

# 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	K1XX122330

◎ 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 problem with Miyako airport was ...

1. weather.
2. removal of an aircraft.
3. traffic congestion.
4. curfew.

### Question 2

The original alternate airport was ...

1. Ishigaki.
2. Miyako.
3. Naha.
4. Shimojishima.

### Question 3

The pilot changed his alternate airport because of ...

1. below minima.
2. traffic congestion.
3. out of operational hours.
4. shortage of fuel.

## Dialogue 2

Answer questions 4 to 6.

### Question 4

The departure runway was changed to 31, due to ...

1. foreign object on the runway.
2. crack at the taxiway end.
3. defect on the runway.
4. traffic on the runway.

### Question 5

The controller instructed the pilot to ...

1. taxi on the runway in use.
2. hold on B1.
3. taxi via runway 31, and vacate from B2.
4. line up and wait runway 27.

### Question 6

The controller informed JA72RJ of maintenance work on ...

1. taxiway cracks.
2. runway cracks.
3. visual glide slope indicator system.
4. runway lights.

## Dialogue 3

Answer questions 7 to 9.

### Question 7

The reported problem was ...

1. wind shear at 500 ft.
2. birds activity near the airport.
3. a bird strike on departure.
4. seagulls on the runway.

### Question 8

The problem was observed by ...

1. Kochi tower.
2. JA72RJ.
3. bird sweep worker.
4. departed aircraft.

### Question 9

What kind of bird was observed?

1. Sparrow
2. Crow
3. Seagull
4. Kite

## Dialogue 4

Answer questions 10 to 12.

### Question 10

**Hakodate tower found the rubber chips ...**

1. while JA72RJ was on the downwind leg.
2. before JA72RJ's take-off roll.
3. after JA72RJ lifted off.
4. during JA72RJ's take-off roll.

### Question 11

**JA72RJ experienced ...**

1. a bird strike.
2. an engine failure during takeoff.
3. vibration.
4. low oil pressure condition.

### Question 12

**JA72RJ asked Hakodate tower to monitor the ...**

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

## Dialogue 5

Answer questions 13 to 15.

### Question 13

**JA72RJ's problem was ...**

1. a possible lightning strike.
2. the airport was not in sight.
3. the damage of the front window.
4. a flat tire.

### Question 14

**JA72RJ wanted to ...**

1. hold over the departure airport.
2. proceed on the destination airport.
3. divert to the alternate airport.
4. proceed to the departed airport.

### Question 15

**The controller instructed the pilot vector to make ...**

1. visual approach to runway 26.
2. VOR runway 26 approach.
3. ILS Y runway 26 approach.
4. ILS Z runway 26 approach.

## Dialogue 6

Answer questions 16 to 18

### Question 16

The pilot was unable to comply the controller's request initially because of ...

1. lack of the equipments.
2. weather condition.
3. trouble of the aircraft system.
4. aircraft climb performance.

### Question 17

The controller gave him radar vector heading to ...

1. TORII Point.
2. NAHA VORTAC.
3. runway 36 final approach course.
4. avoid towering cumulus.

### Question 18

The pilot requested heading 050 due to ...

1. avoiding the traffic.
2. traffic separation.
3. cloud condition.
4. restricted area.

## Dialogue 7

Answer questions 19 to 21

### Question 19

The pilot requested altitude change due to ...

1. light plus turbulence.
2. icing condition.
3. cloud condition.
4. landing preparation

### Question 20

The controller instructed to reduce airspeed due to ...

1. departure traffic.
2. traffic separation.
3. speed restriction of control zone.
4. time restriction.

### Question 21

The reported traffic was ...

1. opposite direction and below of JA123G, and visually contact.
2. opposite direction and above of JA123G, but negative contact.
3. same direction and below of JA123G, but negative contact.
4. same direction and below of JA123G, and visually contact.



## Dialogue 8

Answer questions 22 to 24

### Question 22

**The problem was ...**

1. high lift device trouble.
2. landing gear trouble.
3. passenger sickness.
4. unable to contact with company.

### Question 23

**JA123G changed destination due to ...**

1. fuel condition.
2. destination weather changed.
3. advice from the controller.
4. hydraulic system trouble.

### Question 24

**Initially, JA123G was flying at ...**

1. 7,000 ft.
2. 9,000 ft.
3. FL170.
4. FL180.

## Dialogue 9

Answer questions 25 to 27

### Question 25

**Current approach type of Miyazaki Airport was...**

1. visual approach runway 09.
2. ILS approach runway 27.
3. visual approach runway 27.
4. VOR approach runway 27.

### Question 26

**The pilot did not request ...**

1. wind condition.
2. emergency landing.
3. medical assistant.
4. traffic information.

### Question 27

**The condition of sick passenger was ...**

1. toothache.
2. headache.
3. backache.
4. stomachache.

## Dialogue 10

Answer questions 28 to 30

### Question 28

What was the problem with JA123G?

1. Passenger trouble.
2. Crew incapacitation.
3. Aircraft system trouble.
4. Fuel shortage.

### Question 29

What was the request that the pilot made?

1. ILS approach.
2. Priority landing.
3. Weather information.
4. A fire engine.

### Question 30

The controller was requested to prepare ...

1. a fire engine.
2. a tow truck.
3. an authority car.
4. a medical service.

## Dialogue 11

Answer questions 31 to 33

### Question 31

The pilot reported the problem ...

1. at 7 miles from PERID.
2. before he was cleared for approach.
3. at 12 miles on final approach.
4. at 7 miles on final approach.

### Question 32

The problem was with ...

1. the hydraulic system.
2. a wind shear warning.
3. coolant's temperature.
4. the landing gear.

### Question 33

The control tower would probably ...

1. visually observe his flaps.
2. inform the ground temperature.
3. check JA123G's landing gear.
4. issue taxi clearance.

## Dialogue 12

Answer questions 34 to 36

### Question 34

**What was the trouble of JA123G?**

1. A puncture of the tire.
2. A hydraulic failure.
3. A landing gear trouble.
4. A brake trouble.

### Question 35

**What was the suspected cause of the trouble?**

1. A bird strike.
2. An obstruction on the runway.
3. A hard landing.
4. A maintenance procedure.

### Question 36

**What was the intention of JA870Q?**

1. To hold at present position.
2. Destination change.
3. To taxi to gate.
4. To request a runway check.

## Dialogue 13

Answer questions 37 to 39

### Question 37

The pilot believed he had a tire burst because the aircraft was ...

1. unable to taxi.
2. uncontrollable.
3. unstable after landing.
4. shaking before landing.

### Question 38

Toyama tower asked the pilot, if he ...

1. could move by himself.
2. was declaring an emergency.
3. would need help.
4. would need refueling.

### Question 39

The pilot requested Toyama tower to ...

1. taxi to apron immediately.
2. take off again.
3. send a towing tractor.
4. send a fire truck.

## Dialogue 14

Answer questions 40 to 42

### Question 40

First pilot's request was not accepted due to ...

1. other traffic.
2. weather.
3. outside of control zone.
4. control purpose.

### Question 41

JA123G would enter holding over ...

1. OITA VOR at 6,000 feet.
2. OITA VOR at 4,000 feet.
3. MUSASHI VOR at 3,000 feet.
4. MUSASHI VOR at 6,000 feet.

### Question 42

The pilot made a go around due to ...

1. not enough visibility at minimum.
2. VFR traffic.
3. rough air condition on short final.
4. tower instruction to do so.

**THIS IS THE END OF THE LISTENING COMPREHENSION TEST.**