

1. 次の英文を読み、それに続く設問 A-1 から A-5 までに答えなさい。解答は、それぞれの設問に続く選択肢 1 から 3 までの中から、答えとして最も適切なもの一つずつ選び、その番号のマーク欄を塗りつぶしなさい。

In 2008 Finnair, the national airline of Finland, became the first airline to offer a CO2 emissions calculator for its flights. At the same time as finding out about fares and schedules, passengers can now learn about the environmental cost of their flight.

As passengers become more aware of the environmental effects of flying, airlines are looking at new ways to deal with some of these concerns. Many scientists now believe that aircraft pollution has become a major cause of climate change and global warming. The biggest pollutant from planes is CO2. The amount of carbon dioxide released per mile greatly depends on the length of the flight. Put simply, short flights produce much more CO2 per mile than long-haul flights. This is because a high percentage of fuel use and emissions occurs on take-off.

The Finnair website is not the only place where you can find a CO2 calculator. There are now many such calculators available on the Internet. Most of these services operate in the same way. You simply enter the name of the departure airport and your destination, then the CO2 emission figure for that flight appears on your computer's monitor. For example, a flight from Kansai International Airport to London will produce 1,056 kg of CO2 per passenger.

The Finnair website gives passengers the option of paying a "CO2 Emissions Offset" charge. This is a voluntary payment that the airline believes will cover the cost of the pollution caused by the flight. Although these payments are completely optional at the present time, who knows what the future may hold for airline passengers?

<注> CO2(=carbon dioxide) 二酸化炭素 pollutant 汚染物(質) "CO2 Emissions Offset" 私たちの活動にともなうCO2排出量を何らかの方法によってオフセット(相殺)し、排出量を実質ゼロに近づけること。

(設問)

A-1 What kind of service has Finnair recently introduced?

1. The airline is now using aircraft that cause less pollution.
2. Finnair has raised its fares because of rising fuel prices.
3. Passengers can now calculate the environmental cost of a flight.

A-2 According to the article, why has Finnair brought in this service?

1. The airline is trying to make its schedules more attractive to customers.
2. Finland has a serious problem with air pollution.
3. Finnair believes that passengers want to know more than just the price of a ticket.

A-3 What do we know about CO2 emissions from aircraft?

1. Short flights produce relatively more CO2 than long flights.
2. Long-haul flights produce the most CO2 per mile.
3. Short flights produce relatively little CO2.

A-4 What does the article say about CO2 emissions calculators?

1. The Finnair website is the only place you can find such a calculator.
2. There are now many kinds of emissions calculators available on the Internet.
3. It is usually possible to calculate the emissions of a flight at the departure airport.

A-5 What do we know about the "CO2 Emissions Offset" payment?

1. This is a charge that all passengers on Finnair must pay.
2. Finnair has decided that all passengers will have to pay this charge in the future.
3. This is a charge that passengers are free to choose whether to pay or not.

2. 次の英文 A-6 から A-9 までは、航空通信に関する国際文書の規定文の趣旨に沿って述べたものである。この英文を読み、それに続く設問に答えなさい。解答は、それぞれの設問に続く選択肢 1 から 3 までの中から、答えとして最も適切なものを一つずつ選び、その番号のマーク欄を塗りつぶしなさい。

A-6 When it is desired to verify the accurate reception of numbers the person transmitting the message shall request the person receiving the message to read back the numbers.

<注> verify 検証する

(設問) What is the correct procedure for checking the accuracy of numbers in messages?

1. The person receiving the message should request the person sending the message to repeat the numbers contained in that message.
2. The person sending the message should ask the receiver to read back the numbers for confirmation.
3. The person transmitting the message must read back the numbers when requested to do so.

A-7 An aircraft shall not change the type of its radiotelephony call sign during flight, except temporarily on the instruction of an air traffic control unit in the interests of safety.

(設問) When is an aircraft in flight permitted to change the type of its radiotelephony call sign?

1. An aircraft in flight may only change the type of its radiotelephony call sign when told to do so by an air traffic control unit.
2. An aircraft is free to change the type of its radiotelephony call sign at any time during flight.
3. An aircraft may not change the type of its radiotelephony call sign at any time during flight.

