

# 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	K1XX1221B0

◎ 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

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

1. a tire was in the way.
2. he had a flat tire.
3. his nose wheel was stuck.
4. there seemed to be a fire.

### Question 2

**The controller initially asked the pilot to ...**

1. continue taxi to the runway.
2. follow the Citation.
3. move to T-4 taxiway.
4. move over to the left side of the parallel taxiway.

### Question 3

**The controller instructed JA82BJ to ...**

1. taxi to T-3.
2. taxi to T-4.
3. hold position.
4. taxi down the runway.

## Dialogue 2

Answer questions 4 to 6

### Question 4

The problem of JA123G was ...

1. engine failure.
2. control surface malfunction.
3. flight control malfunction.
4. flight instrument failure.

### Question 5

The purpose of flight JA123G was ...

1. test flight.
2. training flight.
3. photo mission.
4. proficiency check flight.

### Question 6

The spot number of JA123G was ...

1. No.1.
2. No.3.
3. No.7.
4. No.10.

## Dialogue 3

Answer questions 7 to 9

### Question 7

JA123G was making air turn back because of ...

1. birdstrike.
2. tailstrike.
3. hydraulic system failure.
4. passenger sickness.

### Question 8

JA123G held over MIFUNE because of ...

1. controller's instruction.
2. preparation for landing.
3. another traffic.
4. an engine failure.

### Question 9

Probably, JA123G would ...

1. declare an emergency.
2. proceed to the destination.
3. report over MIFUNE.
4. cancel IFR.

## Dialogue 4

Answer questions 10 to 12

### Question 10

**First, the pilot thought he had a ...**

1. mischief in the cabin.
2. trouble with flight control.
3. bird strike.
4. trouble with an engine.

### Question 11

**Instruction from the Controller was to ...**

1. join left downwind.
2. join right downwind.
3. proceed direct base runway10.
4. hold over HAKURYU.

### Question 12

**Finally, the pilot recognized that ...**

1. a belt was banging around outside a door.
2. engine vibration was observed.
3. aileron fluttering was observed.
4. he had a lightning strike.

## Dialogue 5

Answer questions 13 to 15

### **Question 13**

**What was the reason why the pilot declared Emergency?**

1. Cargo bay fire.
2. Engine fire.
3. Fire at landing gear section.
4. Cabin fire.

### **Question 14**

**What was the request that the pilot made?**

1. Visual approach.
2. Low approach for visual check.
3. VOR/DME approach.
4. Cancel IFR.

### **Question 15**

**Controller would prepare for ...**

1. a cargo loader.
2. a towing truck.
3. an ambulance.
4. fire trucks.

## Dialogue 6

Answer questions 16 to 18

### Question 16

The moderate turbulence was reported over ...

1. Miyakejima.
2. BANJO.
3. Kushimoto.
4. Shimizu.

### Question 17

The flight condition at FL160 was ...

1. smooth.
2. unknown.
3. moderate turbulence.
4. light turbulence.

### Question 18

FL200 was not assigned because ...

1. there was another aircraft.
2. the pilot declined to climb to FL200.
3. there was a military exercise.
4. there was severe turbulence.

## Dialogue 7

Answer questions 19 to 21

### Question 19

The controller asked the pilot if he ...

1. requested a heading change.
2. wanted to change his altitude.
3. was in smoother air now.
4. was experiencing turbulence.

### Question 20

The weather was reported by a ...

1. DASH 7 at 01:15.
2. DASH 7 at FL250.
3. DASH 8 at 01:25.
4. DASH 8 at FL230.

### Question 21

The type of weather was described as ...

1. icing, 15 miles south of Asahikawa.
2. icing, 15 miles north of Asahikawa.
3. turbulence, 15 miles south of Asahikawa.
4. turbulence, 15 miles north of Asahikawa.



## Dialogue 8

Answer questions 22 to 24

### Question 22

The controller informed the pilot of ...

