

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	K1XX122370

◎ 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

JA123G was holding on the taxiway because ...

1. a tire was in the way.
2. he had a flat tire.
3. his nose wheel was stuck.
4. there seemed to be a fire.

Question 2

The controller initially asked the pilot to ...

1. continue taxi to the runway.
2. follow the Citation.
3. move to T-4 taxiway.
4. move over to the left side of the parallel taxiway.

Question 3

The controller instructed JA82BJ to ...

1. taxi to T-3.
2. taxi to T-4.
3. hold position.
4. taxi down the runway.

Dialogue 2

Answer questions 4 to 6

Question 4

The problem of JA123G was ...

1. engine failure.
2. control surface malfunction.
3. flight control malfunction.
4. flight instrument failure.

Question 5

The purpose of flight JA123G was ...

1. test flight.
2. training flight.
3. photo mission.
4. proficiency check flight.

Question 6

The spot number of JA123G was ...

1. No.1.
2. No.3.
3. No.7.
4. No.10.

Dialogue 3

Answer questions 7 to 9

Question 7

JA123G was making air turn back because of ...

1. birdstrike.
2. tailstrike.
3. hydraulic system failure.
4. passenger sickness.

Question 8

JA123G held over MIFUNE because of ...

1. controller's instruction.
2. preparation for landing.
3. another traffic.
4. an engine failure.

Question 9

Probably, JA123G would ...

1. declare an emergency.
2. proceed to the destination.
3. report over MIFNE.
4. cancel IFR.

Dialogue 4

Answer questions 10 to 12

Question 10

First, the pilot thought he had a ...

1. mischief in the cabin.
2. trouble with flight control.
3. bird strike.
4. trouble with an engine.

Question 11

Instruction from the Controller was to ...

1. join left downwind.
2. join right downwind.
3. proceed direct base runway10.
4. hold over HAKURYU.

Question 12

Finally, the pilot recognized that ...

1. a belt was banging around outside a door.
2. engine vibration was observed.
3. aileron fluttering was observed.
4. he had a lightning strike.

Dialogue 5

Answer questions 13 to 15

Question 13

What was the reason why the pilot declared Emergency?

1. Cargo bay fire.
2. Engine fire.
3. Fire at landing gear section.
4. Cabin fire.

Question 14

What was the request that the pilot made?

1. Visual approach.
2. Low approach for visual check.
3. VOR/DME approach.
4. Cancel IFR.

Question 15

Controller would prepare for ...

1. a cargo loader.
2. a towing truck.
3. an ambulance.
4. fire trucks.

Dialogue 6

Answer questions 16 to 18

Question 16

The pilot requested altitude change due to ...

1. icing condition.
2. severe turbulence.
3. cloud condition.
4. system trouble.

Question 17

The controller did not approve the pilot's request due to ...

1. departure corridor.
2. other traffic.
3. military training area.
4. minimum enroute altitude.

Question 18

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 above of JA123G, and visually contact.

Dialogue 7

Answer questions 19 to 21

Question 19

The pilot reported ...

1. a fire of a boat.
2. a crush of an aircraft.
3. a forest fire.
4. an activation of distress signal.

Question 20

The controller would ...

1. file the report.
2. request to arrange a fire engine.
3. broadcast the information.
4. request to arrange the rescue team.

Question 21

The position of JA123G was ...

1. northwest of Miyakojima VORTAC.
2. southwest of Miyakojima VORTAC.
3. southeast of Miyakojima VORTAC.
4. northeast of Miyakojima VORTAC.

Dialogue 8

Answer questions 22 to 24

Question 22

What was the trouble with JA123G?

1. Crack in the cockpit window.
2. Decompression.
3. Engine trouble.
4. Hydraulic failure.

Question 23

What was the intention of the pilot?

1. Emergency landing.
2. Return to original airport.
3. Divert to alternate airport.
4. Continue to destination airport.

Question 24

The pilot requested heading due to ...

1. traffic.
2. obstacle.
3. cloud condition.
4. destination change.

Dialogue 9

Answer questions 25 to 27

Question 25

The problem seemed to be ...

1. something burning in the cockpit.
2. an engine fire.
3. electrical system failure.
4. smoke in the baggage area.

Question 26

Position of JA123G was ...

1. 10 miles east of the airport.
2. 15 miles east of the airport.
3. 10 miles west of the airport.
4. 15 miles west of the airport.

Question 27

The controller told the pilot ...

1. fire trucks would be waiting for him.
2. that runway 08 was closed.
3. to maintain radio contact.
4. to stand by for clearance.

Dialogue 10

Answer questions 28 to 30

Question 28

Runway in use and QNH at Okayama airport were ...

1. runway 25 and QNH 2998.
2. runway 07 and QNH 2998.
3. runway 25 and QNH 2989.
4. runway 07 and QNH 2989.

Question 29

What was the reason of the holding?

1. Due to weather conditions.
2. Due to an arrival aircraft.
3. To wait for an ATC authorization.
4. Due to landing preparation.

Question 30

JA86AE climbed to 3,000ft ...

1. in order to maintain VMC.
2. due to a conflicting aircraft.
3. considering ride conditions.
4. due to terrain clearance.

Dialogue 11

Answer questions 31 to 33

Question 31

What was the first information provided by ATC?

1. Weather conditions of the alternate airport.
2. A part of the approach lights was out of service.
3. All the approach lights were out of service.
4. Some sort of cautionary sign was indicated.

Question 32

JA86AE initiated a go-around because ...

1. of runway inspection due to bird strike.
2. it was instructed by ATC.
3. essential lights are partly invisible.
4. an obstacle was reported on the runway.

Question 33

The pilot intended to ...

1. divert to another airport without holding.
2. divert to another airport after holding.
3. hold until the runway was open.
4. commence another approach immediately.

Dialogue 12

Answer questions 34 to 36

Question 34

The pilot requested an emergency landing due to ...

1. critical engine condition.
2. critical fuel condition.
3. pilot incapacitation.
4. engine surging.

Question 35

The controller would have dispatched ...

1. a towing truck.
2. medical staff.
3. fire fighters.
4. police officers.

Question 36

The landing clearance would have been issued ...

1. after a helicopter landed.
2. after a departure aircraft was rolling.
3. when an arrival aircraft vacated the runway.
4. when the controller was not so busy.

Dialogue 13

Answer questions 37 to 39

Question 37

The informed traffic was flying to the ...

1. west on the west of the airport.
2. east on the west of the airport.
3. west on the east of the airport.
4. east on the east of the airport.

Question 38

The pilot reported the problem ...

1. over MIBAI.
2. at five miles to MIBAI.
3. over UTIMA.
4. at five miles to UTIMA.

Question 39

The problem was with the...

1. landing gear system.
2. lighting system.
3. hydraulic system.
4. fuel transferring system.

Dialogue 14

Answer questions 40 to 42

Question 40

What was the nature of trouble of JA86AE?

1. Engine fire.
2. Engine failure.
3. Hydraulic leak.
4. Smoke in the flight deck.

Question 41

The controller probably sent ...

1. fire engines.
2. towing trucks.
3. operation's vehicles.
4. ambulances.

Question 42

JA82BJ decided to divert probably ...

1. ATC recommended it.
2. the company ordered.
3. by his judgment.
4. weather conditions were worsened.