

解答上の注意：解答は、すべて別紙答案用紙（マークシート）に記入すること。

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。

In December 2003, Americans were busy celebrating the 100th anniversary of the Wright brothers' first flight. At the same time, people in Brazil were insisting that a Brazilian, Alberto Santos-Dumont, was the true father of the airplane.

Wilbur and Orville Wright made their famous flight on December 17, 1903, in North Carolina. However, supporters of Santos-Dumont say the first *real* flight was carried out on October 23, 1906, in Paris.

Santos-Dumont was born in Brazil but moved to France when he was 18. It was in France that he became involved with flying. Santos-Dumont began working with hot-air balloons before taking to the air in a biplane on October 23, 1906. His first flight by biplane, at a park in western Paris, got about two meters off the ground and covered about 60 meters. The biplane was made of aluminum and bamboo. Santos-Dumont built its gasoline engine himself.

A month later he flew again, this time reaching an altitude of six meters, covering 220 meters. The International Aeronautical Federation registered these flights as the first aviation records. Santos-Dumont is now a national hero in Brazil and one of Rio de Janeiro's main airports is named after him.

<注> hot-air balloon 熱気球 biplane 複葉飛行機 altitude 高度 aviation 航空、飛行

(設問)

- A-1** In what way do people in America and Brazil disagree about man's first flight?
1. They disagree about the date of the anniversary of the Wright brothers' flight.
 2. They disagree about who made the first flight.
 3. They disagree about the real father of the Wright brothers.
- A-2** When did Santos-Dumont begin flying?
1. He made a famous flight with the Wright brothers in North Carolina in 1903.
 2. He first flew as a child in Brazil.
 3. He started flying after he moved to France.
- A-3** What did Santos-Dumont do before he began flying planes?
1. He built gasoline engines in Brazil.
 2. He worked with hot-air balloons.
 3. He was working in a park in Paris.
- A-4** How far did Santos-Dumont travel on his second airplane flight?
1. He covered about sixty meters.
 2. He reached six meters in the air.
 3. He flew for two hundred and twenty meters.
- A-5** What did the International Aeronautical Federation do after Santos-Dumont's flights?
1. Santos-Dumont was recorded as the first human aviator by the federation.
 2. The federation made Santos-Dumont a national hero in Brazil.
 3. Rio de Janeiro's main airport was named after Santos-Dumont.

2. 次の英文 A-6 から A-9 までは、航空移動業務の無線電話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、確かめる

(設問) How should the transmission of numbers in messages be checked?

1. The person transmitting the message should repeat the numbers until the reception of those numbers becomes clear.
2. The person transmitting the message must read out the numbers as accurately as possible.
3. The person receiving the message should read the numbers back to the person who sent the message.

A-7 Each written message should be read prior to the commencement of transmission in order to eliminate unnecessary delays in communications.

<注> commencement 開始

(設問) What should be done prior to transmitting written messages?

1. All messages should be written as quickly as possible to avoid delay.
2. The person transmitting a written message should always read it before transmission.
3. Communication should be delayed in order to write all messages.

A-8 If a message can best be made by repeating the entire message, the operator shall use the phrase “CORRECTION, I SAY AGAIN” before transmitting the message a second time.

(設問) When is it appropriate to use the phrase “CORRECTION, I SAY AGAIN” ?

1. If an operator decides to repeat the whole of a message a second time.
2. If an operator decides to repeat part of a message a second time.
3. If an operator decides to repeat the second transmission of a message.

A-9 When acknowledgement of receipt is transmitted by an aeronautical station to an aircraft station, it shall comprise the call sign of the aircraft, followed if considered necessary by the call sign of the aeronautical station.

<注> acknowledgement of receipt 受信証 (受信したことの通知)

(設問) How should an aeronautical station show an aircraft station that it has received a transmission?

- 1 The call signs of both the aircraft and the aeronautical station must always be included in the acknowledgement of receipt.
2. The acknowledgement of receipt should contain the call sign of the aircraft and it may also include the call sign of the aeronautical station.
3. The call sign of the aeronautical station will follow the call sign of the aircraft station acknowledging the receipt.

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 月曜日の夜、乗客 127 名と乗員 5 名を乗せたジェット旅客機が、離陸直後に辛うじて滑走路への墜落を避けたと、そのニュースは伝えている。

According (ア) the news, a jet (イ) 127 passengers and five crew narrowly avoided (ウ) back down onto the runway shortly (エ) (オ) on Monday night.

- | | | |
|-------------|------------|-------------|
| 1. after | 2. before | 3. carrying |
| 4. crashing | 5. for | 6. carry |
| 7. landing | 8. takeoff | 9. to |

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 当航空機は、種子島の東方海域で遭難船を捜索中ですが、まだ、発見しておりません。日が沈もうとしているので捜索を打ち切ります。

We have been (ア) the ship in distress in sea areas (イ) Tanegashima, but (ウ) not found the vessel yet. We will (エ) the search because the sun (オ) to set.

- | | | |
|----------------|-----------------|------------------|
| 1. east of | 2. eastern part | 3. did |
| 4. discontinue | 5. going about | 6. have |
| 7. is about | 8. search | 9. searching for |

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 遭難及び緊急通信は、それぞれ、遭難及び緊急の状態に関するすべての無線電話通報から成る。無線電話遭難信号 MAYDAY 及び無線電話緊急信号 PAN PAN は、それぞれ、最初の遭難及び緊急通信の冒頭に使用しなければならない。

Distress and urgency traffic shall (ア) all radiotelephony messages (イ) to the distress and urgency (ウ), respectively. The radiotelephony distress signal MAYDAY and the radiotelephony urgency signal PAN PAN shall (エ) used (オ) the beginning of the first distress and urgency communications, respectively.

- | | | |
|-------------|---------------|-------------|
| 1. at | 2. be | 3. consists |
| 4. comprise | 5. conditions | 6. have |
| 7. of | 8. relation | 9. relating |