# 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 | Ｋ１ＸＸ１２２２５０ |

◎　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 trouble of JA86AE occurred on its ...**

1. hydraulic system.
2. fuel system.
3. braking system.
4. steering system.

**Question 2**

**JA001G declined the controller's offer because ...**

1. the pilot wanted to save time.
2. there was not enough preparation time.
3. the takeoff weight was not so heavy.
4. the takeoff distance was insufficient.

**Question 3**

**The taxiing route of JA001G after T3 was via the runway to ...**

1. the departure position of runway 09.
2. the departure position of runway 27.
3. its spot.
4. the maintenance area.

## Dialogue 2

**Answer questions 4 to 6**

### Question 4

**What was the reported Obihiro weather?**

1. Wind 200 degrees at 22 knots and QNH 3001.
2. Wind 200 degrees at 22 knots and QNH 3010.
3. Wind 220 degrees at 20 knots and QNH 3001.
4. Wind 220 degrees at 20 knots and QNH 3010.

### Question 5

**What was the first controller's transmission to JA86AE?**

1. To hold in the runway.
2. To hold short of the runway.
3. To authorize its takeoff.
4. To report when ready.

### Question 6

**JA86AE eventually vacated the runway due to ...**

1. an ATC instruction.
2. a vehicle on the runway.
3. an arrival aircraft.
4. its performance.

## Dialogue 3

**Answer questions 7 to 9**

**Question 7**

**The takeoff was aborted due to ...**

1. ATC instruction.
2. hydraulic failure.
3. control trouble.
4. wind conditions.

**Question 8**

**The instruction to JA86AE was to pick up ...**

1. A2 and taxi to spot 1.
2. A2 and taxi to spot 2.
3. A3 and taxi to spot 1.
4. A3 and taxi to spot 2.

**Question 9**

**JA86AE did not accept the ATC instruction due to ...**

1. slippery surface.
2. aircraft weight.
3. airport layout.
4. maneuvering difficulty.

## Dialogue 4

**Answer questions 10 to 12**

### Question 10

**What was the first trouble JA86AE experienced?**

1. Hydraulic system failure.
2. Engine malfunction.
3. Engine fire.
4. ATC instruction.

### Question 11

**JA86AE stopped on the runway, because ...**

1. of the other conflicting traffic.
2. of the runway contamination.
3. it could not taxi by itself.
4. its spot was not yet allocated.

### Question 12

**The controller probably coordinated to send ...**

1. a tow truck and medical staff.
2. a tow truck and maintenance personnel.
3. an operation's car and a cargo truck.
4. a fire engine and paramedics.

## Dialogue 5

**Answer questions 13 to 15**

### Question 13

**What was the nature of the trouble JA86AE encountered?**

1. SID misunderstanding.
2. A troubled ground facility.
3. A receiver failure.
4. Pilot's illness.

### Question 14

**JA86AE would have made ...**

1. a VOR low approach.
2. an emergency landing.
3. a priority landing.
4. a normal landing.

### Question 15

**JA86AE requested a wide pattern, because it needed ...**

1. ground support.
2. spare time.
3. refueling.
4. to check cloud conditions.

## Dialogue 6

**Answer questions 16 to 18**

**Question 16**

**JA07JB reported …**

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

**Question 17**

**JA07JB was approved to change altitude to …**

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

**Question 18**

**JA07JB was instructed to …**

1. report weather condition.
2. change in flight levels due to traffic ahead.
3. change speed due to traffic ahead of him.
4. maintain speed 200 knots.

## Dialogue 7

**Answer questions 19 to 21**

**Question 19**

**The pilot wanted to change altitude because of …**

1. moderate turbulence.
2. an aircraft ahead.
3. 12,000 was clear of traffic.
4. accumulated ice on the airframe.

**Question 20**

**The PIREP indicated that …**

1. there was no icing condition at 12,000.
2. there was turbulence at 12,000.
3. it was clear of weather at 12,000.
4. there was severe icing condition at 12,000.