1. an inbound traffic to Ishigaki airport.
2. an icing condition over Ishigaki airport.
3. rain shower over Ishigaki airport.
4. a towering cloud.

### Question 23

The hazard seemed to be ...

1. below 35,000 ft.
2. below 41,000 ft.
3. moving southwest.
4. moving southeast.

### Question 24

The controller could not change the pilot's heading immediately because ...

1. another aircraft was departing from Ishigaki airport.
2. inbound traffic was approaching to Ishigaki airport.
3. a very high cloud was towering ahead.
4. JA28ST was bound for Ishigaki airport.

## Dialogue 9

Answer questions 25 to 27

### Question 25

**The pilot reported ...**

1. loss of engine oil pressure.
2. propeller overspeed.
3. trouble with an engine.
4. troubles with both engines.

### Question 26

**The controller first instructed the pilot to ...**

1. land immediately.
2. continue present heading.
3. begin descent immediately.
4. change course to Sendai airport.

### Question 27

**The wind conditions at Sendai airport was ...**

1. 270 degrees at 12 knots.
2. 270 degrees at 21 knots.
3. 290 degrees at 12 knots.
4. 290 degrees at 21 knots.

## Dialogue 10

Answer questions 28 to 30

### Question 28

**JA82BJ declared emergency due to ...**

1. cabin smoke detector failure.
2. hydraulic pump overheat.
3. some smoke in the cockpit.
4. something burning in the cabin.

### Question 29

**The controller instructed turn direction and altitude to the pilot because he would make ...**

1. a no flap landing.
2. a short field landing.
3. an emergency landing.
4. a precautionary landing.

### Question 30

**The controller promised to prepare ...**

1. police officers.
2. fire engines and paramedics.
3. runway check personnel.
4. quarantine and custom agents.

## Dialogue 11

### Answer questions 31 to 33

#### Question 31

**The controller reported to the pilot ...**

1. rough condition of runway 22.
2. wind shear and rough air condition on short final runway 22.
3. congestions of runway 28.
4. wind shear and rough air on short final of runway 28.

#### Question 32

**JA82BJ requested visual approach to runway 22 due to the ...**

1. approach condition for runway 28.
2. traffic congestion on runway 28.
3. bird strike on runway 28.
4. instruction from the tower.

#### Question 33

**Tower 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 28.

## Dialogue 12

Answer questions 34 to 36

### Question 34

The pilot requested hold over OYODO initially because ...

1. wind-shear was reported on final.
2. radar depicted strong echo on final.
3. many birds were observed on final.
4. the wind condition was reported on final.

### Question 35

Latest wind ...

1. exceeded their aircraft limitation.
2. was over their crosswind performance.
3. did not satisfy their tailwind limitation.
4. satisfied operational restriction.

### Question 36

The controller instructed heading and altitude to the pilot because of ...

1. an outbound aircraft.
2. an approaching traffic.
3. an another landing aircraft.
4. a missed approach traffic.

## Dialogue 13

Answer questions 37 to 39

### Question 37

**The pilot requested to make a low approach, because they could not ...**

1. confirm the landing gear was down and locked.
2. complete landing checklist.
3. confirm the flap was fully extended.
4. prepare the cockpit for landing.

### Question 38

**After low approach, the controller instructed the pilot to ...**

1. follow missed approach course.
2. fly heading 150, climb to 3,000 feet.
3. fly heading 160, climb to 3,000 feet.
4. fly heading 160, climb to 4,000 feet.

### Question 39

**The controller instructed heading and altitude to the pilot because of ...**

1. another aircraft flying around near that course.
2. weather condition around missed approach course.
3. his aircraft's configuration.
4. his aircraft's performance.

## Dialogue 14

Answer questions 40 to 42

### Question 40

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

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

### Question 41

**The Tower controller instructed the pilot to ...**

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

### Question 42

**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.