

# 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	K1XX122390

◎ 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

**JA82BJ was cleared ...**

1. higher flight level.
2. lower flight level.
3. flight level as requested.
4. unknown flight level.

### Question 2

**The pilot made incorrect read-back of ...**

1. standard instrument departure route.
2. squawk code.
3. SID and transponder code.
4. cruising level.

### Question 3

**The correct squawk was ...**

1. 3435.
2. 3454.
3. 3545.
4. 4345.

## Dialogue 2

Answer questions 4 to 6

### Question 4

**The problem with Niigata airport was ...**

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

### Question 5

**The original alternate airport was ...**

1. Niigata.
2. Yamagata.
3. Sendai.
4. Fukushima.

### Question 6

**The pilot changed his alternate airport because ...**

1. Sendai weather was below minimums.
2. Fukushima weather was below minimums.
3. Yamagata airport will be out of operational hours.
4. they have a curfew at Sendai airport.

## Dialogue 3

Answer questions 7 to 9

### Question 7

**Matsuyama tower canceled ...**

1. instruction to line up and wait.
2. takeoff clearance.
3. taxi clearance.
4. instruction to hold short of runway.

### Question 8

**Above cancellation occurred because ...**

1. departure runway was changed.
2. visibility was falling rapidly.
3. bird strike was reported.
4. JA82BJ was not ready for takeoff.

### Question 9

**JA82BJ was instructed to wait for the further instruction due to ...**

1. deteriorating weather.
2. runway change.
3. runway check.
4. takeoff preparation in the cockpit.

## Dialogue 4

Answer questions 10 to 12

### Question 10

**JA82BJ's problem was ...**

1. a possible lightning strike.
2. the airport was not in sight.
3. a burst tire.
4. the damage of the windshield.

### Question 11

**JA82BJ wanted to ...**

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

### Question 12

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

1. visual approach runway 30.
2. VOR/DME approach runway 30.
3. ILS approach runway 27.
4. VOR/DME approach runway 27.

## Dialogue 5

Answer questions 13 to 15

### Question 13

**Tower observed flame and smoke from the ...**

1. left wing.
2. right wing.
3. left hand wing engine.
4. right hand wing engine.

### Question 14

**The pilot had noticed ...**

1. a high EGT indication.
2. a strong fumes in the cockpit.
3. an indication of wheel well fire.
4. a very loud noise from the engines.

### Question 15

**The pilot requested change in heading and altitude to ...**

1. fly to another airport.
2. return to departed gate.
3. return to departed airport.
4. fly to his original destination.

## 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

The pilot identified the problem ...

1. at 10 miles from airport.
2. at 15 miles from airport.
3. at the final approach fix.
4. over VOR.

### Question 29

The nature of the problem was that ...

1. an airplane's receiver was out of order.
2. a ground facility was not running.
3. runway 28 was closed.
4. weather was not satisfied for approach

### Question 30

Finally, the type of approach would be ...

1. ILS runway 28 approach.
2. VOR runway 28 approach.
3. visual approach to runway 22.
4. VFR traffic for runway 28.

## Dialogue 11

Answer questions 31 to 33

### Question 31

ATC's first broadcast was ...

1. a gale warning alert.
2. a thunderstorm alert.
3. a caution for a possible wind shear encounter.
4. a caution for a possible microburst encounter.

### Question 32

Microburst alert was issued ...

1. at 10 nautical miles northwest of airport.
2. at 10 nautical miles southeast of airport.
3. on approach course for runway 18.
4. on departure course for runway 18.

### Question 33

Pilot's request was refused because of ...

1. traffic congestion.
2. cumulonimbus.
3. runway close.
4. restricted area.

## Dialogue 12

Answer questions 34 to 36

### Question 34

**First, the controller instructed JA07JB to ...**

1. continue his approach.
2. follow the preceding B737 .
3. land on the runway.
4. report at three miles on final

### Question 35

**Second, the controller instructed JA07JB to ...**

1. reduce to minimum clean speed.
2. reduce to minimum approach speed.
3. report minimum speed for approach.
4. resume normal speed.

### Question 36

**JA07JB had to reject landing because ...**

1. an arrival aircraft was still on the runway.
2. the controller instructed to do so.
3. the airspeed was too fast to land.
4. the controller canceled landing clearance.

## Dialogue 13

Answer questions 37 to 39

### Question 37

The controller informed that landing clearance would be issued ...

1. within half a minute.
2. immediately.
3. short on final.
4. one minute after.

### Question 38

The controller advised the pilot ...

1. that preceding aircraft was 300 ft on final.
2. that preceding aircraft made go around.
3. that his airspeed was variable.
4. to use caution for wind shear.

### Question 39

The pilot made go around because ...

1. he did not received landing clearance.
2. the controller instructed.
3. he encountered wind shear.
4. the preceding aircraft was still on the runway.

## Dialogue 14

Answer questions 40 to 42

### Question 40

The controller's first instruction was to ...

1. enter the downwind.
2. land on runway 16.
3. circle to runway 16.
4. land on runway 34.

### Question 41

JA28ST reported that birds were ...

1. on middle of the runway 34.
2. on the departure end of runway 34.
3. around threshold of runway 34.
4. flying on final course for runway 34.

### Question 42

JA28ST finally decided to ...

1. enter downwind and land to runway 34.
2. enter downwind and hold.
3. circle to the opposite runway.
4. divert to the alternate airport.

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