

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	K1XX122190

◎ 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

JA18BD was holding due to a trouble of ...

1. the ILS receiver.
2. the VOR receiver.
3. the inertial navigation system.
4. the fuel control system.

Question 2

The controller instructed the pilot to ...

1. continue holding.
2. follow the Citation.
3. pull over to the right.
4. taxi to another taxiway.

Question 3

The pilot told the controller that ...

1. delay was undefined.
2. he would taxi back to the spot.
3. some instrument should have been replaced.
4. he would stay there for about 10 minutes.

Dialogue 2

Answer questions 4 to 6

Question 4

JA18BD was holding on the taxiway because ...

1. there seemed to be a fire.
2. some instrument was malfunctioning.
3. fuel was leaking.
4. ground maneuvers were impossible.

Question 5

The controller initially instructed JA18BD to ...

1. hold its position.
2. move to another taxiway.
3. follow the ERJ.
4. return to its spot.

Question 6

What was not transmitted by the controller?

1. Traffic information.
2. Instruction to hold position.
3. Instruction to wait outside the runway.
4. Takeoff clearance.

Dialogue 3

Answer questions 7 to 9

Question 7

The full length departure was not available due to ...

1. foreign object on the runway.
2. cracks on the taxiway.
3. another aircraft which had a trouble.
4. construction work on the runway.

Question 8

The controller confirmed the position when JA18BD was ...

1. taxiing near W1 taxiway.
2. taxiing near W3 taxiway.
3. taxiing somewhere unknown.
4. lining up the runway.

Question 9

The controller informed JA18BD ...

1. the remaining runway length.
2. ground temperature.
3. wind data.
4. a NOTAM.

Dialogue 4

Answer questions 10 to 12

Question 10

The controller instructed JA58KS to ...

1. maintain VMC.
2. depart without turning.
3. take off immediately.
4. stay on the runway.

Question 11

The pilot could not depart because of ...

1. landing gear trouble.
2. runway incursion.
3. curfew.
4. engine problem.

Question 12

The controller finally told JA50AS ...

1. not to land.
2. to taxi off the runway.
3. a towing tractor was on the way.
4. to hold on the runway.

Dialogue 5

Answer questions 13 to 15

Question 13

The pilot reported ...

1. pilot's incapacitation.
2. some instrument was out of order.
3. the airport was sighted.
4. an emergency.

Question 14

The pilot requested to ...

1. descend.
2. land at Fukuoka airport.
3. change his heading.
4. cancel IFR.

Question 15

What was the target of vectoring ?

1. Runway 34 final approach course.
2. Right downwind.
3. Left traffic pattern.
4. Initial approach fix.

Dialogue 6

Answer questions 16 to 18

Question 16

The pilot was unable to comply the controller's request initially because of ...

1. lack of the equipments.
2. weather condition.
3. trouble of the aircraft system.
4. aircraft climb performance.

Question 17

The controller gave him radar vector heading to ...

1. TORII Point.
2. NAHA VORTAC.
3. runway 36 final approach course.
4. avoid towering cumulus.

Question 18

The pilot requested heading 050 due to ...

1. avoiding the traffic.
2. traffic separation.
3. cloud condition.
4. restricted area.

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot requested altitude change due to ...

1. light plus turbulence.
2. icing condition.
3. cloud condition.
4. landing preparation

Question 20

The controller instructed to reduce airspeed due to ...

1. departure traffic.
2. traffic separation.
3. speed restriction of control zone.
4. time restriction.

Question 21

The reported traffic was ...

1. opposite direction and below of JA123G, and visually contact.
2. opposite direction and above of JA123G, but negative contact.
3. same direction and below of JA123G, but negative contact.
4. same direction and below of JA123G, and visually contact.

Dialogue 8

Answer questions 22 to 24

Question 22

The problem was ...

1. high lift device trouble.
2. landing gear trouble.
3. passenger sickness.
4. unable to contact with company.

Question 23

JA123G changed destination due to ...

1. fuel condition.
2. destination weather changed.
3. advice from the controller.
4. hydraulic system trouble.

