

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塗りつぶしなさい。

The plane passengers raced down a slide, one by one, like children on a playground. At the bottom, smartphone photos were snapped and high fives exchanged. The frequent fliers were all smiling and laughing and hoping never to use an evacuation slide again. As part of a half-day safety course, two dozen participants learned the best way to brace for a crash, how to open aircraft doors and why to wait until exiting a plane to inflate life vests. Started as a training exercise for oil company employees who routinely flew to remote locations, the course is now open to frequent fliers willing to pay \$265. There are up to three classes a week.

The class begins inside a cabin simulator. The safety demonstration begins and, just like on a real flight, nobody pays attention. Suddenly smoke fills the cabin, and the flight attendants shout: "Brace! Brace! Brace!" Seconds count. In the simulator, anyone who hesitates gets a stern lecture. In real life, they are pushed out the door and down the slide by a flight attendant. The key to survival is getting into the proper brace position. Bend forward as far as possible, keep your head down. Place your feet flat on the floor and slide them back. Your dominant hand goes on the back of your head. Protect that hand by placing the other hand over it. Do not interlock fingers. The goal is to ensure that the bones in the stronger hand aren't broken so you can eventually unbuckle the seatbelt.

Will members of the class ever use the training? Each day, 8.3 million people around the globe step aboard some 93,500 flights. They almost always land safely. In the past decade, there have only been 138 crashes worldwide that had fatalities. The course also aims to give the fliers confidence in the people at the front of the plane. "The two guys at the front of your airplane are probably the most highly regulated and checked professionals you'll find anywhere certainly more than your doctor or your lawyer or your accountant," said pilot Martin Hockfield. He also tells the class that pilots come in twice a year for testing. In a simulator, they practice takeoffs with engine failures or landing after a loss of hydraulic pressure.

<注> **high five** いわゆる日本語でいう「ハイタッチ」のこと **brace for** (衝撃を和らげるための)姿勢をとる

hydraulic pressure 油圧

(設問)

A-1 What kind of people took part in the half-day safety course?

1. The participants were people who fly often.
2. The people taking part in the course were mainly children.
3. Most people involved in the safety course had experienced a plane crash in the past.

A-2 How was the mood of the participants taking part in the safety course?

1. Most of the people taking part in the course were very nervous.
2. The people participating in the course were very serious at all times
3. The participants were having a lot of fun and enjoying themselves.

A-3 For what purpose was the training originally devised?

1. It was started for frequent fliers who paid \$265 as a tuition fee to take the training.
2. It was devised by an airline company as a pilots' training program.
3. It was introduced by an oil company for in-house frequent fliers to distant destinations.

A-4 What should the people do with their hands in a crash situation?

1. They should put the fingers of their right hand between those of their left.
2. If they are right-handers, they should place their right hand behind their head and cover it with their left.
3. If they are right-handed, they should open their seatbelts with their right hand as soon as possible.

A-5 What does the article say about the training of pilots for emergencies?

1. It says that pilots need to give passengers more confidence.
2. It says that pilots are well trained to deal with crash situations.
3. It says that doctors or lawyers often know safety regulations better than pilots do.

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 In network operation, a message which is transmitted blind should be transmitted twice on both primary and secondary channels. Before changing channel, the aircraft station should announce the channel to which it is changing.

(設問) What should an aircraft station do when transmitting blind?

1. The aircraft station is required to send the message twice on both primary and secondary channels.
2. The aircraft station needs to transmit the message only once on the primary channel.
3. The aircraft station may transmit a message twice on either the primary or the secondary channel.

A-7 During flight, aircraft stations shall maintain watch as required by the appropriate Authority and shall not cease watch, except for reasons of safety, without informing the aeronautical station(s) concerned.

(設問) Under what circumstances is an aircraft station permitted to cease watch during flight?

1. The aeronautical station may cease watch if it informs an aircraft station of its intention to do so.
2. An aircraft station is only allowed to cease watch for reasons of safety or after communicating its intention to do so.
3. An aircraft station is permitted to cease watch at any time and without warning appropriate aeronautical stations to do so.

A-8 The aeronautical stations of a radiotelephony network should assist each other in order to provide the air-ground communication service required of the network by aircraft flying on the air routes for which the

network is responsible.

(設問) How should the aeronautical stations of a radiotelephony network provide the necessary air-ground communication service?

1. The aeronautical stations should cooperate within each radiotelephony network.
2. One specific aeronautical station should take responsibility for all air routes of a network.
3. The aeronautical stations should be prepared to assist aircraft flying on all routes in all networks at all times.

A-9 When the position is expressed in latitude and longitude, groups of figures for degrees and minutes shall be used, followed by the letter N or S for latitude and the letter E or W for longitude, respectively. In radiotelephony the words NORTH, SOUTH, EAST or WEST shall be used.

(設問) How should latitude and longitude positions be expressed?

1. The letters N, S, E or W must always be used before the respective figures.
2. The letters N, S, E or W are used, followed by the words NORTH, SOUTH, EAST or WEST.
3. The letters N, S, E or W should follow the appropriate figures, except in radiotelephony, where words shall be used.

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塗りつぶしなさい。

(設問)

B-1 私たちは、毎日の仕事をうまくこなしてゆかなければならない。特に、スケジュールでびっしり詰まった日は、ちょっとした休憩でもとめることは難しい。しかし、休憩時間に飲む一杯のお茶が活力を与えてくれることがある。

We have to organize our working day (ア). It can be hard (イ) find the time even for a short break (ウ) an especially (エ) day. A tea break can, however, help us to (オ) our vigor.

- | | | |
|---------------|----------|---------------|
| 1 at | 2 busy | 3 efficiently |
| 4 fortunately | 5 on | 6 packing |
| 7 recover | 8 remove | 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塗りつぶしなさい。

(設問)

B-2 医師と看護師を乗せて、離島や遠隔地に住む患者を病院に運ぶヘリコプターを、日本では、『ドクターヘリ』と呼んでいる。これらのヘリコプターには、患者を病院へ搬送する間に治療するための医療機器が搭載されている。

Helicopters which (ア) doctors and nurses to distant islands and other (イ) places and bring patients back to hospital are called "Doctor helis" in Japan. These helicopters are equipped (ウ) medical devices for (エ) patients on their (オ) to hospital.

- | | | |
|------------|-------------|---------|
| 1 carry | 2 direction | 3 drive |
| 4 remote | 5 separate | 6 to |
| 7 treating | 8 way | 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 定期国際航空業務は、締約国の特別の許可その他の許可を受け、かつ、その許可の条件に従う場合を除くほか、その締約国の領域の上空を通過して又はその領域に乗り入れて行うことができない。

No scheduled international air service may be operated (ア) or into (イ) of a contracting State, (ウ) with the special permission or other authorization of that State, and in (エ) with (オ) of such permission or authorization..

- | | | |
|--------------|-----------------|-------------|
| 1 accordance | 2 beyond | 3 except |
| 4 expect | 5 order | 6 over |
| 7 the ground | 8 the territory | 9 the terms |