unit 37C, and the atmospheric pressure determination unit 37D in addition to the radio quality determination unit 37B. Here, an operation until the cargo management device 10 is loaded onto the aircraft will be described. In a state in which the wireless circuit 16 is set in the normal transmission mode, for example, the cargo management device 10 is loaded on a truck or the like and transported to an airport area, and then is accommodated in a container as necessary and loaded on an aircraft. In the present embodiment, the area determination unit 37A first determines whether or not the current position of the cargo management device 10 is within the airport area (whether or not the first wireless transmission prohibition condition is satisfied). When the first wireless transmission prohibition condition is satisfied, the mode switching unit 38 switches the wireless circuit 16 to the transmission prohibition mode. That is, the wireless transmission is prohibited at a point of time when the cargo management device 10 enters the airport area. Here, if it is determined that the first wireless transmission prohibition condition is not satisfied due to the GPS module 11 not being able to acquire a GPS satellite signal or the like, it is subsequently determined whether or not the RSRP is smaller than the reference value (whether the second wireless transmission prohibition condition is satisfied)

by the radio quality determination unit 37B, and the wireless transmission is prohibited at a point of time when the cargo management device 10 is accommodated in the cargo container. Here, in a case where it is determined that the cargo P is not accommodated in the cargo container or the second wireless transmission prohibition condition is not satisfied due to erroneous measurement or the like, the acceleration determination unit 37C further determines whether or not the acceleration of the cargo management device 10 corresponds to speeding up at the time of takeoff of the aircraft (whether the third wireless transmission prohibition condition is satisfied), and wireless transmission is prohibited at a point of time when the aircraft takes off. Furthermore, in a case where it is determined that the third wireless transmission prohibition condition is not satisfied due to erroneous measurement or the like, it is further determined by the atmospheric pressure determination unit 37D whether or not the pressure applied to the cargo management device 10 corresponds to the regulated pressure of the aircraft (whether the fifth wireless transmission prohibition condition is satisfied), and the wireless transmission is prohibited at a point of time when the pressure in the aircraft falls below the reference pressure. In this manner, the determination is performed in stages from when the cargo management device

10 enters the airport area to when the aircraft flies, and the wireless transmission is prohibited when at least one of the wireless transmission prohibition conditions is satisfied. Therefore, even in a case where the cargo P is not accommodated in the cargo container or in a case where the current position data cannot be acquired, the wireless transmission in the aircraft in which the wireless transmission is prohibited can be prevented with high probability.

[0048]

After the wireless circuit 16 is switched to the transmission prohibition mode, the four determination units 37A to 37D sequentially determine whether or not the fifth wireless transmission prohibition condition is satisfied, whether or not the fourth wireless transmission prohibition condition is satisfied (acceleration does not correspond to slowing down during landing of an aircraft, and the aircraft is still flying or the cargo P is not loaded on the aircraft), whether or not the first wireless transmission prohibition condition is satisfied, and whether or not the second wireless transmission prohibition condition is satisfied. Only when none of the wireless transmission prohibition conditions is satisfied, the mode switching unit 38 switches to the normal transmission mode and recovers the wireless transmission. As a result,

the vicinity of the airport. According to this configuration, for example, in the case of the cargo P for which there is no plan to use an aircraft, it is possible to prevent the wireless transmission from being unintentionally prohibited by setting the insensitive setting. In the case of using an aircraft, it is possible to reliably prevent the wireless transmission in the aircraft, so that the convenience of the cargo management device 10 can be further improved. In the present embodiment, three settings are provided, but for example, two settings of the sensitive setting and the normal setting may be provided, or four or more settings may be provided.

[0062]

[Other embodiments]

In the above embodiments, the transmission control unit 36 includes the area determination unit 37A, the radio quality determination unit 37B, the acceleration determination unit 37C, and the atmospheric pressure determination unit 37D as the determination unit 37, but may include only the area determination unit 37A and the radio quality determination unit 37B to determine whether or not to prohibit wireless transmission by using two determinations of whether or not the current position

and the wireless transmission may be prohibited in a case where the parameter is less than the first reference value.

[0078]

In addition, if the mobile terminal (10) including this communication control apparatus (20) is installed in the cargo (P) as in feature 2, and the cargo (P) is monitored by wirelessly transmitting the position information on the basis of the position data acquired from the GPS module (11), the operation of the mobile terminal (10) can be made longer, and monitoring can be continued during longer-distance transport than before.

[0079]

[Feature 4]

The mobile terminal (10) according to the feature 3, in which the communication control apparatus (20) is configured to

prohibit the wireless transmission in a case where any one of a plurality of wireless transmission prohibition conditions is satisfied,

the plurality of wireless transmission prohibition conditions including

a current position based on the position data from the GPS module (11) being a wireless transmission prohibited area, and

the RSRP being smaller than the reference value.

the wireless transmission prohibition condition includes the mobile terminal (10) being after takeoff and before landing.

[0083]

With the mobile terminal (10) according to feature 4, the wireless transmission is prohibited when any one of a plurality of wireless transmission prohibition conditions is satisfied, the plurality of wireless transmission prohibition conditions including a condition that the current position of the cargo (P) based on the position data from the GPS module (11) is in the wireless transmission prohibited area and a condition that the RSRP is smaller than the reference value. For example, if the wireless transmission prohibited area is set to an airport area, and the reference value is set on the basis of a value when the cargo (P) is in a metal cargo container for the aircraft, it is possible to prevent with high probability the mobile terminal (10) from performing wireless transmission in the aircraft where adverse effects due to generation of electromagnetic waves or the like are desired to be eliminated.

[0084]

Furthermore, the pressure in the aircraft is adjusted to a pressure lower than the atmospheric pressure in order to reduce the influence of the atmospheric pressure change