◎ 闫少华 编

非常规陆空通话英语

Air Ground Radiotelephony English for Non-routines

ENGLISH

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Forward

The target population of this course book is air traffic control students. However, the course book could also serve as an English training material for in-service pilots and controllers in their preparation for International Civil Aviation Organization (ICAO) language proficiency test.

The goal of this course book is to help students improve their English for communication of non-routine situations in air ground radiotelephony by providing them with common expressions and vocabulary. Standard phraseologies for routine situations are not covered herein.

With ICAO Language Proficiency Requirements as guidelines, the book tries to address the most imaginable events in air traffic control operations. Non-routine situations are indefinite, and the language for such situations can never be covered in a book.

The book is organized into 12 chapters in accordance with flight phases; namely: Pre-flight, Pushback, Start-up, Taxi-out, Takeoff, Climb-out, En-route, Descent, Approach, Final approach and landing, Missed approach, and Taxi-in and parking. Each has a dialogue section and a supplementary reading section. The dialogue section gives some expression for some real and fictitious events. The supplementary reading section contains two reports quoted from the British Confidential Human Factor Incident Report Programmes (CHIRPs) and can be studied to learn more expressions in flight operations context.

Hints for students: The air traffic control students will need to use plain English language for miscellaneous situations. Listening and speaking is more important than reading. To benefit from this course, careful attention should be paid to pronunciation, meaning and usage of new words; dialogues should be practiced until they can be spoken fluently; supplementary reading passages should be studied to learn ways of expressions.

Hints for instructors: Mispronunciation should be corrected. Meanings of new words should be explained. Fluent speaking of the dialogues should be checked. Understanding is not enough; speaking is essential; fluency is desirable.

The materials contained herein are intended for the learning of English and therefore not adequate for technical training. ICAO standard phraseologies should be used whenever appli-

cable.

Errors may be expected to occur in the preparation of this book due to the humble knowledge of the compiler. Any corrections or suggestion will be appreciated.

The author would like to thank Mr. Bengt Jamthammar and Mr. Ulf Axelsson, veteran Swedish air traffic control experts, for their valuable inputs and careful check of the book.

Yan Shaohua
Tianjin
Oct. 2007

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Chapter 1   Pre-flight

Section 1   Dialogues

1. Departure Delays

(1) PIL   Queenston Delivery, Fastjet 324. We have two passengers missing, their luggage has to be identified and removed from the plane. Please delay our flight plan for 30 minutes.

    CTL   Roger, Fastjet 324. Call me when you are ready.

(2) PIL   Loading operations seem to be taking longer than planned. Would you please delay our flight plan until 2015?

(3) PIL   The passenger coach has broken down on the apron. Please delay our flight plan. I'll call you when boarding is complete.

(4) PIL   Ground handling had to send for a bigger loader at the last minute and we're being held up on the apron.

(5) PIL   Luggage loading is not yet completed. The conveyor belt has broken down, which means at least a 30 minute delay.

(6) CTL   Your shipment hasn't been cleared by customs. Advise when customs clearance is complete.

(7) PIL   Delivery, Fastjet 488. Our AOC just told us to pick up 30 passengers from a China Southern flight that's been cancelled. I'll call you back for start-up.

2. Negotiation of Departure Time

(1) CTL   Fastjet 432. Expect 20 minutes additional delay.

    PIL   If we cannot get off in 30 minutes, we will have to cancel our departure.

    CTL   Fastjet 432, I'll see what we can do. But Queenston is restricting inbound traffic.

(2) PIL   Queenston Delivery, Fastjet 543. We're bound for Princeton and will be ready in a few minutes. What are the delays like?

CTL   Fastjet 543, delays are minimal on your route. A company aircraft going the same way just got a delay of 30 minutes or so. There's likely to be a delay of 20 or 30 minutes for you.

PIL   Would it save us a delay to route via Lilyville?

CTL   Negative. Fastjet 543. UG9 is subject to regulations.

