

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黒く塗りつぶしなさい。

With a few flaps of his arms, Kip Fenton soared into the New York City skyline, flying around a forest of skyscrapers as the wind whistled in his ears. Then, all too soon, the goggles came off and he was back in a bright white room near Boston, no longer a bird but a 59-year-old software developer in blue jeans. Outside, a man with a cellphone stopped to snap a photo of Fenton and the odd contraption that had given him the sense of flight.

The human fascination with flight was what inspired Max Rheiner, a Swiss artist and scholar, to invent the flight simulator that Fenton tested on Thursday. Called Birdly, the prototype was being exhibited at a small art and design center in Cambridge's sprawling technology hub. It looks like a futuristic medical examination table with wings. Users climb on, belly down, and stretch their arms out to either side, resting their palms flat against tilting boards that act as flight feathers. After they slip on a set of headphones and virtual reality goggles, the machine tilts forward to bring their legs farther off the ground. Suddenly, the goggles fill up with a bird's-eye view of Manhattan, and everything is moving.

Because there is no way to know how a bird feels in flight, Rheiner and his team are trying to simulate human dreams of flying. "People who have dreams about flying, they can just fly without training and they have a great feeling," he said. "We tried to model this experience on those dreams."

On Wednesday, the exhibit's opening day, more than 100 visitors lined up to spend a few minutes trying this simulator. Since then, organizers have had to take appointments. After more than a year, the Birdly team is winding down its tour and developing its company, Somniacs, which plans to manufacture and sell the simulator soon. It won't be cheap to buy but they haven't set a price yet. He's also exploring whether the technology can be used in therapy, especially for people who use wheelchairs.

Before Fenton headed home, he had only one complaint about his flight: he wished it would have lasted longer. "I might have been more adventurous if I had known it was going to be that quick," he said. "I would pay a hundred bucks to do this for a half-hour."

<注> odd contraption 奇抜な装置 prototype 試作品 sprawling (都市などが)広範囲にひろがっている tilt 傾く

(設問)

A-1 How do users get their bodies into the flight simulator?

1. Users need to stand upright with their arms reaching up into the air.
2. Users lie on their back with their hands close to the sides of their bodies.
3. Users rest face down and stretch out both arms with their hands on the boards.

A-2 What did the designers use as a model for the construction of their simulator?

1. The designers knew the feelings of birds in flight.
2. The team used human dreams of flying as the basis for their design.
3. The design of the flight simulator comes from a futuristic medical examination table.

A-3 How did the public respond to the exhibition of the simulator?

1. The organizers of the exhibition were slightly disappointed by the number of people who attended on the opening day.
2. More people came to try it than the organizers had expected.
3. Most of the visitors lined up for a few minutes outside.

A-4 What does the Birdly team plan to do in the immediate future?

1. The team is planning to construct an inexpensive version of the flight simulator.
2. The team is exploring ways to design wheelchairs that can fly.
3. The team is going to finish the exhibition tour and focus on sales activities.

A-5 What was Kip Fenton's complaint about his flight simulator experience?

1. He felt that the simulated flight was a little too long.
2. In his opinion, the simulator was too expensive and he wouldn't be prepared to pay so much again.
3. He regrets that he did not have enough time in the simulator.

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黒く塗りつぶしなさい。

A-6 Pilots-in-command should not delay notifying the SAR (search and rescue) system if a problem is, or may be, developing which could involve need for assistance. This allows the SAR system to carry out preliminary and contingency planning.

(設問) How should pilots-in-command use the SAR system in cases that may require assistance?

1. Pilots-in-command must wait and investigate the situation before contacting the SAR system.
2. Pilots-in-command are expected to notify the SAR system immediately.
3. Pilots-in-command should only inform the SAR system after making contingency plans.

A-7 121.5 MHz distress beacons are still in use and send out distress alerts heard on the radio as a WOW WOW sound of two alternating tones. Aircraft in flight are the primary means of detecting these alerts. Pilots-in-command should advise ATS units when this distress alert is heard.

(設問) What are pilots-in-command required to do when hearing a distress alert on the radio in the form of a WOW WOW sound of two alternating tones?

1. Upon hearing the WOW WOW sound, pilots-in-command are required to use an alternative frequency.
2. Pilots-in-command ought to inform ATS units if they hear this particular distress alert.
3. If pilots-in-command detect this distress alert, they must advise all local aircraft in flight.

A-8 A pilot is required to fly the centerline of an airway to the maximum extent when operating on any airway within a control area or a control zone in IFR (instrument flight rules). A pilot may deviate from the centerline when an unavoidable reason exists.

(設問) At what times is a pilot obliged to fly the centerline of an airway?

1. A pilot must keep to the centerline of an airway at all times.
2. A pilot needs to fly the centerline of an airway only when an unavoidable reason exists.
3. A pilot should keep to the centerline as much as possible, but is sometimes permitted to change course in critical situations.

A-9 The aeronautical station receiving an air report or a message containing meteorological information transmitted by an aircraft in flight shall forward the message without delay to the air traffic services unit and meteorological offices associated with the station.

(設問) What is the appropriate course of action for an aeronautical station receiving a message containing information about the weather transmitted by an aircraft in flight?

1. An aeronautical station receiving such a message should immediately pass the message on to the authorities concerned.
2. Upon receipt of such a message, an aeronautical station must forward the message to all aircraft in the area.
3. In cases where an aeronautical station receives such a message, the station is required immediately to confirm the contents of the message with the local meteorological office.

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黒く塗りつぶしなさい。

(設問)

B-1 最近、日本のいくつかの企業が化石燃料に代わる環境にやさしい燃料の研究に取り組んでいる。日本の二つの会社が、ミドリムシから油を取り出し、それを飛行機やバスの燃料とする計画に着手すると発表した。

Some Japanese businesses have (ア) been (イ) research on (ウ) fuels as substitutes (エ) fossil fuel. Two Japanese companies have announced that they are going to (オ) a project to produce fuel oil for aircraft and buses from euglena.

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| 1. consulting | 2. eco-friendly | 3. economical |
| 4. for | 5. lately | 6. later |
| 7. of | 8. tackling | 9. undertake |

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黒く塗りつぶしなさい。

(設問)

B-2 昨年、日本の会社が開発し、製造した初のジェット旅客機が名古屋空港を離陸し、遠州灘の上空を約1時間半、初めて飛行した。これは、国産の旅客機YS-11が1962年に初飛行して以来半世紀ぶりである。

Last year, the first passenger jet (ア) and produced by a Japanese company took off (イ) Nagoya Airport and made its (ウ) flight (エ) Enshu-Nada for about an hour and a half. It had been half a century (オ) the previous Japanese-made passenger plane, the YS-11, first took off in 1962.

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| 1. before | 2. developed | 3. expanded |
| 4. from | 5. maiden | 6. on |
| 7. over | 8. recent | 9. since |

5. 次の設問B-3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黒く塗りつぶしなさい。

(設問)

B-3 航空機が無線で遭難通報を送信するとき、最初の送信は、一般に、航空機とATS機関の間で使用される指定された空/地エンルート用周波数で行われる。

When an aircraft transmits a distress (ア) by radio, the first transmission is generally (イ) on (ウ) air-ground en-route frequency (エ) use (オ) the aircraft and an ATS unit.

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|-------------------|-------------------|--------------|
| 1. between | 2. in | 3. frequency |
| 4. found | 5. message | 6. made |
| 7. the designated | 8. the restricted | 9. within |