

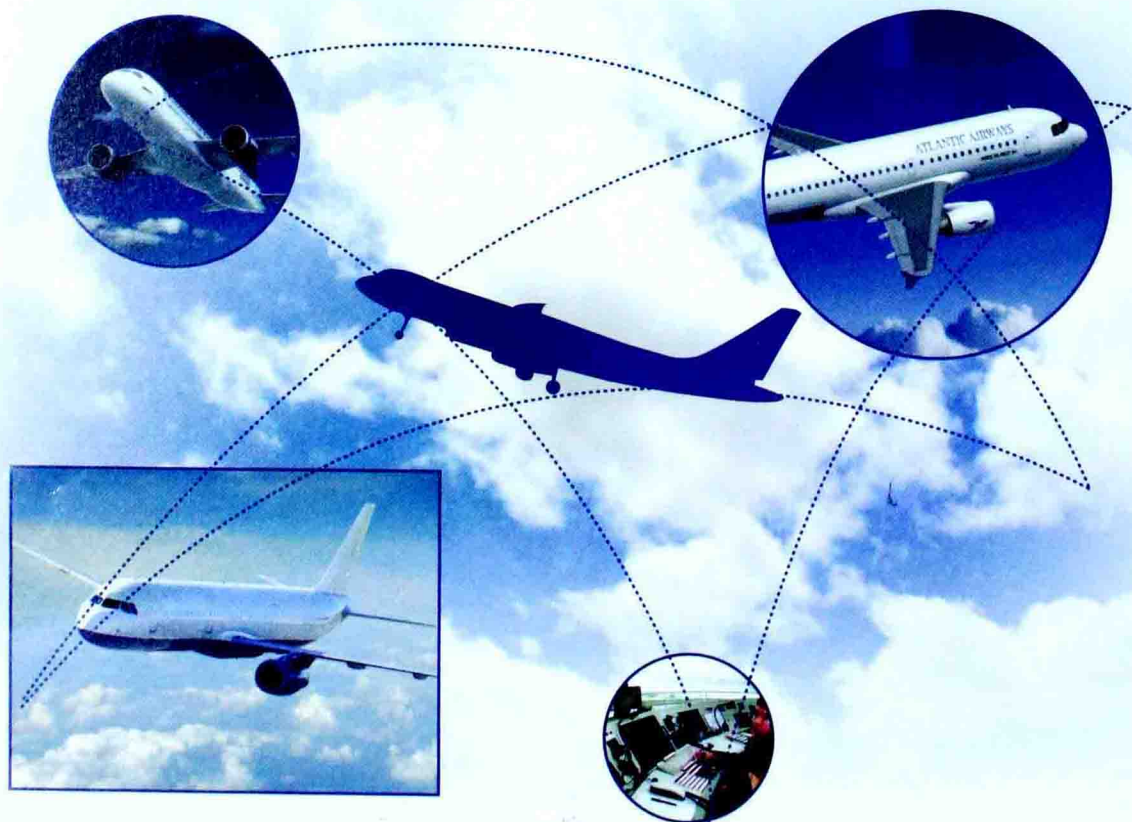
普通高等院校航空专业“十二五”规划教材

民航机务专业英语

English for Aircraft Maintenance Engineers

(第2版)

李永平
魏鹏程
编著



国防工业出版社

National Defense Industry Press

上海市教委重点学科建设项目

上海市本科教育高地建设项目

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·北京·

内 容 简 介

本书结合飞机维修的工作实际,用英文讲述了与飞机及其维修工程相关的技术内容,如飞机的一般知识、飞机电气系统、飞机健康管理、飞机航材管理、飞机客户支持等,旨在使读者通过精读的方式掌握一定的飞机专业技术英文词汇和一定的飞机维修知识。

本书可作为大、中专院校飞机维修各相关专业“民航机务专业英语”或“专业英语”课程的教材或教学辅助材料使用,也可用于航空公司等民航企、事业单位飞机机务工程技术人员的培训和学习。

图书在版编目(CIP)数据

民航机务专业英语 / 李永平, 魏鹏程编著. —2 版.
—北京: 国防工业出版社, 2014. 1
普通高等院校航空专业“十二五”规划教材
ISBN 978 - 7 - 118 - 09258 - 5

I. ①民... II. ①李... ②魏... III. ①民用航空 - 英语 - 高等学校 - 教材 IV. ①H31

中国版本图书馆 CIP 数据核字(2013)第 288983 号

※

国防工业出版社 出版发行

(北京市海淀区紫竹院南路 23 号 邮政编码 100048)

