

# 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	K1XX122210

◎ 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 pilot was initially instructed to ...

1. taxi to the runway in use via P.
2. hold at taxiway P, runway 18.
3. taxi to runway 18, via A.
4. hold at taxiway A, runway 18.

### Question 2

The pilot was holding his position due to ...

1. an obstruction on the runway.
2. construction work on the taxiway.
3. some birds on the taxiway.
4. an animal near the taxiway.

### Question 3

The controller finally instructed the pilot to ...

1. continue taxi to runway 18.
2. wait at his position.
3. return to spot 6.
4. avoid the obstruction.

## Dialogue 2

Answer questions 4 to 6

### Question 4

The departure runway was changed to 04, due to ...

1. a vehicle on the runway.
2. a crack at the taxiway end.
3. SAR activities.
4. strong tailwind.

### Question 5

The controller instructed the pilot to ...

1. hold short of B3.
2. Backtrack runway 10, and hold short of B4.
3. line up and wait runway 10.
4. take C6, hold on B3.

### Question 6

The controller informed JA28ST about the aircraft ...

1. engaged in the search and rescue.
2. arriving soon.
3. departing soon.
4. taxiing out.

## Dialogue 3

Answer questions 7 to 9

### Question 7

The runway was unusable because ...

1. there was a vehicle on the runway.
2. there was an aircraft on the runway.
3. the approach lighting system was out of service.
4. maintenance work was being done.

### Question 8

The pilot contacted Yao ground ...

1. while on runway 09.
2. when entering runway 13.
3. when out of the runway.
4. when taxiing on P1.

### Question 9

The ground controller instructed the pilot to ...

1. turn right next taxiway.
2. hold somewhere on the way to runway 13.
3. taxi into the runway in use.
4. contact tower.

## Dialogue 4

Answer questions 10 to 12

### Question 10

**JA28ST's problem was that ...**

1. its right engine was not running.
2. its left engine was not running.
3. both engines were not running.
4. its gear was not retracted.

### Question 11

**JA28ST wanted to ...**

1. hold for trouble shooting.
2. contact the dispatcher.
3. return to the departure airport.
4. proceed to the destination airport.

### Question 12

**The controller would instruct the pilot to execute ...**

1. RNAV runway 14 approach.
2. ILS Y runway 32 approach.
3. visual approach to runway 14.
4. visual approach to runway 32.

## Dialogue 5

Answer questions 13 to 15

### Question 13

**JA07JB's problem was ...**

1. damage of the cockpit window.
2. hydraulic leakage.
3. a crack of the engine cowl.
4. a possible lightning strike.

### Question 14

**JA07JB wanted to ...**

1. proceed to the destination airport.
2. proceed to the departed airport.
3. hold over Tokushima city.
4. make emergency landing.

### Question 15

**The controller finally informed the pilot to expect ...**

1. ILS Z runway 29 approach.
2. RNAV runway 29 approach.
3. PAR approach to runway 29.
4. visual approach to runway 11.

## Dialogue 6

Answer questions 16 to 18

### Question 16

The moderate turbulence was reported at ...

1. FL160.
2. FL180.
3. FL200.
4. FL220.

### Question 17

The flight condition at FL200 was ...

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

### Question 18

The controller assigned FL160 because ...

1. there was only light turbulence at that altitude.
2. the pilot declined to climb to FL220.
3. the pilot requested to change his flight level.
4. there was no information for other flight levels.

## Dialogue 7

Answer questions 19 to 21

### Question 19

The controller informed the pilot of ...

1. inbound traffic over Miyakejima.
2. turbulence over Miyakejima.
3. a dense cloud spreading over Tokyo airport.
4. spreading volcanic ash.

### Question 20

The hazard seems to be ...

1. below FL 350.
2. below FL 410.
3. spreading southwest.
4. spreading southeast.

### Question 21

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

1. an inbound traffic was approaching Miyakejima.
2. a very dense cloud was spreading ahead.
3. another aircraft was arriving at Tokyo airport.
4. JA72RJ was bound for Miyakejima.



