

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。

The shrinking space on airplanes might be dangerous for passengers' health and safety. Planes are filled with more passengers than ever before. Fliers are older and heavier. Flight attendants warn about an increase in air rage, and experts question if having rows of seats packed closer together might make it harder for passengers to evacuate after a crash. A group set up by the Department of Transportation discussed all those issues at a recent public hearing. Fliers in the summer of 2014 squeezed into the least amount of personal space in the history of flying. In July, U.S. airlines sold a record 87.8 percent of seats on domestic flights, according to the Bureau of Transportation Statistics. And that figure does not include seats occupied by passengers using frequent flier miles or airline employees flying for free. Following the implementation of checked-bag fees in 2008, more and more passengers are carrying on bags, fighting for overhead bin space.

Questions were also raised about whether the increased density of seats means passengers won't be able to evacuate fast enough after a crash. The Federal Aviation Administration runs various tests, including how fast passengers can evacuate a plane. But Cynthia Corbertt, a researcher with the FAA, testified that it conducts those tests using planes with 79 cm between each row of seats. Many passenger jets today have less legroom. For instance, one leading airline has 76 cm of room, known as pitch, on some jets and another offers only 71 cm. "We'd like to see more realistic simulations," a representative of the American Airlines flight attendants union testified.

On long flights, there is another risk for fliers: deep vein thrombosis, where a blood clot forms, typically in a leg vein. Nimia L. Reyes, a medical officer, said that seat size isn't necessarily a factor in people developing the clots or not. The real issue, she said, is how able passengers are to get up, walk around and stretch. Those in window seats have twice the risk of getting deep vein thrombosis than those in the aisle seats. Airlines do offer coach passengers more legroom, if they are willing to pay for it — often \$50 extra each way. Many travelers aren't. A Department of Transportation representative commented that the department has seen an increase in passenger complaints but few regarding seat recline or personal space.

<注> air rage 乗客・乗務員に対して乗客の怒りが爆発すること bin 荷物入れ pitch 前席と後席との空間のことをいう deep vein thrombosis 深部静脈血栓症 blood clot 血栓 coach エコノミークラス

(設問)

- A-1 According to the article, how has flying changed in recent years?
1. Airplanes are much heavier than they were in the past.
 2. The number of fliers is lower than ever before.
 3. There is less space for air passengers these days.
- A-2 Which of the following is believed to be the main cause of a lack of overhead baggage space?
1. Too many airline employees traveling on aircraft for free
 2. More and more frequent fliers buying seats with their frequent flier miles
 3. The introduction of fees for checking in bags in 2008
- A-3 Why does Cynthia Corbertt believe that the safety tests are not realistic?
1. Many airlines have much more space between rows of seats than is used in the safety tests.
 2. The safety tests are conducted on aircraft with more legroom than is available on many of today's aircraft.
 3. The seats used in the safety tests are too high to be realistic.
- A-4 What does the medical officer say is the best way to avoid deep vein thrombosis?
1. Passengers should choose a window seat whenever possible.
 2. Paying \$50 extra for a seat with more legroom would prevent the problem.
 3. Stretching and moving about on long flights is the best thing to do.
- A-5 What complaints has the Department of Transportation been receiving from passengers?
1. Although the number of complaints has been rising, not many of those complaints have been about personal space.
 2. Passenger complaints about seat size have been declining recently.
 3. Most of the complaints the department receives are about personal space on planes.

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 An aircraft cannot be validly registered in more than one State, but its registration may be changed from one State to another.

(設問) How many States can an aircraft be validly registered in?

1. An aircraft may only be validly registered in one State at any time.
2. An aircraft may be simultaneously registered in as many States as desired.
3. The re-registration of an aircraft will become invalid if it is changed from one State to another.

A-7 The radiotelephony distress signal MAYDAY and the radiotelephony urgency signal PAN PAN shall be used at the commencement of the first distress and urgency communication, respectively.

(設問) When should the distress signal MAYDAY and the urgency signal PAN PAN be used in radiotelephony?

1. MAYDAY and PAN PAN signals shall be used to commence all radiotelephony communications.
2. The appropriate MAYDAY and PAN PAN signal is to be used at the beginning of the initial distress and urgency communication, respectively.
3. MAYDAY and PAN PAN signals shall be used after each distress or urgency communication, respectively.

A-8 The service of automatic communication devices installed in an aircraft station shall be controlled by an operator holding a certificate issued or recognized by the government to which the station is subject. The term “automatic communication devices” is intended to include such equipment as teleprinters, data transfer systems, etc.

(設問) Who may control equipment such as teleprinters and data transfer systems?

1. The person who issues a certificate recognized by the government may control this equipment.
2. Any person with a certificate issued by the government of his or her home state may operate automatic communication devices.
3. Only a person appropriately certified by the government to which the station is subject is permitted to control such equipment.

A-9 The service of a mobile station is placed under the supreme authority of the person responsible for the aircraft or other vehicle carrying the mobile station. The person holding this authority shall require that each operator complies with these Regulations and that the mobile station for which the operator is responsible is used, at all times, in accordance with these Regulations.

(設問) What are the requirements of the person with the final responsibility for a mobile station?

1. The person responsible for a mobile station is required to find other vehicles carrying the mobile station.
2. The person with the final responsibility for a mobile station has the authority to change operating Regulations at any time.
3. The person with this responsibility must make sure that all operators and the station concerned always obey the appropriate Regulations.

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 あるアメリカの旅行雑誌が、昨年、その読者によって選ばれた世界の訪問したい都市の上位10カ所を発表した。この発表によると、京都が2年連続、総合評価で1位であった。このランキングでは、文化、景観、レストランなどを含む6つの基準をもとに決められているようだ。

An American travel magazine has published a list of the top ten cities in the world to visit as chosen by its readers last year. According (ア) the announcement, Kyoto was (イ) first overall for (ウ) consecutive year. The ranking was apparently decided (エ) the basis of six criteria, (オ) culture, scenery, and restaurants.

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| 1. for | 2. including | 3. on |
| 4. ranked | 5. seated | 6. suggesting |
| 7. the next | 8. the second | 9. to |

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 新聞の報道によると、アジアの多くの国で拠点空港の新設や増設の動きが広がっている。シンガポール、香港、韓国のソウルでは、そのような計画が進んでいる。最近の格安航空会社の増加を受け、既存空港の旅客受け入れ能力が限界に近づいているためである。

The newspaper report says that the trend (ア) the construction and (イ) of hub airports is happening (ウ) many Asian countries. Such plans are (エ) forward in Singapore, Hong Kong and Seoul in South Korea. The recent growth of low cost (オ) is stretching the passenger capacity of existing airports to the limit.

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| 1. budgets | 2. by | 3. carriers |
| 4. develop | 5. expansion | 6. in |
| 7. moving | 8. reduction | 9. toward |

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 何人も航空機が有効な耐空証明を受けていなければ航空の用に供してはならない。耐空証明は、申請者に耐空証明書を交付することによって行う。耐空証明書の有効期間は、1年とする。

No person may (ア) an aircraft (イ) it has a valid airworthiness certificate. Airworthiness certification is granted by (ウ) an airworthiness certificate to the (エ). The (オ) of validity of an airworthiness certificate shall be one year.

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|--------------|-------------|---------------|
| 1. applicant | 2. if | 3. indicating |
| 4. issuing | 5. operate | 6. perform |
| 7. period | 8. register | 9. unless |