

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	K1XX122350

◎ 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

After airborne, JA86AE would have ...

1. exercised navigation training.
2. gone out for the cross-country flight.
3. forwarded to the training area.
4. proceeded to the traffic pattern.

Question 2

The runway was closed due to ...

1. a live animal.
2. a disabled aircraft.
3. a vehicle.
4. an obstruction.

Question 3

The controller probably sent ...

1. an operation's car.
2. a towing truck.
3. a cargo truck.
4. a fire engine.

Dialogue 2

Answer questions 4 to 6

Question 4

JA86AE did not take off from runway 36 due to ...

1. runway check.
2. safety reasons.
3. aircraft performance.
4. bird sweep.

Question 5

What was not accepted by the pilot?

1. Expeditious taxiing.
2. Immediate takeoff.
3. Departure delay.
4. Intersection departure.

Question 6

The controller instructed the pilot to ...

1. enter the runway from T2.
2. enter the runway from T4.
3. exit the runway via T2.
4. exit the runway via T4.

Dialogue 3

Answer questions 7 to 9

Question 7

Controller advised that ...

1. another traffic was going to the northeast on the west of the airport.
2. another traffic was flying to the west on the northeast of the airport.
3. birds were traveling to the northeast on the west of the airport.
4. birds were migrating to the west on the northeast of the airport.

Question 8

What was the reason of the aborted takeoff?

1. Hydraulic failure.
2. Landing gear trouble.
3. Engine malfunction.
4. Bird strike.

Question 9

Runway inspection would have been initiated due to ...

1. cracks on the runway surface.
2. controller's suggestion.
3. contaminated surface.
4. bird strike.

Dialogue 4

Answer questions 10 to 12

Question 10

JA86AE experienced the bird strike ...

1. when it reached 500 ft.
2. near the threshold of runway 10.
3. when it started its takeoff roll.
4. when it was just airborne.

Question 11

What was the reason JA86AE stopped an engine?

1. It was automatically shutdown.
2. Due to unstable power.
3. Due to abnormal engine indication.
4. Due to engine fire.

Question 12

JA86AE would have landed via

1. ILS approach.
2. LOC approach.
3. VOR approach.
4. visual maneuver.

Dialogue 5

Answer questions 13 to 15

Question 13

JA86AE decided to return due to ...

1. trouble on the cabin pressurization.
2. smoke from the air conditioning system.
3. engine vibrations.
4. unusual sound.

Question 14

After ASPAM, JA86AE probably proceeded to the ...

1. right base for runway 24.
2. left base for runway 24.
3. right base for runway 06.
4. left base for runway 06.

Question 15

The informed traffic was ...

1. a press helicopter which was not sighted.
2. a press helicopter which was sighted.
3. a police helicopter which was not sighted.
4. a police helicopter which was sighted.

Dialogue 6

Answer questions 16 to 18

Question 16

JA82BJ requested to change heading due to ...

1. restricted area ahead of them.
2. nimbostratus ahead of them.
3. cloud condition ahead of them.
4. military training area ahead of them.

Question 17

JA82BJ requested the heading, but was not approved because it ...

1. could lead to an another traffic.
2. required coordination with next sector.
3. could lead to the bad weather area.
4. could lead to a restricted area.

Question 18

Finally JA82BJ requested ...

1. 20 nautical miles deviation to the left side.
2. 20 nautical miles deviation to the right side.
3. 30 nautical miles deviation to the left side.
4. 30 nautical miles deviation to the right side.

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot requested to change altitude because of ...

1. icing condition.
2. strong head wind.
3. cloud condition.
4. rough air condition.

Question 20

The pilot finally accepted FL170 because ...

1. another aircraft was cruising at his requested altitude.
2. moderate turbulence was reported at his requested altitude.
3. strong head wind was reported at his requested altitude.
4. bad cloud condition was reported at his requested altitude.

Question 21

The pilot was instructed to reduce airspeed when he was ...

1. leaving FL200.
2. reaching FL200.
3. leaving FL220.
4. reaching FL220.

Dialogue 8

Answer questions 22 to 24

Question 22

The pilot requested course deviation to avoid ...

1. the cloud ahead of him.
2. rough air condition.
3. congested area.
4. another traffic.

Question 23

The pilot could make deviation ...

1. immediately.
2. before leaving FL200.
3. after leaving FL200.
4. after reaching assigned flight level.

Question 24

The pilot could be expected to return to the original cruising level after ...

1. 20 nautical miles.
2. 30 nautical miles.
3. 40 nautical miles.
4. 50 nautical miles.

Dialogue 9

Answer questions 25 to 27

Question 25

The pilot requested descent due to ...

1. cloud condition.
2. light icing.
3. engine trouble.
4. moderate turbulence.

Question 26

The controller instructed another heading to the pilot in order to ...

1. keep traffic spacing.
2. detour cumulonimbus.
3. avoid restricted airspace.
4. keep away from the cloud area.

Question 27

The controller asked the pilot if he needed ...

1. another frequency.
2. another heading.
3. different altitude.
4. some support.

Dialogue 10

Answer questions 28 to 30

Question 28

The controller informed the pilot that ...

1. wind condition was steady.
2. wind condition was changeable.
3. the present situation was wind 340 degrees at 5 knots.
4. the present situation was wind 360 degrees at 4 knots.

Question 29

The pilot could not land because of ...

1. a mechanical problem.
2. a problem with the ILS.
3. the wind direction.
4. a problem with the DME.

Question 30

The pilot decided to ...

1. hold over IKG.
2. hold and work out the problem.
3. make another approach.
4. divert to Kagoshima.

Dialogue 11

Answer questions 31 to 33

Question 31

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

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

Question 32

Tower controller instructed the pilot to ...

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

Question 33

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.

Dialogue 12

Answer questions 34 to 36

Question 34

The controller reported to the pilot ...

1. congestions of runway 30.
2. wind shear and rough air on short final of runway 30.
3. visual condition of runway 27.
4. wind shear and rough air on short final of runway 27.

Question 35

JA82BJ requested visual approach to runway 30 due to the ...

1. instruction from the tower.
2. bird strike on runway 27.
3. approach condition for runway 27.
4. traffic congestion on runway 27.

Question 36

Tower finally 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 30.

Dialogue 13

Answer questions 37 to 39

Question 37

The controller instructed go-around, because of ...

1. a predicting earthquake.
2. runway check in progress.
3. a severed runway.
4. strong earthquake.

Question 38

The reason for go-around was ...

1. the runway check was complete.
2. the visibility was deteriorating rapidly.
3. they were not sure of the runway condition.
4. there was severe turbulence over the runway.

Question 39

After go-around, JA82BJ requested to ...

1. proceed direct Niigata VOR and hold as published at 4,000 ft.
2. hold over Niigata VOR as published.
3. proceed direct Niigata Radio Beacon and hold as published at 6,000 ft.
4. proceed to OKESA via missed approach course and hold as published at 7,000 ft.

Dialogue 14

Answer questions 40 to 42

Question 40

JA82BJ made a go-around because ...

1. the birds were at 4,000 ft.
2. tower instructed JA82BJ to do so.
3. the visibility was not good enough.
4. the birds were on the runway.

Question 41

The controller instructed the pilot to ...

1. make left turn, and climb to 3,000 ft.
2. fly missed approach procedure course.
3. make right turn heading 300, and climb to 3,000 ft.
4. turn right heading 310, and climb to 4,000 ft.

Question 42

The controller asked the JA82BJ whether ...

1. they requested to follow missed approach course.
2. the approach condition was good enough.
3. they wanted to make the another type of approach.
4. they wanted to make another approach immediately.