(3) PIL   Queenston Delivery, Fastjet 301. Do you have my flight plan for Kingston? I anticipate an on-time departure.

CTL   Affirm, Fastjet 301. Delays are building up on your route. Are you about ready now?

PIL   My passengers are just boarding. I'll be ready in 10 minutes. Can you put me on request for a slot after, say, 25?

CTL   Roger, Fastjet 301. You're on request.
        (A while later)

CTL   Fastjet 301, can you make a slot time of 12, with a clearance expiry time of 15?

PIL   Negative. We now have a catering delay. Put me back 15 minutes past the hour.

CTL   Roger, Fastjet 301. Let me know when you're ready.
        (A while later)

PIL   Delivery, Fastjet 301. We're about ready now. Can you get us a slot?

CTL   Fastjet 301, Affirm. Your slot time 24, start and push at your discretion.

3. Requesting Departure Priority

(1) PIL   Delivery, Fastjet 128. This is an ambulance flight. We'll be ready in about half an hour. Can we expect an expeditious clearance?

CTL   Fastjet 128, Affirm. We have been advised, there should be no delay for your departure.

(2) PIL   Delivery, Fastjet 122, we'll be ready in about 20 minutes. As we are carrying a kidney for transplant at Queenston, a quick clearance would be appreciated.

CTL   Fastjet 122, we have been informed about it. You may expect to depart as soon as you're ready, and the ACC has been asked to give you expeditious routing.

PIL   Thanks a lot.

4. Checking Flight Plan

（1） PIL   Delivery, Fastjet 254. Could you confirm that you've got our flight plan? Originally, we were to take off at 07:15, and then it was put off until 08:30.

     CTL   Fastjet 254, we've got it and it's OK with us.

（2） PIL   Delivery, Fastjet 234. We filed our flight plan with Queenston and we were wondering whether it'd been relayed to Kingston, as we'd like to take off in about 20 minutes from now.

     CTL   Fastjet 234, we've got your flight plan. Departure time 1900, is that correct?

     PIL   That's affirm. I'll call you back when ready for startup. Fastjet 234.

（3） CTL   There seems to be an error in your flight plan. The departure time has been entered in local time instead of UTC.

（4） CTL   Your dispatch just advised us there's an error in your load sheet. Please call your dispatch.

（5） CTL   Our flight data processing system has gone wrong again and we haven't got your flight plan yet. They say it's likely to take at least 25 minutes. I'll call you back.

（6） PIL   Delivery, Fastjet 821. 5 minutes before start for Queenston. Request route clearance.

     CTL   Sorry, Fastjet 821. I've got no plan under that call sign. Stand by while I check.

     PIL   Delivery, Fastjet 821. As far as we're concerned, it was filed an hour ago.

     CTL   Fastjet 821, My apologies. The computer has failed to produce a strip for you. I'll write one out.

5. Route clearance

（1） CTL   Fastjet 4328, your route clearance.

     PIL   Fastjet 4328 is ready to copy.

     CTL   Fastjet 4328 is cleared to Kingston via flight planned route maintain flight level 210, to request level change en-route, squawk 5214, frequency when airborne 120.6.

     PIL   Say again all after the squawk. Fastjet 4328.

     CTL   Fastjet 4328, squawk 5214, frequency when airborne 120.6.

     PIL   Fastjet 4328 is cleared to Kingston via flight planned route maintain flight level

210, to request level change en-route, squawk 5214, frequency when airborne 120. 6.

CTL   Fastjet 4328, Clearance void if not off by 0730.

PIL   Roger, 0730, Fastjet 4328.

