航空無線通信士「英語」試験問題

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。

　　Airport redesign has been accelerating in the U.S. over the past 10 years. Hurt by airline bankruptcies and mergers, more U.S. airports are hunting for alternative revenue by hiring top design firms to transform once-chaotic and dreary airports into places of peace and sanctuary. These are places with yoga studios, luxury shopping and restaurant menus created by celebrity chefs. People actually want to get stuck - and spend money.

　　At the same time, travelers are becoming savvier and want more than just to get from A to B. The airport has become almost a destination, a place worthy of stopping off for a while for a little shopping or relaxation. Business travelers in particular are catching on and actually choosing which airport they want to spend their layover in based on its facilities. "Montreal (airport) has a smoked meat place that if I'm booking travel and I need to go back on the East Coast, sometimes I'll say, 'Can you get me to Montreal for an hour layover so I can have a smoked beef sandwich?'" said Wil Marchant, 40, who works for a financial services firm in Winnipeg.

　　Airports in the U.S. and Canada still lag behind Europe and Asia when it comes to the number of unique facilities. Stockholm's Arlanda Airport has a wedding package where couples can get married in the control tower balcony. And Seoul's Incheon International Airport is building a six-level terminal that will include a glass-paneled ceiling, complete with babbling brook, tropical plants and butterflies. But U.S. airports are catching up and the transformation is paying off. Revenue from services at U.S. airports hit $1.5 billion in 2011, up 12 percent from the year before, according to Airports Council International - North America. San Francisco International finished a major refurbishment of Terminal 2 in April 2011, where the average spent per passenger at the terminal is now about $14. That's 22 percent more than domestic travelers spend at the airport's other terminals.

<注> place of sanctuary 安全な場所　savvy 事情通である　from A to B あるところから他のところへ layover 一時的滞在　catch on 分かってくる　brook 小川 refurbishment 改装

(設問)

A-1　Why are so many airport terminals in the U.S. being redesigned?

1. Air travel has become much more popular in recent years so new terminals are needed.

2. Airports need to find new ways to make money.

3. There are many new airlines flying these days and they are demanding new airports.

A-2　What do airline passengers seem to want from airports?

1. They simply want the cheapest and quickest way to get from A to B.

2. Since travelers are now less knowledgeable than in the past, they want to spend more time in airports.

3. Travelers want better facilities and services at airports these days.

A-3　What does the article say about business travelers?

1. Business travelers often make their travel plans according to the facilities offered by an airport.

2. Business travelers try to avoid stopovers as much as possible.

3. Business travelers tend to spend more money on food at airports.

A-4　How do U.S. and Canadian airports compare to airports in Europe and Asia?

1. Airports in the U.S. and Canada are usually more comfortable and better designed than those in Europe and Asia.

2. Most airports in Europe and Asia are busier than airports in the U.S. and Canada.

3. Airports in the U.S. and Canada tend to have fewer unique facilities than those in Europe and Asia.

A-5　According to the article, what has been the effect of the airport redesigns?

1. Air travel has become much more expensive.

2. Passengers seem to be spending more money at airports.

3. San Francisco International has now become the busiest domestic air terminal in the U.S.

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 Having regard to interference which may be caused by aircraft stations at high altitudes, frequencies in the maritime mobile bands above 30 MHz shall not be used by aircraft stations.

(設問) Why are frequencies in the maritime mobile bands above 30 MHz not to be used by aircraft stations?

1. Frequencies in the maritime mobile bands above 30 MHz are only to be used at high altitudes.

2. Aircraft stations at high altitudes may cause some interference on these frequencies.

3. Aircraft stations must use high frequencies in the maritime mobile bands for urgency calls only.

A-7 All stations shall answer calls directed to them by other stations in the aeronautical telecommunication service and shall exchange communications on request.

(設問) What is a basic requirement of all stations?

1. Stations may refuse to answer calls from other stations at busy times.

2. Stations are required to direct their calls to all other stations in the aeronautical telecommunication service.

3. Stations must respond to calls coming from other stations and exchange communications when required.

A-8 Messages without specific address containing air traffic services information from aircraft in flight shall be forwarded without delay to the air traffic services unit associated with the communication station receiving the message.

(設問) What should be done with such messages received from an aircraft in flight that contain information

about air traffic services?

1. Such messages should be returned without delay and specifically addressed to the aircraft that originally sent them.

2. The messages should immediately be passed on to the appropriate air traffic services unit.

3. The information contained in the messages must be confirmed before the messages are forwarded to another aircraft in flight.

A-9 The station addressed by an aircraft being subjected to an act of unlawful interference, or first station acknowledging a call from such aircraft, shall render all possible assistance, including notification of appropriate ATS units as well as any other station, agency or person in a position to facilitate the flight.

(設問) How should a station respond to a call from an aircraft being subjected to an act of unlawful interference?

1. A station must acknowledge communication between other stations, agencies and persons in positions close to such aircraft.

2. A station may notify another ATS unit that it has acknowledged such a call.

3. A station must help such aircraft in every way it can.

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 空の旅行ファンにとって、 航空会社のマイレージプログラムは、 どの航空会社で旅行するかを決める主な理由の一つである。航空会社は、飛んだマイル数に応じて航空券と交換してくれるので、そのチケットで、好きなところへ無料で行くことができる。

For fans of air travel, the mileage program of the airline company is one of the (　　ア　　) reasons for (　　イ　　) which carrier (　　ウ　　) fly. The airline company will present you with tickets (　　エ　　) the number of miles flown and let you go (　　オ　　) you want for free.

1 according to	2 deciding	3 following
4 for	5 main	6 minor
7 owing to	8 to	9 where

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 航空機事故の原因を分析すると、いくつかの要因が重なりあっていることが分かる。航空機の安全な運航を維持するためには、これらの鎖の輪を断ち切らなければならない。また、これらの要因を大別すると、人的、物理的及び環境的な問題に分けることができる。

Analysis of the cause of aircraft accidents （　　ア　　） that several factors are linked. We need to break these links in （　　イ　　） to keep aircraft free （　　ウ　　） accidents. Further, these factors can roughly be （　　エ　　） into human, mechanical and environmental （　　オ　　）.

1 by	2 classified	3 damages
4 from	5 issues	6 knows
7 order	8 relation	9 shows

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 受信の追加の確認応答として、 通報を復唱することは、受信局の確認のために許される。この場合、情報の復唱を受ける局は、その呼出符号を送信することにより復唱の正しさを確認すべきである。

It is （　　ア　　） for verification for the receiving station （　　イ　　） read back the message （　　ウ　　） an additional acknowledgement of receipt. In such instances, the station （　　エ　　） the information is read back should acknowledge the correctness of readback by （　　オ　　） its call sign.

1 as	2 by which	3 noticeable
4 permissible	5 to	6 to which
7 transmitting	8 transporting	9 with