北京奥鑫印刷厂印刷

新华书店经售

*

开本 787 × 1092 1/16 印张 12 $\frac{3}{4}$ 字数 288 千字

2014 年 1 月第 2 版第 1 次印刷 印数 6001—9000 册 定价 34.00 元

(本书如有印装错误,我社负责调换)

国防书店:(010)88540777

发行邮购:(010)88540776

发行传真:(010)88540755

发行业务:(010)88540717

第 2 版 前 言

《民航机务专业英语》第 1 版自从 2011 年 3 月出版以来,由于特色鲜明,市场销量良好,2012 年 9 月即进行了第二次印刷,被国内多所高校选作教材或参考书,同时本书也得到国内各家航空公司培训部门和广大飞机工程技术人员作为业务学习使用。

本书第 1 版第二次印刷时,经过了一次修改,基本素材保留,主要补充如下内容:(1) 每一个 Lesson 后面补充“长难句解析”;(2) 附录补充飞机维修缩略语汇编;(3) 每一个 Lesson 后面补充“延伸阅读”并提供思考题;(4) 根据第 1 版读者来信和自查情况进行勘误;(5) 附录补充每一个 Lesson 后面问题的参考答案。

近期,出版社通知将进行第三次印刷,为提高本书的质量以便能更好地服务读者,本书做了进一步勘误,同时在每一课后面补充单项选择题,并在每一课原文中插入相关图片,此部分工作由本书第二作者魏鹏程老师编撰完成。由于改动较多,决定修订再版。

由于作者能力有限,还请读者提出宝贵意见,以便订正,从而能为广大读者更好地服务。E-mail:manlyp@sues.edu.cn。

李永平

2013 年 10 月于上海

前 言

21 世纪是中国民航高速发展的重要时期,为了满足中国民航运输业的需要,中国民航需要大量引进欧美等国家的飞机,如波音、空中客车飞机,尽管中国也在努力研发自主知识产权的飞机,但学好飞机维修各专业的专业英语,在当前乃至未来很长一段时间都具有重要的意义。

当前,中国民航主要的飞机为波音、空中客车飞机,而这些飞机的随机技术资料均为英文,飞机维修(简称“机务”)人员必须掌握相应的专业技术词汇才能阅读并真正理解这些技术资料,如 AMM(Aircraft Maintenance Manual,飞机维护手册)、IPC(Illustrated Part Catalogue,图解零部件目录)等手册,这对机务人员排除飞机故障和更好地维护、修理飞机具有重要的作用,进而保障飞机的安全;同时,学好飞机维修专业英语对于有志于考取各类执照(尤其国外的飞机维修执照,如 FAA 维修人员执照)和在外国航空公司或外航驻中国办事处工作的机务人员,有很好的助力作用。

本书在总结中国“民航机务专业英语”这类教材的编写情况和经验的基础上,结合飞机维修的实际工作情况,精心挑选、编写了 12 篇课文的内容,包括飞机的一般知识、数量最多的机型 B737 飞机家族、最先进的机型 B787、飞机自动驾驶系统、飞机电气系统、飞机液压系统、辅助动力装置和新一代的空中交通系统,以及飞机维修工程管理类的知识,如飞机健康管理、飞机航材管理、客户支持等。期望尽可能地涵盖飞机维修的各个方面,使读者在精读本书后,达到如下目的:掌握飞机专业技术英文词汇,能够阅读各类英文技术手册和相关文献;能够更多地了解飞机维修的相关知识,对飞机维修、尤其工程管理有更全面的了解,从而对飞机维修的工作提供帮助。

同时,本书还有如下几个特色:

(1) 附录中列出了 B737NG(New Generation)飞机航后维修工作单,中英文对照的编排供读者检验学习效果;

(2) 附录中列出飞机维修较为常见的专业英文缩略语,另外,本书在每一课结尾有本课的词汇并在课文中按顺序加粗提示,并提供全书的词汇表;

(3) 附录部分还提供了每一篇课文课后问题的参考答案,对读者的自学提供帮助;

(4) 每一篇课文都提供了本课生词、长难句翻译、课后问题和延伸阅读,以利于读者自学,其中延伸阅读能进一步拓展读者的知识面。

本书的编写工作得到上海工程技术大学航空运输学院/飞行学院副院长郝勇教授的大力支持,上海航空公司机务部马银才高级工程师提供了部分资料,上海工程技术大学魏鹏程、施浩提出了宝贵意见,上海航空公司飞行部陶毅超飞行员对本书部分内容进行