A-8 Any station which has knowledge of distress traffic, and which cannot itself assist the station in distress, shall nevertheless continue listening to such traffic until it is evident that assistance is being provided.

(設問) What should a station do if it becomes aware of distress traffic but is unable to assist the station in distress?

1. The station must make every possible effort to get to the station in distress in order to provide help.
2. If a station has knowledge of distress traffic, it must provide evidence of both the distress traffic and the assistance being given.
3. In cases where a station is unable to offer direct assistance to a station in distress, that station must carry on monitoring the distress traffic for some time.

A-9 Except for reasons of safety no transmission shall be directed to an aircraft during take-off, during the last part of the final approach or during the landing role.

<注> landing role 着陸滑走

(設問) What kind of transmissions can be sent to aircraft taking off, preparing to touch down or landing?

1. All kinds of transmissions are forbidden to aircraft taking off, preparing to touch down or landing.
2. Transmissions to aircraft taking off, preparing to touch down or landing are permitted only in cases where there are concerns about safety.
3. Transmissions may be directed to aircraft during take-off but never during the final approach or landing.

3. 次の設問 B-1 の日本文に対応する英訳文の空欄（ア）から（オ）までに入る最も適切な語句を、その設問に続く選択肢 1 から 9 までの中からそれぞれ一つずつ選びなさい。解答は、選んだ選択肢の番号のマーク欄を塗りつぶしなさい。

（設問）

B-1 先週出張でロンドンに行ったが、一週間の滞在中時差ぼけで、日中の眠気と夜の不眠に悩まされてしまった。会議中いねむりしないようにするのが大変だった。

I took (ア) to London last week. I was suffering (イ) drowsiness in the daytime and insomnia at night for a week (ウ) jet lag. I had to (エ) a great effort not to fall (オ) during the meetings.

- | | | |
|---------------------|--------------------|-----------|
| 1. a business study | 2. a business trip | 3. asleep |
| 4. because of | 5. from | 6. get |
| 7. make | 8. of | 9. sleep |

4. 次の設問 B-2 の日本文に対応する英訳文の空欄（ア）から（オ）までに入る最も適切な語句を、その設問に続く選択肢 1 から 9 までの中からそれぞれ一つずつ選びなさい。解答は、選んだ選択肢の番号のマーク欄を塗りつぶしなさい。

（設問）

B-2 US エアウェイズのエアバスが離陸後しばらくしてエンジンが停止した。空港に戻る余裕がないと判断した機長は、凍りつくような冷たいハドソン川に不時着することを決意した。機は無事着水し、搭乗していた155人全員が奇跡的に無事救出された。この事故はハドソン川の奇跡と呼ばれている。

The engines of the US Airways Airbus stopped (ア) after take-off. The captain judged he had (イ) little time to return to the airport and decided (ウ) make an emergency landing in the frigid Hudson River. The plane landed safely, and all 155 people (エ) board were miraculously pulled to safety. This accident (オ) the Hudson Miracle.

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|---------------|-------------|--------------------|
| 1. above | 2. for | 3. has been called |
| 4. has called | 5. in short | 6. on |
| 7. shortly | 8. to | 9. too |

5. 次の設問 B-3 の日本文に対応する英訳文の空欄（ア）から（オ）までに入る最も適切な語句を、その設問に続く選択肢 1 から 9 までの中からそれぞれ一つずつ選びなさい。解答は、選んだ選択肢の番号のマーク欄を塗りつぶしなさい。

（設問）

B-3 通報が受理できると思われる場合は、優先順位の分類に従って、差別なく、また、過度の遅延なく送信し、中継し、又は配達されなければならない。

Once a message is deemed (ア), it shall be (イ), relayed and (or) delivered (ウ) accordance with (エ) classifications and (オ) discrimination or undue delay.

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|--------------------|----------------|-----------------|
| 1. acceptable | 2. accepting | 3. except |
| 4. in | 5. on | 6. the priority |
| 7. the superiority | 8. transmitted | 9. without |