## Dialogue 8

Answer questions 22 to 24

### Question 22

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 23

The weather was reported by a ...

1. Beechcraft 90 at 11:30.
2. Beechcraft 90 flying at 13,000 ft.
3. Beechcraft 99 at 01:20.
4. Beechcraft 99 flying at 10,000 ft.

### Question 24

The type of weather was described as ...

1. moderate thunderstorms, 30 miles north of YUZAR.
2. moderate rainshowers, 15 miles north of YUZAR.
3. turbulence, 15 miles north of YUZAR.
4. turbulence, 30 miles north of YUZAR.

## Dialogue 9

Answer questions 25 to 27

### Question 25

**JA72RJ reported ...**

1. light turbulence.
2. light plus turbulence.
3. moderate turbulence.
4. severe turbulence.

### Question 26

**JA72RJ was instructed to change altitude to ...**

1. 10,000 feet.
2. 11,000 feet.
3. 12,000 feet.
4. 13,000 feet.

### Question 27

**JA72RJ was instructed to ...**

1. maintain airspeed 200 knots.
2. report weather condition.
3. descend to another altitude due to traffic ahead.
4. change indicated airspeed due to traffic ahead of him.

## Dialogue 10

Answer questions 28 to 30

### Question 28

**What was the nature of the emergency?**

1. Fire in the cargo compartment.
2. Something was smoldering.
3. Hydraulic fluid was leaking.
4. Smoke from engine.

### Question 29

**What was not informed by the controller?**

1. Fire trucks would be standing by.
2. Vectoring was provided.
3. Distance from the airport.
4. Type of approach.

### Question 30

**What was the pilot most likely to do right after landing?**

1. To vacate from the runway.
2. To halt on the runway.
3. To halt on the taxiway.
4. To taxi to the assigned spot.

## Dialogue 11

Answer questions 31 to 33

### Question 31

The controller asked the pilot if he could commence approach, because of ...

1. bad weather on the final approach course.
2. bad weather on the missed approach course.
3. tailwind for runway 09.
4. a flock of birds.

### Question 32

Holding was required due to ...

1. weather.
2. an arrival aircraft.
3. a departure aircraft.
4. flow control.

### Question 33

A departure aircraft would be airborne from ...

1. runway 09 in 5 minutes.
2. runway 09 in 15 minutes.
3. runway 27 in 5 minutes.
4. runway 27 in 15 minutes.

## Dialogue 12

Answer questions 34 to 36

### Question 34

**The pilot requested to descend ...**

1. for extending holding duration.
2. due to weather conditions.
3. for preparing diversion.
4. on account of traffic.

### Question 35

**The controller finally asked the pilot of ...**

1. an alternate airport.
2. total fuel amount.
3. possible holding duration.
4. aircraft conditions.

### Question 36

**The pilot's request was not authorized due to ...**

1. a departure aircraft.
2. runway inspection.
3. another aircraft in the air.
4. coordination with ACC.

## Dialogue 13

Answer questions 37 to 39

### Question 37

The controller instructed to go around, because ...

1. the runway was damaged.
2. the runway inspection was in progress.
3. an earthquake was experienced.
4. cracks were found on the runway.

### Question 38

After going around, JA63TK ...

1. returned to the departure airport.
2. diverted to an alternate airport.
3. declared an emergency.
4. executed missed approach.

### Question 39

How many aircrafts would be holding over Niigata VORTAC?

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

## Dialogue 14

Answer questions 40 to 42

### Question 40

**JA63TK requested a low approach, because it ...**

1. encountered wind shear.
2. encountered microburst.
3. experienced a gear trouble.
4. experienced an electrical trouble.

### Question 41

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

1. to follow missed approach procedure.
2. to make a right turn.
3. to make a left turn.
4. nothing.

### Question 42

**The pilot's request was not authorized because of ...**

1. the noise abatement regulations.
2. congested arrival traffic.
3. congested departure traffic.
4. congested ground traffic.