Words and Expressions

file	[fail]	To make application; apply 填报 (飞行计划)
put off		To postpone; defer 耽误; 延期
be bound for		On the way to, heading for 开往……; 以……为目的地
AOC		Airline Operations Centre 航空公司运行中心
company aircraft		公司航空器
or so		Imprecise but fairly close 大约
save us a delay		避免我们的延误
be subject to		受……约束的
anticipate	[æn'tisipeit]	To hope for 期望
build up		Accumulating 越积越多
on request		On the request list
slot	[slɔt]	Departure time allocated to a flight 安排给航空器进离场的特定时间
make	[meik]	To reach in time 赶得上
expiry	[iks'paiəri]	Expire: To come to an end; terminate 终止; 截止
go wrong		Fail to work properly 出错; 发生故障
hold up		Cause to be slowed down or delayed 使停滞
load sheet		舱单
loader	['ləudə]	装货车
at the last minute		At the latest possible moment or opportunity 最后时刻, 最后时机
conveyor belt		(装卸行李用的) 传送带
shipment	['ʃipmənt]	Goods carried by a large vehicle 装载的货物
expeditious	[ekspi'diʃəs]	快捷的
appreciate	[ə'priːʃieit]	To be thankful or show gratitude for 感激
kidney	['kidni]	肾
void	[vɔid]	Ineffective 无效的

Exercises

I . Translation

1. 我们差两个旅客，需要识别行李，准备好了我再叫你。
2. 签派刚刚通知我们要从取消的南航航班上捎走20个乘客，预计延误30分钟，上好客我再叫你。
3. 由于郑州流量控制，预计你还要再延误40分钟。
4. 如果我们不能马上起飞的话，就要滑回去加油了。
5. 起初我们计划08：00起飞，现在由于飞机原因延误到11：00，请更新我们的飞行计划。
6. 高度层370要按规定。
7. 你的许可已经失效，等你准备好了我再给你申请一个。
8. 我们航班要运送紧急药品，准备好之后希望能马上起飞。
9. 飞行计划处理系统出了故障，延误时间暂时无法确定。
10. 我没有叫这个呼号的飞行计划，稍等，我查一下。

II . Word Study

turnaround	［tɜːnəˌraʊnd］	Act or process of unloading and loading and servicing a vessel or aircraft for a return trip 过站
ground handling		The servicing of an aircraft on the ground 地勤
catering	［ˈkeitəriŋ］	Providing food and service 配餐
refuelling	［riːˈfjuəliŋ］	The activity of supplying or taking on fuel 加油
loading	［ˈləudiŋ］	Putting cargo and luggage on a plane. E. g. The loading took 2 hours
boarding	［ˈbɔːdiŋ］	The act of passengers and crew getting aboard an aircraft 上客；登机
container	［kənˈteinə］	A large reusable receptacle that can accommodate smaller cartons or cases in a single shipment, designed for efficient handling of cargo 集装箱
forklift	［ˈfɔːklift］	叉车
tie-down		Securing device with or as if with ropes 系留
scheduled ［ˈʃedjuːld］ flight		定期航班

charter ['tʃɑːtə] flight — The hiring or leasing of an aircraft, especially for the exclusive, temporary use of a group of travelers 包机飞行

shuttle ['ʃʌtl] flight — A flight that travels between two points

ferry ['feri] flight — A flight for the purpose of: 1. Returning an aircraft to base. 2. Delivering an aircraft from one location to another. 3. Moving an aircraft to and from a maintenance base.

test flight — 试飞

positioning flight — 调机飞行

rescue flight — 救援飞行

disaster relief flight — 救灾飞行

VIP — Very Important Person 要客

official welcome ceremony — 官方欢迎仪式

protocol ['prəutəkɔl] — The forms of ceremony and etiquette observed by diplomats and heads of state 外交礼仪

diplomatic note — 照会

alternative route — 备份航线

initial level — 初始高度

final cruising level — 最终巡航高度

proposed level — 申请的高度层

duplicate ['djuːplikeit] call sign — 呼号重名

flight data processing — 飞行数据处理

update flight plan — 更新飞行计划

customs ['kʌstəm] — The governmental agency authorized to collect duties or taxes imposed on imported and, less commonly, exported goods 海关

manifest ['mænifest] — A list of cargo or passengers carried on a ship or plane 舱单

