

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。

A Boeing 737 jetliner filled with vacationers crashed in a thunderstorm and broke apart on a Caribbean island. Only one of the 131 people on board died, and the island's governor called it a miracle.

The plane landed on its belly on the runway of Colombia's San Andres Island. Bits of the aircraft's landing gear and at least one engine were ripped off. The jet wound up on one end of the runway, broken into pieces, as passengers scrambled or were helped to safety. Of the 125 passengers and six crew members aboard, the only one killed was a 68-year-old woman, Amar Fernandez de Barreto, said San Andres Gov. Pedro Gallardo. "It was a miracle and we have to give thanks to God," Gallardo said.

Officials were investigating a range of possible causes and looking into reports that the flight was hit by lightning before the crash, Colombian Air Force Col. David Barrero said. "You can't speculate. Lightning? A gust of wind? The investigation will say," Barrero said by telephone from San Andres. "The pilot's skill kept the plane from colliding with the airport."

Officials said 119 people were treated or checked at clinics and five of them were seriously injured. The airline said at least five U.S. citizens were on the plane, while the U.S. Embassy in Colombia said that four Americans and one U.S. permanent resident suffered injuries. The embassy said one critically injured American was being flown to Bogota for care, while the others had been treated and released. Airline representative Erika Zarante said four Brazilians, two Germans, two Costa Ricans and two French citizens were also on the plane.

The accident occurred so suddenly that the pilot did not report an emergency to the control tower, said Donald Tascon, deputy director of the civil aeronautics agency. He said the plane's low altitude as it prepared to land - perhaps 30 meters just before the crash - may have averted worse damage.

The accident "appeared out of nowhere." Survival was "a miracle of God. Thanks to God, we are alive," one passenger Ricardo Ramirez said.

<注> avert ~を回避する

(設問)

A-1 How many people were killed in the accident?

1. All 131 passengers on board were killed.
2. Miraculously, there was only one fatality.
3. There were 125 deaths as a result of the crash.

A-2 Where and when did the accident happen?

1. The plane crashed during takeoff from San Andres Island.
2. The jet crashed into the Caribbean Sea before landing on San Andres Island.
3. The aircraft crashed as it was landing at the airport on San Andres Island.

A-3 According to David Barrero, what caused the accident?

1. He thinks that the crash was caused by lightning.

2. He believes that the most likely cause was a strong wind.
3. He says that the causes of the accident are still unknown.

A-4 According to the airline representative, how many European passengers were on the plane?

1. Only two of the passengers were from Europe.
2. In total there were four Europeans on the plane.
3. All of the 119 passengers were from European countries.

A-5 Why did the pilot not report the emergency to the control tower?

1. The pilot didn't have time to report the emergency.
2. The plane was flying too low to contact the control tower.
3. The pilot was too busy preparing to land the plane.

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 If it is not possible to deliver an ATS message to the aircraft within the time specified by ATS, the aeronautical station should notify the originator. Thereafter, it should take no further action with respect to this message unless specifically instructed by ATS.

(設問) How should an aeronautical station respond in cases where it is not possible to deliver an ATS message within the time specified by ATS?

1. The aeronautical station should take no action with respect to this message.
2. The aeronautical station should let the originator know about the problem.
3. The aeronautical station should instruct ATS to take further action to deliver the message.

A-7 When transmitted by an aircraft station, the acknowledgement of receipt of a message shall comprise the call sign of that aircraft.

(設問) What must an aircraft station include in a transmission acknowledging the receipt of a message?

1. Both the call signs of the aircraft station and aeronautical station must always be included in the acknowledgement.
2. The acknowledgement must consist of the call sign of the aircraft station acknowledging the receipt of a message.
3. The call sign of the station that transmitted the original message must not be included in the acknowledgement.

A-8 Stations on board aircraft may communicate with stations of the maritime mobile or maritime mobile-satellite services. They shall conform to those provisions of these Regulations which relate to these

services.

(設問) Under what conditions may stations on board aircraft communicate with stations of the maritime mobile or maritime mobile-satellite services?

1. Stations on board aircraft may only communicate with maritime mobile or maritime mobile-satellite services in cases of emergency.
2. Stations on board aircraft may communicate with maritime mobile or maritime mobile-satellite services providing that they obey the appropriate regulations.
3. Stations on board aircraft may not communicate with maritime mobile or maritime mobile-satellite services at any time.

A-9 The frequency 156.3 MHz may be used by stations on board aircraft for safety purposes. It may also be used for communication between ship stations and stations on board aircraft engaged in coordinated search and rescue operations.

(設問) When can a ship station use the frequency 156.3 MHz?

1. A ship station may use the frequency to coordinate search and rescue operations with stations on aircraft.
2. A ship station may use the frequency to communicate with stations on board aircraft at any time.
3. A ship station may not use the frequency 156.3 MHz for safety purposes.

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、冬に身体を暖かくするためにダウンジャケットを着ている人をしばしば見かけるが、実はジャケット自体は全く暖かくないのである。ジャケットは外気と同じ温度なのだ。ダウンジャケットを着て暖かく感じるのは、それが私たちの体温が冷たい外気に逃げないように保っているからである。

We often see people (ア) down jackets to (イ) themselves warm in winter. In fact, the jacket itself is not warm (ウ) all. It is the same temperature (エ) the outside air. We feel warm when we wear one because it prevents our body heat (オ) escaping into the cold air outside.

- | | | |
|-----------|--------|-----------|
| 1 as | 2 at | 3 feel |
| 4 from | 5 keep | 6 of |
| 7 putting | 8 that | 9 wearing |

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 航空機にとって最も危険な状況の一つは、離着陸時における鳥の群れとの衝突である。鳥の生態調査から鳥は日没後の夕暮れ時でさえも飛ぶことが裏付けられているので、パイロットは、日没後1時間は特に注意すべきである。

One of (ア) dangerous situations for an aeroplane is (イ) with (ウ) of birds during takeoff or landing. Studies (エ) the ecology of birds have shown that birds do also fly in the evenings after dark and pilots should (オ) particular care for the first hour after sunset.

1 a collision

2 a flock

3 a school

4 an obstruction

5 best

6 look

7 on

8 take

9 the most

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 機長は、航空機又は旅客の危難が生じた場合又は危難が生ずるおそれがあると認める場合は、航空機内にある旅客に対し、避難の方法その他安全のため必要な事項について命令をすることができる。

The captain may, (ア) some danger which (イ) the aircraft or passengers has already arisen or is thought likely to arise, issue instructions relating (ウ) evacuation (エ) and other necessary safety-related matters to the passengers (オ) board.

1 at

2 even if

3 frightens

4 manners

5 on

6 procedures

7 threatens

8 to

9 when