了仔细校对,在此一并表示衷心感谢。

本书可作为大、中专院校飞机维修各专业(如航空机电设备维修、航空器械维修、民航机务工程、飞行器动力工程、飞行器制造工程、机场工程与管理、民航电子电气工程)的“民航机务专业英语”或“专业英语”课程的教材或教学辅助材料使用,也可供航空公司等民航企、事业单位的飞机工程技术人员培训和学习使用。

由于本人水平有限,错误和不妥之处在所难免,敬请读者提出宝贵意见。

编著者
2012年8月

Contents

Lesson 1	Airplanes and Main Manufacturers Introduction	1
	New Words & Phrases	10
	Choose the Best Answer	11
	Translations of Long and Difficult Sentences	12
	Questions	13
	Extensive Reading — Major Manufacturers of General Aviation Aircraft	14
Lesson 2	About the 737 Family	18
	New Words & Phrases	28
	Choose the Best Answer	28
	Translations of Long and Difficult Sentences	28
	Questions	29
	Extensive Reading—Boeing 737 Next Generation	29
Lesson 3	B787 Dreamliner	32
	New Words & Phrases	37
	Choose the Best Answer	37
	Translations of Long and Difficult Sentences	38
	Questions	38
	Extensive Reading — B787 and Its Competitor	39
Lesson 4	Autopilot System	41
	New Words & Phrases	47
	Choose the Best Answer	49
	Translations of Long and Difficult Sentences	50
	Questions	50
	Extensive Reading — Modern Autopilots	50
Lesson 5	Aircraft Electrical Power	53
	New Words & Phrases	60
	Choose the Best Answer	60
	Translations of Long and Difficult Sentences	62
	Questions	62
	Extensive Reading — Aircraft Electrical System	63

Lesson 6	Hydraulic Power	65
	New Words & Phrases	70
	Choose the Best Answer	71
	Translations of Long and Difficult Sentences	72
	Questions	72
	Extensive Reading — Aircraft Hydraulic System	73
Lesson 7	Auxiliary Power Unit	76
	New Words & Phrases	80
	Choose the Best Answer	81
	Translations of Long and Difficult Sentences	82
	Questions	83
	Extensive Reading — APU	83
Lesson 8	How Can I Be an Aircraft Mechanic?	86
	New Words & Phrases	95
	Choose the Best Answer	95
	Translations of Long and Difficult Sentences	96
	Questions	96
	Extensive Reading — Becoming a Licensed Aircraft Maintenance Engineer in New Zealand	97
Lesson 9	Airplane Health Management	99
	New Words & Phrases	105
	Choose the Best Answer	106
	Translations of Long and Difficult Sentences	107
	Questions	107
	Extensive Reading — Boeing to Provide Airplane Health Management System to Qantas	108
Lesson 10	Aviation Material Management	110
	New Words & Phrases	115
	Choose the Best Answer	115
	Translations of Long and Difficult Sentences	116
	Questions	117
	Extensive Reading — Composites and Advanced Materials in Aircraft	117
Lesson 11	Customer Support	121
	New Words & Phrases	128
	Choose the Best Answer	129
	Translations of Long and Difficult Sentences	129
	Questions	130
	Extensive Reading — Customer Service Representative	130

