

航空無線通信士「英語」試験問題

5問 1時間30分

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。

When Concorde began operating in the 1970s, hopes were high that travelers would soon fly through the air faster than the speed of sound. Instead, jetliners still look the same as they did five decades ago, and travel times are much the same.

To consumers, the airline industry seems plodding. Restricted by huge costs, rising fuel prices and safety concerns, the aviation industry is unable to make exciting leaps and bounds. It has instead turned its eye to less obvious advances, ones that companies say have allowed more people to fly than ever before. For example, one of the most talked-about innovations at the recent Paris Air Show was the use of composite materials, including carbon fibers and plastics. The newest European jet relies heavily on composites but, to the naked eye, it looks just like all the other jets. The company is constantly adjusting its alloys for lighter weight, but few passengers or even pilots are going to notice the subtle differences between one aluminum hull and another.

While the experience of air travel has changed little, its global popularity has grown in the past two decades. In its 20-year outlook, a U.S. airplane maker predicted that the number of commercial aircraft would double by 2034, with most of the new passengers in Asia and Latin America, where standards of living are rising quickly. But increased demand and the rising price of fuel have forced manufacturers to focus all their innovation know-how on fuel economy. That leads to the composites and lightweight metals that shave weight off planes, making them more efficient to fly. "Fifteen years ago nobody could afford to fly constantly. Today people can fly," said Ingrid Joerg, a senior vice president for a Cleveland-based manufacturer. "The global mobility that has happened to a large extent has been because prices have dropped for passengers."

There hasn't been what innovators call a 'disruptive technology' since the Concorde, and the idea of supersonic mass travel has faded away with the end of that program in 2003. The only future possibilities would be for commercial aircraft to go either electric or ballistic to exit the earth's atmosphere and come down somewhere else on the globe, said Gerard Feldzer, an aerospace expert. But that is a long way off, he acknowledged.

<注> plod 重い足どりでゆっくり歩く alloy 合金 subtle 微妙な

(設問)

A-1 What does the article say has happened to aircraft travel times over the last fifty years?

1. Flight times are much shorter than they were fifty years ago.
2. Flight times have hardly changed over the last five decades.
3. Flight times are slightly longer these days than they were half a century ago.

A-2 According to the article, how has aircraft technology changed in recent years?

1. There have been changes in the materials used.
2. Aircraft technology has not changed at all in recent years.
3. In the last few years there have been many exciting technological developments.

A-3 How does the U.S. airplane maker think that the aircraft industry is likely to develop in the near future?

1. It believes that the demand for commercial aircraft will be stable for the next few years.
2. It predicts that rising fuel costs will cause a fall in demand for around twenty years.
3. It expects a huge increase in demand for new aircraft, especially from Asia and Latin America.

A-4 According to Ingrid Joerg, what is the main reason for the increase in demand for air travel?

1. Modern, lightweight aircraft allow people to travel much faster these days.
2. People are less concerned about safety than they were fifteen years ago.
3. Lighter aircraft are cheaper to fly and this encourages more people to travel by plane.

A-5 What does Gerard Feldzer predict for the future of commercial aircraft?

1. He says that some big changes may happen but not in the immediate future.
2. He believes a major technological breakthrough is going to happen very soon.
3. He doesn't think that the aircraft industry will develop any further in the future.

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 Air traffic services units using direct pilot-controller communication channels shall only be required to handle flight regularity messages provided this can be achieved without interference with their primary role and no other channels are available for the handling of such messages.

<注> provided ~の場合には unit 機関

(設問) When may air traffic services units using direct pilot-controller communication channels handle flight regularity messages?

1. They may handle such messages at any time flight regularity messages are required.
2. They may handle such messages only when no other channels are free and these messages will not interfere with their primary role.
3. They may handle such messages even when other channels are free and these messages will interfere with their primary role.

A-7 As the aircraft may be guarding more than one frequency, the initial call should include the distinctive channel identification "INTERPILOT"

(設問) Why does the initial call need to include the channel identification "INTERPILOT"?

1. The aircraft can only guard a single frequency.
2. This identification is necessary for aircraft with more than one pilot.
3. The aircraft may be guarding several frequencies.

A-8 Full radiotelephony call signs shall always be used when establishing communication. The calling procedure of an aircraft establishing communication shall be in accordance with Table 5-2.

(設問) When shall full radiotelephony call signs be used by an aircraft?

1. They shall be used after an aircraft has established communication.
2. They shall be used at all times when trying to make communication.
3. They shall be used when an aircraft is unable to establish communication.

A-9 In network operation, the initial designation of primary and secondary frequencies should be made by the network station with which the aircraft makes pre-flight check or its initial contact after take-off.

(設問) In network operation, which network station should make the initial designation of primary and secondary frequencies?

1. The designation can be made by any station in the case of network operation.
2. The network station with which the aircraft makes pre-flight check should not make any frequency designation.
3. The network station with which the aircraft makes pre-flight check or its initial contact after take-off should make this initial designation.

3. 次の設問 B-1 の日本語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 太陽エネルギーのみで日夜飛ぶことができるソーラーインパルスは、一滴の燃料を使うことなく、アメリカ合衆国を西から東へ初めて横断したと報じられた。大陸横断飛行は、太陽エネルギーによる飛行の大きな一歩である。

It was reported that Solar Impulse, which is (ア) of flying (イ) and night on solar power alone, crossed the USA (ウ) the first time from west to east without (エ) a single drop of fuel. The trans-continental flight is a (オ) step for solar-powered aviation.

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|------------|-----------|-----------|
| 1 at | 2 capable | 3 day |
| 4 for | 5 huge | 6 morning |
| 7 possible | 8 saving | 9 using |

4. 次の設問 B-2 の日本語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 成田、羽田の両空港で免税店を運営している会社が、2015 年に東京のお台場地区に空港型免税店を出す計画であると新聞に書いてあった。もしこの計画が実現すれば、空港の外で見られるこのような免税店は、日本で初めてである。

The newspaper (ア) that the company which (イ) duty-free shops at Narita and Haneda is also planning (ウ) open airport-type duty-free shops in the Odaiba (エ) of Tokyo in 2015. If the plan (オ), these will be the first such shops in Japan outside airports.

- | | | |
|--------------|---------------|-------------|
| 1 is adapted | 2 is realized | 3 direction |
| 4 district | 5 for | 6 goes |
| 7 runs | 8 said | 9 to |

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 パイロット間空対空通信は、VHF 地上局の範囲を超えた遠隔空域及び洋上空域を飛行中の航空機が、必要な運航情報を交換し、運航上の問題の解決を容易にできるように指定された空対空チャンネルによる双方向通信である。

Interpilot air-to-air communication is two-way communication on the(ア) air-to-air channel to enable aircraft engaged (イ) flights over remote and oceanic areas (ウ) range of VHF ground stations to (エ) necessary operational information and to facilitate (オ) of operational problems..

- | | | |
|----------|----------------|------------------|
| 1 at | 2 designated | 3 exchange |
| 4 in | 5 out of | 6 planned |
| 7 reveal | 8 the decision | 9 the resolution |