controller instructed to hold on T3 because of...

1. arrangement of spot
2. runway change
3. another aircraft is taxiing
4. controller found smoke from landing gear

### Question 12

Runway check would be performed due to ...

1. another aircraft reported obstruction
2. controller's suggestion
3. request from the pilot
4. landing aircraft had a flat tire

## Dialogue 5

Answer questions 13 to 15

### Question 13

The problem of JA123G was ...

1. encountered windshear
2. window was blowout
3. engine failure
4. windshield crack

### Question 14

The problem occurred when JA123G was ...

1. just after takeoff
2. on left downwind
3. on right downwind
4. during takeoff roll

### Question 15

JA123G would stop on the runway due to ...

1. runway check
2. a steering malfunction
3. unable to watch outside
4. tower instruction

## Dialogue 6

Answer questions 16 to 18

### Question 16

The pilot requested to change the altitude due to ...

1. icing.
2. strong headwind.
3. cloud conditions.
4. rough ride.

### Question 17

JA63TK finally proceeded to ...

1. Kuga VORTAC.
2. Iwakuni TACAN.
3. Fukuoka VORTAC.
4. Kowa VORTAC.

### Question 18

JA63TK was instructed to resume own navigation ...

1. when leaving FL170.
2. when leaving FL150.
3. when reaching at FL150.
4. immediately.

## Dialogue 7

Answer questions 19 to 21

### Question 19

The pilot started descent because ...

1. the controller authorized.
2. it approached to the airport.
3. the performance was not satisfactory.
4. of weather conditions.

### Question 20

The controller instructed a turn maneuver in order to avoid ...

1. terrain.
2. clouds.
3. restricted airspace.
4. another aircraft.

### Question 21

The pilot sighted the traffic his ...

1. dead ahead.
2. left ahead.
3. right ahead.
4. right beside.



## Dialogue 8

Answer questions 22 to 24

### Question 22

**JA63TK reported its position at ...**

1. 30 miles southeast of Miyakejima.
2. 30 miles southwest of Miyakejima.
3. 30 miles southeast of Miyakojima.
4. 30 miles southwest of Miyakojima.

### Question 23

**How many arrival aircrafts were there before JA63TK?**

1. One.
2. Two.
3. Three.
4. Four.

### Question 24

**What was the purpose of speed reduction?**

1. For the separation with a departure aircraft.
2. For the separation with arrival aircraft.
3. For the separation with en-route aircraft.
4. For the flow control.

## Dialogue 9

Answer questions 25 to 27

### Question 25

The cumulonimbus was located ...

1. over Miyako.
2. over Misawa.
3. at 20 miles ahead of JA63TK.
4. at 35 miles south of Misawa.

### Question 26

The controller did not approve the pilot's request because of ...

1. a military traffic.
2. a training areas for military aircraft.
3. a conflicting aircraft.
4. a thunderstorm.

### Question 27

The top of the cloud was ...

1. about 35,000 ft.
2. higher than 35,000 ft.
3. lower than 35,000 ft.
4. not informed.

## 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.