quarantine ['kwɔrəntiːn] — Enforced isolation of patients suffering from a contagious disease in order to prevent the spread of disease 隔离检疫

disinfection [ˌdisin'fekʃən] — Treatment to destroy harmful microorganisms 消毒

pallet ['pælit] — A portable platform for storing or moving goods that are stacked on it 托盘；集装架

packaging   ['pækidʒiŋ]   The process or style of packing 包装

cargo compartment/hold   货舱

baggage compartment   行李舱
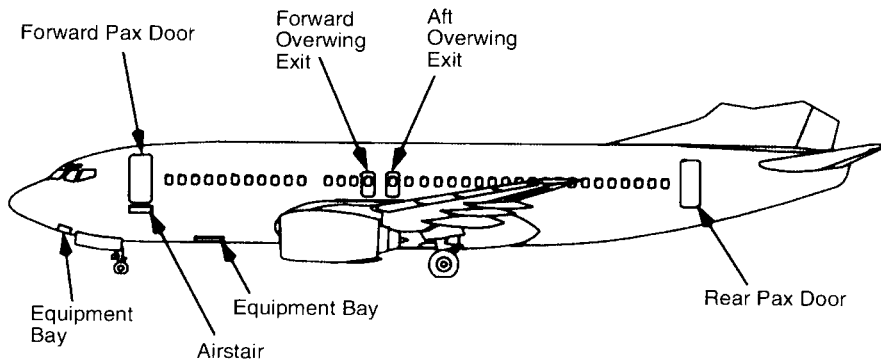
Ⅲ. Diagram Study

Figure 1. 1   A Typical Airplane Exterior Doors

Section 2   Supplementary Reading

Passage 1   De-Icing

I am writing with concern over de-icing procedures on a recent flight on which I was a passenger.

As we boarded the aircraft it was obvious (visible from the jetty) that there was quite a deposit of snow and ice on the entire span of the wing upper surface. The temperature was probably around freezing, and light snow was falling from time to time.

Although on-stand de-icing is the normal procedure at the airport, the engines were started and we taxied towards the runway holding point. I became more and more worried as it became clear that we were not going to be de-iced before take-off and I knew that we needed to. We stopped near the runway in the queue for departure, and I was preparing to say something to the cabin crew when the first officer came out of the flight deck and had a look at the wings. I had a quick word with him and said we needed to de-ice and he returned to

the flight deck. The captain then made an announcement that we were returning to stand as he was not happy with the ice on the wing. We departed later after de-icing had been carried out, much to my relief.

I think it was very likely that the need to de-ice was made apparent by radio from following aircraft, which prompted the appearance of the co-pilot in the cabin for an inspection. I cannot imagine what else would have prompted this check at this late stage (the weather had not changed). Whatever it was, I am glad that the last link in the safety chain held on this occasion.

My concerns are:
1. Why wasn't de-icing carried out before departure when the need was obvious?
2. Did the crew carry out any pre-flight inspection, especially considering the conditions?
3. Did the cabin crew have any awareness of this issue, and would they feel able to comment to the flight crew if they had noticed ice on the wings?

Discussion question: Why was ice and snow on the wing so dangerous for aircraft flight?

Words and Expressions

de-ice		Make or become free of frost or ice 除冰
jetty	[ˈdʒeti]	Boarding bridge 登机桥
wing span		The distance between the tips of the wings of an airplane 翼展
light snow		小雪
from time to time		Now and then, or here and there 有时
cabin crew		Flight attendants 客舱机组
first officer		Co-pilot 副驾驶 second officer 第二副驾驶
prompt	[prɔmpt]	Remind 提示
stand	[stænd]	The position where an aircraft is parked 停机位

Passage 2　Pre-Flight Checks

Whilst awaiting a delayed flight from a small airport in the departures lounge, I observed a pilot completing a "Pre-Flight check" on a twin engine, regional turbo-prop type aircraft, shortly before start and taxi. I estimate the check to have taken 30 seconds. The check was

completed at a brisk walk with no stooping or stopping. A few cursory glances were as close to a check as he got.

