

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。

A car that can fly sounds like something from a science fiction movie, but it might just become a reality in the very near future. The company Terrafugia says it plans to deliver its car-plane, the Transition, to customers by the end of 2011. It recently cleared a major hurdle when the Federal Aviation Administration granted a special weight limit exemption to the Transition.

The Transition is a long way from cartoons with flying cars zooming above traffic. The car-plane has wings that unfold for flying – a process the company says takes one minute. The wings then fold back up for driving. However, a runway is still required to take off and land.

The Transition is being marketed more as a plane that drives than a car that flies, although it is both. The company has been working with the FAA to meet aircraft regulations. The company has also had discussions with the National Highway Traffic Safety Administration about vehicle safety regulations.

The company is pitching the Transition to private pilots as a more convenient – and cheaper – way to fly. They say it removes some of the difficulties of trying to find another mode of transportation to get to and from airports: You drive the car to the airport and then you are ready to go. When you land, you fold up the wings and hit the road. There are no expensive hangar fees because you don't have to store it at an airport. You simply park the car-plane in the garage at home.

The plane is designed to fly primarily under 10,000 feet (about 3,000 meters). It has a maximum takeoff weight of 650 kg, including fuel and passengers. Gas mileage on the road is about 13 kilometers per liter. Terrafugia says the Transition reduces the potential for an accident by allowing pilots to drive under bad weather instead of flying into difficult conditions.

The Transition's price tag: \$194,000. But there may be additional charges for options like a radio, transponder or GPS. Another option is a full-plane parachute.

<注> exemption (義務などの)免除 FAA (米国の)連邦航空局 hangar (飛行機の)格納庫

(設問)

A-1 When will customers be able to buy the Transition?

1. It will take many years before the Transition is available for purchase.
2. The maker of the Transition hopes to deliver it to customers before the end of 2011.
3. The company, Terrafugia, has recently delivered its first Transition car-plane to a customer.

A-2 What does the article say about the Transition's takeoff?

1. The Transition needs a runway for takeoff.
2. The Transition can take off almost anywhere.
3. The Transition is basically a car that will be able to take off when traffic on the roads is busy.

A-3 What kind of people does the company plan to sell the Transition to?

1. It is mainly intended for pilots of small planes.
2. The company is targeting passengers who regularly travel to airports.
3. The company is hoping to sell the car-plane to people who drive very long distances.

A-4 Which of the following is a major sales point of the Transition?

1. The hangar fees for the Transition are not expensive.
2. It is easy to park the Transition at most small airports.
3. It is possible to keep the car-plane at home in a normal garage.

A-5 What reason does the company give for claiming that the Transition is safe?

1. The Transition is not as heavy as most planes.
2. The car-plane will be able to fly at very high altitudes.
3. Pilots have the option of driving on the roads when the weather is bad.

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 The aeronautical station, having received the message from ATS, should not delegate to another station the responsibility for delivery of the message to the aircraft.

(設問) When the aeronautical station has received the message from ATS, what should it do?

1. The station should deliver the message to the aircraft itself.
2. The station should ask the aircraft to deliver the message.
3. The aircraft should take full responsibility for communications.

A-7 An aircraft station should acknowledge receipt of important air traffic control messages or parts thereof by reading them back and terminating the readback by its radio call sign.

(設問) How should an aircraft station acknowledge receipt of important air traffic control messages?

1. An aircraft station should read back the messages and complete the readback by its radio call sign.
2. An acknowledgement of an important air traffic control message should begin with the radio call sign.
3. An aircraft station should acknowledge only parts of important air traffic control messages.

A-8 In the aeronautical radionavigation service, it is undesirable, for safety reasons, to transmit the normal identification during emissions conducted to check or adjust equipment already in service.

(設問) Why is it not considered good practice to transmit the normal identification when checking or adjusting equipment already in service?

1. The transmission of the normal identification should only be used with new equipment.
2. It is undesirable to check or adjust any equipment already in use in the aeronautical radionavigation service.
3. The normal identification is not transmitted due to safety concerns.

A-9 If delivery of an ATS message is uncertain because of inability to secure an acknowledgement, the aeronautical station should assume that the message has not been received by the aircraft and should advise the originator immediately that, although the message has been transmitted, it has not been acknowledged.

(設問) What should an aeronautical station do if it receives no acknowledgement of an ATS message?

1. The aeronautical station should assume that the message has been received by the aircraft.
2. The aeronautical station should inform the originator that the transmitted ATS message has not been acknowledged.
3. The aeronautical station should immediately attempt to secure an acknowledgement of the ATS message from the originator.

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 当地ではここ数日、平年より暖かい朝が続いたが、今朝の気温は零下 5 度の凍るような寒さだった。春の穏やかな日差しを私は首を長くして待っている。

We have been enjoying (ア) mornings than (イ) here for the (ウ) few days but the temperature this morning was a frosty five (エ). I'm (オ) forward to some mild spring sunshine.

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|------------|----------|-----------|
| 1. below | 2. down | 3. hot |
| 4. looking | 5. now | 6. past |
| 7. see | 8. usual | 9. warmer |

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 日本政府は、人の全身をエックス線で写し出すボディスキャナーの実験を成田国際空港で始めた。これらのスキャナーは、金属探知機よりも効果が高いと考えられているが、プライバシーの侵害になるのではないかと心配する人もいる。

The Japanese Government has begun testing full-body scanners, (ア) are designed to produce X-ray images of the human body, at Narita International Airport. These scanners (イ) more (ウ) than metal detectors but (エ) people are concerned (オ) the invasion of privacy.

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|--------------|-------------------|------------|
| 1. about | 2. are considered | 3. covered |
| 4. effective | 5. most | 6. some |
| 7. which | 8. who | 9. with |

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 航空機上の局は、安全及び正常な飛行を行うために定められている周波数で聴守を継続する限りは、公衆通信の目的のために通信することができる。

Stations (ア) board aircraft may (イ) for public correspondence purposes as (ウ) as watch (エ) on the frequencies (オ) for safety and regularity of flight.

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|----------------|------------------|--------------|
| 1. communicate | 2. is maintained | 3. good |
| 4. long | 5. maintenance | 6. on |
| 7. over | 8. provided | 9. reflected |