

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	K1XX122170

◎ 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

What was the correct traffic information and reply?

1. Baron was left ahead and it was sighted.
2. Baron was on the eastbound. and it was sighted.
3. A Robinson was right ahead and it was sighted.
4. Numerous traffics were operating at 3 miles west of Akashi.

Question 17

The weather at Yao airport was ...

1. wind 300 at 10knots , light shower rain, QNH2980.
2. wind 300 at 10knots , light shower rain, QNH2998.
3. wind 340 at 10 knots, heavy shower rain, QNH2998.
4. wind 340 at 10 knots, light shower rain, QNH2980.

Question 18

At Yao airport ...

1. runway 27 was unusable due to construction work.
2. runway 27 was unusable due to inspection.
3. runway 31 was unusable due to construction work.
4. runway 31 was unusable due to inspection.

Dialogue 7

Answer questions 19 to 21

Question 19

JA86AE experienced ...

1. fuel system trouble.
2. engine trouble.
3. passenger trouble.
4. flight control trouble.

Question 20

The controller provided the ...

1. traffic information.
2. weather information.
3. information of runway closure.
4. confidential information.

Question 21

JA86AE withdrew the request due to ...

1. anticipated fuel shortage.
2. an operational reason of the company.
3. weather conditions.
4. company's order.

Dialogue 8

Answer questions 22 to 24

Question 22

The emergency was declared due to ...

1. passenger's illness.
2. flight crew incapacitation.
3. engine trouble.
4. pilot's distraction.

Question 23

JA86AE would have executed ...

1. visual approach to runway 10.
2. ILS approach runway 10.
3. visual approach to runway 28.
4. RNAV approach runway 28.

Question 24

The controller would have dispatched ...

1. an ambulance.
2. a towing truck.
3. a fire truck.
4. heavy equipment.

Dialogue 9

Answer questions 25 to 27

Question 25

The pilot was unable to comply with the first instruction because ...

1. the essential equipment was inoperative.
2. of weather conditions.
3. of the restricted area.
4. the VOR receiver was out of service.

Question 26

The controller provided vectoring to ...

1. avoid traffic.
2. TIKYU.
3. HAKODATE VOR.
4. CHITOSE VOR.

Question 27

The pilot reported ...

1. CB behind.
2. CB ahead.
3. Turbulence at 6,000 ft.
4. Icing at 6,000 ft.

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 Futema 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 at ...

1. DOCCA.
2. NOCCA.
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 ATIS 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.