Lesson 12 Next Generation Air Transportation System 132

 New Words & Phrases 137

 Choose the Best Answer 137

 Translations of Long and Difficult Sentences 138

 Questions 139

 Extensive Reading — Next Generation Data Communications 139

Vocabulary 141

Appendix I B737NG After Flight Routine Jobcard 152

Appendix II Aviation Abbreviations and Acronyms 169

Appendix III Answers for “Choose the Best Answer” of 12 Lessons 181

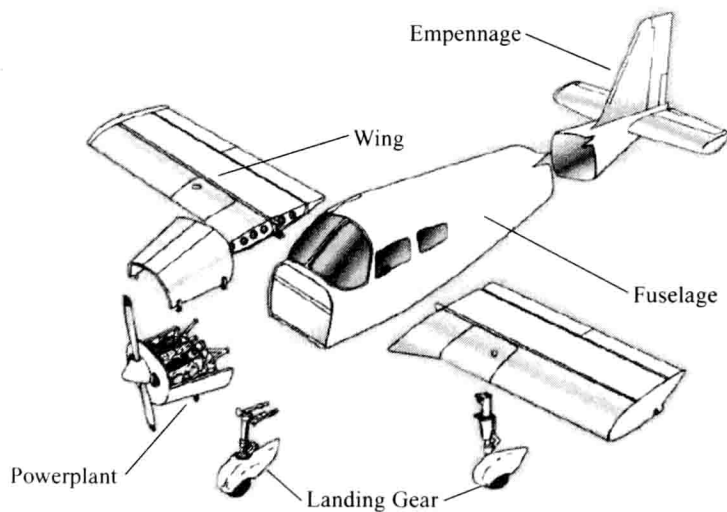
Appendix IV Reference Answers for Questions of 12 Lessons 183

References 194

Lesson 1

Airplanes and Main Manufacturers Introduction

Airplanes come in many different shapes and sizes depending on the mission of the aircraft, but all modern airplanes have certain components in common. These are the **fuselage**, wing, **tail assembly** and control **surfaces**, landing gear, and **power plants**.



Aircraft components

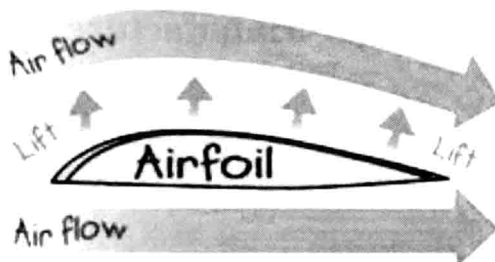
For any airplane to fly, it must be able to lift the weight of the airplane, its fuel, the passengers, and the cargo. The wings generate most of the **lift** to hold the plane in the air. To generate lift, the airplane must be pushed through the air. The engines, which are usually located beneath the wings, provide the **thrust** to push the airplane forward through the air.

The fuselage is the body of the airplane that holds all the pieces of the aircraft together and many of the other large components are attached to it. The fuselage is generally **streamlined** as much as possible to reduce **drag**. Designs for fuselages vary widely. The fuselage houses the **cockpit** where the **pilot** and **flight crew** sit and it provides areas for passengers and cargo. It may also carry armaments of various sorts. Some aircraft carry fuel in the fuselage; others carry



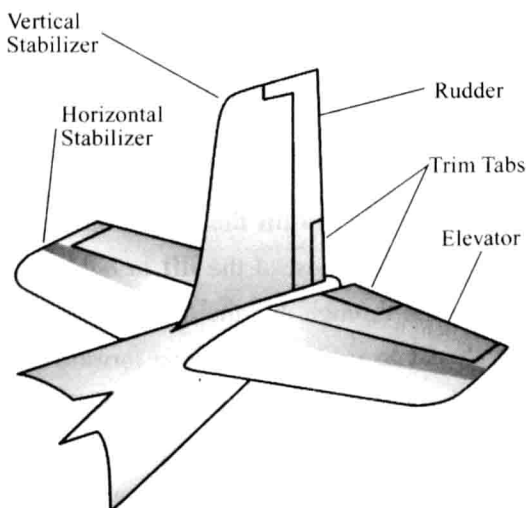
the fuel in the wings. In addition, an engine may be housed in the fuselage.

The wing provides the principal lifting force of an airplane. Lift is obtained from the **dynamic** action of the wing with respect to the air. The **cross-sectional** shape of the wing as viewed from the side is known as the **airfoil** section. The **planform** shape of the wing (the shape of the wing as viewed from above) and placement of the wing on the fuselage (including the **angle of incidence**), as well as the airfoil section shape, depend upon the airplane mission and the best compromise necessary in the overall airplane design.



The generation of lift

The control surfaces include all those surfaces of an airplane used for **attitude**, lift, and **drag** control. They include the tail assembly, the structures at the rear of the airplane that serve to control and maneuver the aircraft and structures forming part of and attached to the wing. The tail usually has a fixed horizontal piece (called the **horizontal stabilizer**) and a fixed vertical piece (called the **vertical stabilizer**). The stabilizers provide stability for the aircraft—they keep it flying straight. The vertical stabilizer keeps the **nose** of the plane from swinging from side to side (called **yaw**), while the horizontal stabilizer prevents an up-and-down motion of the nose (called **pitch**). (On the **Wright brothers**' first successful aircraft, the horizontal stabilizer was placed in front of the wings. Such a configuration is called a canard after the French word for "duck").



