

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	K1XX122270

◎ 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 original destination airport was ...

1. Sapporo.
2. Chitose.
3. New Chitose.
4. Asahikawa.

Question 2

The problem with New Chitose airport was ...

1. curfew.
2. an aircraft accident.
3. traffic congestion.
4. weather.

Question 3

The pilot changed his destination airport because ...

1. Asahikawa weather was below minima.
2. it is out of operational hours at the destination airport.
3. there was an accident at Sapporo airport.
4. Akita tower suggested.

Dialogue 2

Answer questions 4 to 6

Question 4

The departure runway was changed to 22, due to ...

1. a defect at the taxiway end.
2. possible repair work.
3. traffic on the runway.
4. foreign object on the runway.

Question 5

The controller instructed the pilot to ...

1. taxi via runway 28, hold short of runway 22.
2. line up and wait runway 28.
3. taxi via runway 28, hold short of C1.
4. hold present position.

Question 6

The controller informed JA07JB that repair is being done on the ...

1. wind sock.
2. PAPI.
3. taxiway crack.
4. runway crack.

Dialogue 3

Answer questions 7 to 9

Question 7

The reported problem was ...

1. wind shear at 800 ft.
2. a possible bird strike on departure.
3. bird activity over the approach end.
4. geese on the runway.

Question 8

The problem was observed ...

1. over the approach end of runway 07.
2. by Miho tower.
3. by the preceding departure aircraft.
4. by JA07JB.

Question 9

What was the species of birds near the runway?

1. Hawk.
2. Falcon.
3. Goose.
4. Heron.

Dialogue 4

Answer questions 10 to 12

Question 10

Kushiro tower found the rubber chips ...

1. before JA07JB's take-off roll.
2. during JA07JB's take-off roll.
3. after JA07JB lifted off.
4. during JA07JB's downwind leg.

Question 11

JA07JB experienced ...

1. vibration.
2. a broken windshield.
3. low hydro pressure.
4. an engine failure during takeoff.

Question 12

JA07JB asked Kushiro tower to observe the ...

1. flaps condition.
2. wind condition.
3. landing gear.
4. tire chips on the runway.

Dialogue 5

Answer questions 13 to 15

Question 13

The pilot first thought that they were having ...

1. a gear trouble.
2. troubles with an engine.
3. possible hydraulic leak.
4. a passenger trouble.

Question 14

The controller instructed the pilot to ...

1. turn right and enter left downwind.
2. turn right and enter right downwind.
3. turn left and enter left downwind.
4. turn left and enter right downwind.

Question 15

The pilot finally realized that ...

1. both engines had some trouble.
2. the cargo door was not latched.
3. a cabin door was open.
4. a belt seemed to be banging around outside a door.

Dialogue 6

Answer questions 16 to 18

Question 16

The moderate turbulence was reported at ...

1. MAMRO at FL170.
2. MAGGY at FL170.
3. MAMRO at FL180.
4. MAGGY at FL180.

Question 17

FL190 was not assigned due to ...

1. aircraft performance.
2. an aircraft at FL190.
3. an aircraft at another altitude.
4. controller's workload.

Question 18

The altitude which did not have turbulence information was ...

1. FL150.
2. FL170.
3. FL180.
4. FL190.

Dialogue 7

Answer questions 19 to 21

Question 19

The top of the ash cloud was ...

1. lower than 40,000 ft.
2. almost 40,000 ft.
3. higher than 40,000 ft.
4. not reported.

Question 20

The pilot requested to avoid the ash cloud by...

1. climbing.
2. descending.
3. turning to the right.
4. turning to the left.

Question 21

The pilot's request was authorized by ...

1. changing his course.
2. accepting a lower altitude.
3. accepting a higher altitude.
4. circling for a while.

Dialogue 8

Answer questions 22 to 24

Question 22

JA80US reported ...

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

Question 23

What was the lowest usable altitude of the route?

1. 9,000 feet.
2. 10,000 feet.
3. 11,000 feet.
4. 12,000 feet.

Question 24

JA80US was informed to expect to ...

1. climb when the traffic was cleared.
2. descend when the traffic was cleared.
3. climb in 20 miles.
4. descend in 20 miles.

Dialogue 9

Answer questions 25 to 27

Question 25

The unknown aircraft was reported as ...

1. a business jet.
2. a heavy jet.
3. an airliner.
4. a military aircraft.

Question 26

The pilot reported that he ...

1. observed the unknown traffic.
2. evaded the unknown traffic.
3. evaded the IFR traffic.
4. did not observe the unknown traffic.

Question 27

JA18BD wanted to climb because of ...

1. icing.
2. turbulence.
3. a restricted area.
4. an economic reason.

Dialogue 10

Answer questions 28 to 30

Question 28

The pilot described the conflicting aircraft as a ...

1. Cessna 172 with a yellow tail.
2. Cessna 172 with a yellow body.
3. Cessna 172 with a yellow vertical fin.
4. Cessna 172 with a yellow wing.

Question 29

What did the pilot most likely to do after landing ?

1. To visit the tower.
2. To make a document.
3. To contact a mechanic.
4. To refuel.

Question 30

The near miss happened in the ...

1. positive control area.
2. terminal control area.
3. Class G airspace.
4. low altitude training area.

Dialogue 11

Answer questions 31 to 33

Question 31

The pilot was instructed to continue approach ...

1. at AMORI.
2. after AMORI.
3. before AMORI.
4. 5 minutes before landing.

Question 32

The pilot decided to go around because ...

1. the controller instructed.
2. he was not cleared to land.
3. the preceding aircraft was on the runway.
4. he encountered an abrupt wind shift.

Question 33

When the landing clearance was issued, the preceding aircraft was ...

1. crossing the threshold.
2. taxiing on the runway.
3. vacating the runway.
4. on the parallel taxiway.

Dialogue 12

Answer questions 34 to 36

Question 34

The pilot requested the controller to turn ...

1. on the Sequenced Flash Lights.
2. off the Sequenced Flash Lights.
3. up Sequenced Flash Lights.
4. down the Sequenced Flash Lights.

Question 35

The pilot wanted to confirm ...

1. whether the landing clearance was issued.
2. the wind conditions.
3. the brightness of Sequenced Flash Lights.
4. whether his landing gear was down and locked.

Question 36

Reported wind direction was almost ...

1. head wind.
2. tail wind.
3. right cross wind.
4. left cross wind.

Dialogue 13

Answer questions 37 to 39

Question 37

JA58KS requested to ...

1. taxi to runway 27.
2. enter B4.
3. enter B5.
4. backtrack runway 27.

Question 38

JA58KS had to taxi with no delay because of another aircraft ...

1. waiting for takeoff.
2. waiting for taxiing.
3. landing in 5 minutes.
4. landing in 15minutes.

Question 39

What was the nature of emergency informed to JA58KS?

1. Engine fire.
2. Landing gear trouble.
3. Instrument trouble.
4. It was not mentioned.

Dialogue 14

Answer questions 40 to 42

Question 40

The controller instructed JA63TK to ...

1. climb to 3,000 ft.
2. execute the missed approach.
3. fly on a specific heading.
4. make a left turn.

Question 41

The controller informed JA63TK of ...

1. another aircraft.
2. weather conditions.
3. distance to the runway.
4. distance to the localizer.

Question 42

What was the target of vectoring?

1. Niigata airport.
2. One of the approach segments.
3. Traffic pattern.
4. One of the visual reporting points.