Question 24

Initially, JA123G was flying at ...

1. 7,000 ft.
2. 9,000 ft.
3. FL170.
4. FL180.

Dialogue 9

Answer questions 25 to 27

Question 25

Current approach type of Miyazaki Airport was...

1. visual approach runway 09.
2. ILS approach runway 27.
3. visual approach runway 27.
4. VOR approach runway 27.

Question 26

The pilot did not request ...

1. wind condition.
2. emergency landing.
3. medical assistant.
4. traffic information.

Question 27

The condition of sick passenger was ...

1. toothache.
2. headache.
3. backache.
4. stomachache.

Dialogue 10

Answer questions 28 to 30

Question 28

The controller informed the pilot that ...

1. wind condition was steady.
2. wind condition was changeable.
3. the present situation was wind 340 degrees at 5 knots.
4. the present situation was wind 360 degrees at 4 knots.

Question 29

The pilot could not land because of ...

1. a mechanical problem.
2. a problem with the ILS.
3. the wind direction.
4. a problem with the DME.

Question 30

The pilot decided to ...

1. hold over IKG.
2. hold and work out the problem.
3. make another approach.
4. divert to Kagoshima.

Dialogue 11

Answer questions 31 to 33

Question 31

JA82BJ was instructed to go-around because the prior traffic reported ...

1. a bird strike on the runway.
2. an obstruction on the runway.
3. some damage on the runway surface.
4. the runway condition check was not done.

Question 32

Tower controller instructed the pilot to ...

1. change frequency as soon as possible.
2. remain on this frequency and report reaching 3,000 ft.
3. change frequency after reaching the assigned altitude.
4. change frequency before reaching the assigned altitude.

Question 33

The controller corrected his read-back because the pilot ...

1. said wrong heading.
2. repeated wrong altitude.
3. repeated incorrect frequency.
4. said wrong altitude and heading.

Dialogue 12

Answer questions 34 to 36

Question 34

The controller reported to the pilot ...

1. congestions of runway 30.
2. rough air condition of departure course of runway 27.
3. wind shear and rough air on short final of runway 27.
4. wind shear and rough air on short final of runway 30.

Question 35

JA82BJ requested visual approach to runway 30 due to the ...

1. instruction from the tower.
2. bird strike on runway 27.
3. approach condition for runway 27.
4. traffic congestion on runway 27.

Question 36

Tower finally notified JA82BJ that they ...

1. should line up on short final.
2. would receive the landing clearance on short final.
3. would encounter a moderate turbulence on short final.
4. would find departure traffic from runway 30.

Dialogue 13

Answer questions 37 to 39

Question 37

The controller instructed go-around, because of ...

1. a predicting earthquake.
2. runway check in progress.
3. a severed runway.
4. strong earthquake.

Question 38

The reason for go-around was ...

1. the runway check was complete.
2. the visibility was deteriorating rapidly.
3. they were not sure of the runway condition.
4. there was severe turbulence over the runway.

Question 39

After go-around, JA82BJ requested to ...

1. proceed direct Niigata VOR and hold as published at 4,000 ft.
2. hold over Niigata VOR as published.
3. proceed direct Niigata Radio Beacon and hold as published at 6,000 ft.
4. proceed to OKESA via missed approach course and hold as published at 7,000 ft.

Dialogue 14

Answer questions 40 to 42

Question 40

JA82BJ made a go-around because ...

1. the birds were at 4,000 ft.
2. tower instructed JA82BJ to do so.
3. the visibility was not good enough.
4. the birds were on the runway.

Question 41

The controller instructed the pilot to ...

1. make left turn, and climb to 3,000 ft.
2. fly missed approach procedure course.
3. make right turn heading 300, and climb to 3,000 ft.
4. turn right heading 310, and climb to 4,000 ft.

Question 42

The controller asked the JA82BJ whether ...

1. they requested to follow missed approach course.
2. the approach condition was good enough.
3. they wanted to make the another type of approach.
4. they wanted to make another approach immediately.