**Question 21**

**The pilot was not able to accept 12,000 because of …**

1. moderate icing condition.
2. the aircraft's performance.
3. limited fuel condition.
4. another traffic.

## Dialogue 8

**Answer questions 22 to 24**

### Question 22

**The unknown aircraft was …**

1. a twin turboprop.
2. a heavy jet.
3. a tactical jet.
4. a light plane.

### Question 23

**The pilot reported that he …**

1. could avoid the traffic.
2. was behind the traffic.
3. saw the traffic above him.
4. saw the traffic below him.

### Question 24

**JA07JB wanted to descend because …**

1. of rough air.
2. he had to avoid the fighter.
3. the unidentified traffic.
4. he was in a hurry.

## Dialogue 9

**Answer questions 25 to 27**

### Question 25

**The problem seemed to be …**

1. the coolant was overheated.
2. the battery became too hot.
3. the landing gear was unsafe.
4. the operating fluid was insufficient.

### Question 26

**The pilot requested to …**

1. proceed to Takamatsu airport.
2. climb as soon as possible.
3. land immediately.
4. descend to 6,000.

### Question 27

**The controller wanted to know if the pilot could …**

1. receive his transmissions.
2. tune Kibi VOR.
3. turn right heading.
4. climb to 6,000.

## Dialogue 10

**Answer questions 28 to 30**

### Question 28

**What was the nature of trouble of JA86AE?**

1. Landing gear was not retracted.
2. Hydraulic system failure.
3. Fuel transfer.
4. Asymmetric flaps.

### Question 29

**JA86AE would have executed ...**

1. ILS approach
2. VOR approach.
3. Visual approach.
4. Contact approach.

### Question 30

**JA86AE would have been cleared for the approach ...**

1. when the landing gear had been extended.
2. after landing of an inbound traffic.
3. after a departure traffic was airborne.
4. upon arrival of a towing tractor.

## Dialogue 11

**Answer questions 31 to 33**

### Question 31

**What was the first instruction for JA86AE?**

1. To execute ILS approach.
2. To proceed to runway 36 final.
3. To proceed to the west downwind.
4. To proceed to the east downwind.

### Question 32

**What was the nature of the trouble of JA86AE?**

1. Engine fire.
2. Propeller malfunction.
3. Bird strike.
4. Near midair collision.

### Question 33

**JA82BJ was most likely to ...**

1. join the left traffic.
2. execute the missed approach
3. continue its approach.
4. hold in the airport vicinity.

## Dialogue 12

**Answer questions 34 to 36**

### Question 34

**What was the reason of the go-around?**

1. An aircraft limitation.
2. An ATC instruction.
3. Other traffic.
4. Wind shear.

### Question 35

**The request after the go-around was not authorized due to ...**

1. a departure aircraft.
2. an arrival aircraft.
3. controller's workload.
4. wind conditions.

### Question 36

**JA86AE would have reported its position next ...**

1. on the south downwind.
2. on the north downwind.
3. at SOUTH POINT.
4. at 3 miles on final.

## Dialogue 13

**Answer questions 37 to 39**

### Question 37

**JA86AE requested an emergency landing due to ...**

1. a sick passenger.
2. lack of fuel.
3. pilot 's incapacitation.
4. unruly passengers.

### Question 38

**JA86AE requested ...**

1. emergency landing.
2. priority landing.
3. a towing truck.
4. a fire engine.

### Question 39

**ATC recommended JA86AE ...**

1. hold on the taxiway.
2. stay in the runway.
3. taxi to its spot.
4. vacate the runway immediately.

## Dialogue 14

**Answer questions 40 to 42**

### Question 40

**The nature of the problem was that ...**

1. the slide door was open.
2. a control jam happened.
3. the seat latch was broken.
4. rough air was encountered.

### Question 41

**What was the reason of going around?**

1. Due to seat malfunctioning.
2. Due to training purpose.
3. Due to fluctuating airspeed.
4. Due to unstable approach path.

### Question 42

**What was the pilot's intention after going around?**

1. To hold on the left traffic pattern.
2. To hold on the right traffic pattern.
3. To land via left traffic pattern.
4. To land via right downwind.