

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 Steve Fossett landed a single-engine experimental jet plane in Kansas on Thursday, he became the first person to complete a solo nonstop flight around the world without refueling.

Fossett took off from Salina Municipal Airport at 6:47 p.m. on Monday, arriving back with a textbook landing at 1:50 p.m. on Thursday. Nevertheless, the journey was far from smooth and trouble-free. He faced a number of challenges during the flight. A major problem for Fossett on his nearly three-day journey was a lack of sleep. He only managed to take several three- to four-minute naps along the route. In the first few hours of the flight, the plane's global positioning system temporarily failed, leaving him flying blind. Even more alarming was the problem of the aircraft's fuel consumption. At one point on Wednesday, Fossett had 1,180 kg less fuel on board than expected. This led to concerns that he might have to abort the flight and land in Hawaii. In fact, the 1,520 kg aircraft, which had taken off with 8,200 kg of fuel, still had 500 kg remaining when it landed.

Fossett liked to joke that his adventure had "no practical purpose." But the research that went into developing the super-light and aerodynamic aircraft could lead to more fuel-efficient and environmentally friendly commercial planes in the future, according to the company which funded the project.

<注> refueling 燃料補給 nap うたた寝 abort 中止する aerodynamic 空気力学を応用した

(設問)

**A-1** What was unique about Steve Fossett's flight?

1. He was the only person to fly solo around the world.
2. He flew alone around the world without stopping to refuel.
3. He successfully landed a single-engine jet plane after flying for three days.

**A-2** Did Fossett sleep well?

1. He couldn't sleep at all.
2. He slept almost all through the flight.
3. He hardly got any sleep.

**A-3** How well did the global positioning system work?

1. The system didn't work when he was sleeping.
2. The system only worked for a few hours after takeoff.
3. The system had problems early in the flight.

**A-4** What do we know about the aircraft's fuel consumption?

1. Fossett expected to use less than 1,180 kg of fuel on the flight.
2. Fuel consumption was a major worry for Fossett.
3. The aircraft consumed over 8,000 kg of fuel on its flight.

**A-5** What did the company which funded Fossett's project say about it?

1. The research might contribute to the development of a more fuel-efficient and environmentally friendly commercial plane.
2. There is no hope that the research can contribute to the development of a fuel-efficient and environmentally friendly commercial plane.
3. The research will certainly lead to the development of a more fuel-efficient and environmentally friendly commercial plane.

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ずつ選び、その番号のマーク欄を塗りつぶしなさい。

**A-6** Stations on board aircraft may communicate for purposes of distress, and for public correspondence, with stations of the maritime mobile or maritime mobile-satellite services.

<注> public correspondence 公衆通信

(設問) Under which of these circumstances may stations on board aircraft communicate with stations of the maritime mobile service?

1. Stations on board aircraft may not communicate with stations of the maritime mobile service under any circumstances.
2. Stations on board aircraft may communicate by public correspondence with stations of the maritime mobile service only in cases of distress.
3. Stations on board aircraft may communicate with stations of the maritime mobile service in distress situations and also for public correspondence.

**A-7** Stations on board aircraft may communicate for public correspondence purposes as long as watch is maintained on the frequencies provided for safety and regularity of flight.

<注> regularity 正常

(設問) What should stations on board aircraft do when communicating for public correspondence?

1. Stations on board aircraft must maintain watch on the frequencies used for public correspondence for a long time.
2. Stations on board aircraft must continue to watch on frequencies used for safety and regularity of flight.
3. Stations on board aircraft must maintain watch on an alternative safety frequency.

**A-8** The originator of messages addressed to an aircraft in distress or urgency condition shall restrict to the minimum the number and volume and content of such messages as required by the condition.

<注> originator 発信人 address to ~に宛てる

(設問) What should be kept in mind by a person sending messages to an aircraft in distress or urgency condition?

1. The sender of such messages should try to avoid sending any unnecessary messages.
2. The sender of such messages should send all messages at maximum volume.
3. The sender of such messages should cease all transmissions immediately.

**A-9** 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 any distress traffic?

1. It must do everything possible to assist the station in distress.
2. Even if it is unable to offer any direct assistance, it must not stop monitoring the distress traffic.
3. If it has knowledge of distress traffic, it must continue listening in order to provide evidence about the incident later.

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 政府は、今年の夏、電力の消費を減らすために、会社員に、職場で背広とネクタイを脱ぐように要請している。

The government ( ア ) ( イ ) office workers ( ウ ) their jackets and ties at work this summer ( エ ) order ( オ ) reduce electric power consumption.

- |           |              |                   |
|-----------|--------------|-------------------|
| 1. asking | 2. by        | 3. in             |
| 4. is     | 5. requested | 6. the purpose of |
| 7. to     | 8. to remove | 9. without        |

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 本機は、今ちょうど、大島の東方およそ 30 マイルの海域に到着したところです。遭難船の捜索をまもなく開始し、日没まで続行します。

We have ( ア ) ( イ ) the sea area about 30 miles east of Oshima. We will begin ( ウ ) the ship in distress ( エ ) and ( オ ) the search until sunset.

- |               |                  |             |
|---------------|------------------|-------------|
| 1. arrived in | 2. continue      | 3. just     |
| 4. on time    | 5. rapid         | 6. reaching |
| 7. searching  | 8. searching for | 9. soon     |

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 簡素化された手続きは、最初の連絡が設定された後で、混乱が起こりそうでない場合にのみ使用されるべきである。

Abbreviated procedures should ( ア ) be ( イ ) after initial contact has been ( ウ ) and where ( エ ) is likely ( オ ) .

- |                |                 |                 |
|----------------|-----------------|-----------------|
| 1. established | 2. establishing | 3. no confusion |
| 4. not happen  | 5. only         | 6. seldom       |
| 7. to arise    | 8. to use       | 9. used         |