

Airmen's Academic Examination

E4

Qualification	Airline Transport Pilot (Airplane)	No. of questions; time allowed	20 questions; 40 minutes
Subject	Civil Aeronautics Law (subject code: 04)	Code	A1CC042190

- © 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 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 pilot competence certificate
- (2) When the person has changed the rating on the pilot competence certificate
- (3) When the person has been approved by the pilot competence examiner
- (4) When the person has passed the competency assessment conducted by a Japanese air carrier based on its operation manual

Q 2 Which of the following statements is not consistent with the requirements under Article 68 (Standards of Crew Assignment) of the Civil Aeronautics Act?

- (1) The conditions on the route navigated by the aircraft and distance between airports, etc. used on that route shall be taken into account.
- (2) The assigned hours and work hours other than the assigned hours shall be allotted in a manner not to impede the safety of navigation of the aircraft due to fatigue.
- (3) Concerning the pilot, the number of other pilots who are on board and engaged in air navigation and the presence of aircraft crew other than pilots shall be taken into account.
- (4) If passengers are to be transported, the flight duration on the navigation route shall be considered for the number of cabin crew members.

Q 3 How many of the following statements (a) to (d) on the aviation medical certification are correct? Choose from (1) to (4) below.

- (a) The beginning date of the period of validity of an aviation medical certificate shall be the date when a medical examination is taken (starting date of the examination). However, the beginning date for the renewal shall be the following day of expiration date of the valid period before renewal.
- (b) If a new aviation medical certificate is issued for renewal and is received, the period of validity of the old aviation medical certificate before renewal is regarded as having expired even if the period of validity has not expired, and only the new aviation medical certificate after renewal is valid.
- (c) If any member of the aircrew becomes physically unfit according to the medical examination standards, he/she shall not engage in air navigation services even if his/her aviation medical certificate is still valid.
- (d) A person having an aviation medical certificate (class 1) shall be deemed as a person having an aviation medical certificate (class 2).

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

Q 4 How many of the following statements (a) to (d) on the operation of aircraft lights in accordance with the Civil Aeronautics Act and the Ordinance for Enforcement of the Civil Aeronautics Act are correct? Choose from (1) to (4) below.

- (a) The anti-collision lights, starboard lights, port lights and tail lights were lit during navigation in a night flight. To prevent dazzling in clouds, only the anti-collision light was turned off.
- (b) Since the apron at night had lighting, the anti-collision lights, starboard lights, port lights and tail lights were turned off after engine shutdown.
- (c) The timing of lighting the landing light is defined to be after takeoff permission is obtained in the case of takeoff aircraft, or after landing permission is obtained in the case of landing aircraft. The landing light shall not be lit in other cases.
- (d) During the time of airport operation at night, the starboard lights, port lights and tail lights must be lit without exception even while the aircraft is parked.

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

Q 5 Which of the following statements regarding the authority, etc. of the pilot-in-command is incorrect?

- (1) The pilot-in-command may, when a danger occurs or he/she deems to 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, irrespective of whether the person is on board or not.
- (3) The pilot-in-command shall, when an emergent danger occurs to the aircraft during flight, employ every possible means necessary for rescuing passengers and preventing injury or damage to persons or objects on the land or water.
- (4) The pilot-in-command shall direct and supervise those who perform their duties on board the aircraft.

Q 6 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 7 Which of the following correctly describes the requirements regarding the daytime obstacle markings?

- (1) Any person who has installed any objects with a height of 60 m or more above the ground or water shall install daytime obstacle markings on the structures concerned pursuant to the provision of Ordinances of the Ministry of Land, Infrastructure, Transport and Tourism.
- (2) Any chimney flue, steel tower, column, and other object which is extremely narrow in width relative to its height and which is considered difficult to perceive from aircraft in daylight shall be provided with daytime obstacle markings.
- (3) The daytime obstacle markings shall include color of coatings, flags and marking means.
- (4) Daytime obstacle markings shall also be placed on an object on which high-intensity obstacle lights must be installed.

Q 8 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 9 Which of the following statements on the meteorological conditions of an airport in a control zone in take-off or landing in accordance with visual flight rules at the airport is correct?

- (1) Flight visibility shall be 8,000 meters or more.
- (2) Ground visibility or flight visibility shall be 5,000 meters or more.
- (3) The height of clouds is 300 meters or more above the ground surface or water surface.
- (4) The height of clouds is 150 meters or more above the aerodrome altitude, and the aircraft can fly away from the clouds.

Q 10 The following are provisions of Article 188 (Movement on ground) of the Ordinance for Enforcement of the Civil Aeronautics Act. Which one is incorrect?

- (1) The power system shall be controlled or the breaking system shall be lightly used to maintain speed that may be quickly and safely stopped.
- (2) The forward view shall be thoroughly observed.
- (3) The transponder shall be kept activated at all times.
- (4) When there is a danger of collision with aircraft or other objects, the ground guide shall be provided.

Q 11 How many of the following items (a) to (d) are knowledge and skills a pilot-in-command should possess pursuant to Article 72 (Requirements of Pilot-in-Command on Board an Aircraft Used for Air Transport Services) of the Civil Aeronautics Act are correct? Choose from (1) to (4) below.

- (a) Pre-take-off checks
- (b) Aviation English Proficiency Certification
- (c) Supervision of flight crew-members and cabin crew-members
- (d) Safety management of aircraft operations including measures to deter safety-threatening behavior etc. and crisis measures

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

Q 12 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, or of a similar type to the said type, 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 13 The following is a part of the provisions of Article 179 (Speed limitation in air traffic control zone etc.) 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 Article 82-2 (Air traffic control zone) of the Act 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 kt

(b) Aircraft equipped with turbine engines: (3) 210 kt

2 In the case of aircraft navigating in an air space prescribed under item (i) of Article 82-2 (Air traffic control zone) of the Act 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 kt.

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 are correct? Choose from (1) to (4) below.

- (a) Case where emergency evacuation was conducted with the use for emergency evacuation slide
- (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) Malfunctioning of a warning device in a cruising aircraft

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

Q 15 Which of the following provisions of Article 198-2 (Flights that may interfere with the safety of air traffic) of the Ordinance for Enforcement of the Civil Aeronautics Act is incorrect?

- (1) Flight involving frequent changes in aircraft attitude
- (2) Flight that induces stall
- (3) Flight that radically changes altitude
- (4) Extremely high speed flight

Q 16 Which of the following statements regarding the standards for the permit for air navigation under particular flight rules of Article 83-2 of the Ordinance for Enforcement of the Civil Aeronautics Act is incorrect?

- (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 which are needed for 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) The pilot-in-command shall receive a confirmation of his/her physical and mental conditions from a flight dispatcher before takeoff.
- (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 following items is not included in the items to be described in a Flight Manual stipulated in Article 5-4 (Flight Manual) of the Ordinance for Enforcement of the Civil Aeronautics Act?

- (1) Aircraft general
- (2) Items relating to aircraft emission
- (3) Operating procedures of various systems under normal conditions
- (4) Matters relating to aircraft operating limitations

Q 19 Which of the following statements in Article 189 (Navigation in the Vicinity of Airport etc.) of the Ordinance for Enforcement of the Civil Aeronautics Act 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) Even 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 landing 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 20 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 approach end 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 approach end 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.