Is it any wonder that significant defects, missing panels, covered Pitot static ports, control locks and gear pins are missed?

To refer to the pre-flight check as a walk-around is to degrade the significant purpose of the check, to detect obvious signs of damage, to ensure the aircraft is fit for the intended flight and to act as the final safety net for the maintenance system. After all, the check is defined in the maintenance program.

How many times have we read reports and thought "the pre-flight should have detected that" or "the crew did well to find that on a pre-flight" .

The downgrading to a "walk-around" is almost certainly due to complacency bred by years of benign experience, but the nature of the maintenance program inspections/checks is that inspections are required at appropriate levels (including the pre-flight) and frequencies to detect both anticipated and random defects. The program builds in safety margins and considers human factors, but cannot be expected to be effective if inspection standards are routinely degraded.

Whilst it is accepted that it is often not possible to complete the pre-flight just prior to start and taxi, the operator remains responsible for ensuring its aircraft are fit for flight. Standard practices and procedures should surely be implemented to cater for towing, delayed door closure, de-icing and the like.

Some years ago, I was unfortunate enough to be involved in an aborted take-off when the pilot realized he had not removed the locks from the aircraft elevators.

Discussion question: Why is pre-flight check so important?

Words and Expressions

twin engine		Powered by two engines 双发
turbo-prop	[ˈtɔːbəuprɔp]	An aircraft in which a turboprop is used 涡轮螺旋桨飞机
lounge	[laundʒ]	A public room (as in a hotel or airport) with seating where people can wait 候机厅
brisk	[brisk]	Marked by speed, liveliness, and vigour 轻快的；活泼的

Pitot	[ˈpitəu]	A device, essentially a tube set parallel to the direction of fluid-stream movement and attached to a manometer, used to measure the total pressure of the fluid stream 空速管；皮托管
stoop	[stuːp]	To bend forward and down from the waist or the middle of the back 屈身；弯腰
cursory	[ˈkəːsəri]	Performed with haste and scant attention to detail 粗略的
pin	[pin]	销；栓
walk-around		绕机检查
cater for		满足……的需要
complacency	[kəmˈpleɪsənsɪ]	A feeling of contentment or self-satisfaction, especially when coupled with an unawareness of danger or trouble 自满
breed	[briːd]	To bring about 产生
benign	[biˈnain]	Favourable 有利的
safety margin		安全裕度
aborted take-off		中断起飞
checklist	[ˈtʃeklist]	检查单

Chapter 2   Start-up

Section 1   Dialogues

1. Startup Delay

（1）CTL   The jetway to your stand is out of order at the moment. The passengers won't be allowed to get on board until 1130, because we've got 2 aircraft starting up next to yours.

（2）PIL   Kingston delivery, Fastjet 815. Five minutes before start for Queenston. Request route clearance.

CTL   Fastjet 815, expect 30 minutes delay. The assistant controllers at Queenston ACC are on strike. They are only accepting traffic with 10 minute intervals.

（3）PIL   There's going to be a 15 minute delay for startup. The moving walkway to our satellite has broken down.

（4）PIL   We won't be ready to start up until 1015. We're being delayed by a luggage tractor problem.

（5）PIL   There's a hitch in catering delivery. We will have to delay startup. I'll call you back when ready.

（6）PIL   Ground, Fastjet 445. We can't start up. Our batteries are flat. Would you check with Northwestern for us and see if we can use their GPU?

CTL   Fastjet 445, at the moment the Northwestern crew are starting up the A310 on your right. Can you contact them yourself?

（7）PIL   Kingston Ground, Fastjet 539. Good morning, ready to start.

CTL   Good morning, Fastjet 539. There's a 55 minute delay this morning. The flight plan processing system is down in our ACC. Your slot time is 0945.

PIL   0945, roger, Fastjet 539.

（8）PIL   We may have to cancel our departure. Our cargo doorsill has just been damaged by a pallet. I'll call you back when check is complete.