

航空無線通信士「英会話」試験問題

(注) 解答方法： 選択肢の中から最も適切な答えを一つ選び、その番号に対応する答案用紙のマーク欄を黒く塗りつぶしなさい。

QUESTION 1 You have made a telephone call only to be told, "You have the wrong number."
What does that mean?

1. You have made many calls.
2. You have made a counting error.
3. You didn't pass the examination.
4. You have called somebody in error.

QUESTION 2 The westerlies are the winds that blow from the west to the east in the middle latitudes. The trade winds are the opposite winds in the equatorial region. What are the trade winds?

1. They are east winds.
2. They are south winds.
3. They blow from the west.
4. They blow from the north.

QUESTION 3 You told your friend, "It's very humid today," and he replied, "You can say that again." What did he mean?

1. He doesn't think so.
2. He doesn't agree with you.
3. He didn't catch what you said.
4. He completely agrees with you.

QUESTION 4 The wind direction is the main factor in deciding the direction of take-off or landing. Which of the following is the most favorable for take-off and landing?

1. A tailwind
2. A headwind
3. A crosswind
4. A downburst

QUESTION 5 On the final approach for landing, the pilot has decided to abort and climb again. What has he decided to do?

1. Go around
2. Request a priority landing
3. Request an emergency landing
4. Start landing with the glideslope

QUESTION 6 You are the captain of a passenger plane. During the flight you have noticed a volcanic eruption. The volcanic ash may reach you if you continue along the planned route. What should you do?

1. I should request an emergency landing near the volcano.
2. I should take no action and continue to fly along the planned route.
3. I should take immediate steps to avoid the ash and request ATC-clearance for a different route.
4. I should approach the volcano to make a detailed report on its status to the meteorological agency.

QUESTION 7 You are the captain of an airplane and the Pilot Flying. When your co-pilot calls out V1 during the final stage of take-off, what does that generally mean?

1. The plane is at the right speed for landing.
2. The plane has not reached the safe take-off speed.
3. The plane is now going too fast to abort the take-off.
4. The plane has reached the speed for retracting the landing gear.