Tail assembly



The hinged part found on the **trailing edge** of the wing is called the **aileron**. It is used to roll the wings from side to side. **Flaps** are hinged or **pivoted** parts of the **leading** and/or trailing edges of the wing used to increase lift at reduced airspeeds, primarily at **landing** and **take-off**. **Spoilers** are devices used to disrupt the **airflow** over the wing so as to reduce the lift on an airplane wing quickly. By operating independently on each wing, they may provide an **alternate form** of roll control. **Slats** at the front part of the wing are used at takeoff and landing to produce additional lift.

At the rear of both the aileron surfaces and **elevators** and **rudders** are small moving sections called **trim tabs** that are attached by hinges. Their function is to (1) balance the airplane if it is too nose heavy, tail heavy, or wing heavy to fly in a stable cruise condition; (2) maintain the elevator, rudder, and ailerons at whatever setting the pilot wishes without the pilot maintaining pressure on the controls; and (3) help move the elevators, rudder, and ailerons and thus relieve the pilot of the effort necessary to move the surfaces.

The landing gear, or **undercarriage**, supports the airplane when it is resting on the ground or in water and during the takeoff and landing. The gear may be fixed or retractable. The wheels of most airplanes are attached to **shock-absorbing struts** that use oil or air to cushion the **blow** of landing. Special types of landing gear include skis for snow and floats for water. For carrier landings, **arrester hooks** are used.

Forward motion, or thrust, is generated by a thrust-producing device or power plant to sustain flight. The power plant consists of the engine (and propeller, if present) and the related **accessories**.



Landing gear

The main engine types are the reciprocating (or piston type), and the reaction, or jet, engine such as the **ram jet**, **pulse jet**, **turbojet**, **turboprop**, and **rocket** engine. The propeller converts the energy of a reciprocating engine's rotating **crankshaft** into a **thrust force**. Usually the engines are located in **cowled pods** hung beneath the wings, but some aircraft, like fighter air-



craft, will have the engines buried in the fuselage.

Other configurations have sometime been used. For instance, the Wright brothers' 1903 Flyer had pusher propellers (propellers at the rear of the plane) and the elevators at the front of the aircraft. Many fighter aircraft also combine the horizontal stabilizer and elevator into a single **stabilator** surface. There are many possible aircraft configurations, but any configuration must provide for the four forces needed for flight.

The Boeing Company

Boeing Commercial Airplanes, a business unit of The Boeing Company, is committed to being the leader in commercial aviation by offering airplanes and services that deliver superior design, efficiency and value to customers around the world. There are more than 12,100 Boeing Commercial Jetliners in service, flying passengers and freight more efficiently than competing models in the market.

Boeing traces its history to aviation pioneer **William Boeing** who, in 1916, built the company's first airplane, a seaplane for two with a range of 320 **nautical miles** (515km). Since then, Boeing has defined the modern jetliner and introduced the **twin-aisle** cabin, the glass cockpit and countless other innovations.

Today, Boeing Commercial Airplanes offers a family of technologically advanced airplanes, including one that can seat more than 500 and another that boasts the longest range in the world, at more than 9,300 nautical miles (14,966km).

Meanwhile, Boeing Commercial Airplanes and its global network of suppliers are hard at work building the airplane of tomorrow, a **next-generation** jet that will set the standard for fuel-efficiency and passenger comfort.

Boeing Commercial Airplanes employs about 65,400 people under the leadership of President and CEO James (Jim) F. Albaugh. The business unit brought in revenues exceeding \$ 28 billion in 2008.

With headquarters in Renton, Wash., Boeing Commercial Airplanes has operations in more than a dozen cities and countries. The business unit comprises five airplane programs, VIP-derivative airplanes, extensive fabrication and assembly facilities, and a global customer support organization.

Air transport contributes 2 percent of human-produced CO₂ emissions and this could reach 3 percent by 2050, according to updated figures from the Intergovernmental Panel on Climate Change (IPCC). The industry is now working towards carbon-neutral growth—no increase in carbon emissions in spite of traffic growth—as a first step towards a future of carbon-free energy. Boeing takes this commitment very seriously. Today, more than 75 percent of our commercial airplane research and development efforts are focused on advancing environmentally progressive innovations. See below for more information.



Boeing aircraft family

Aircraft entering today's fleet are 70 percent more fuel efficient than early commercial jet airplanes, consuming about 3.5 liters per passenger per 100km. Technological innovation is a fundamental part of this industry.

Boeing is actively driving the development of sustainable **biofuels** for use by the aviation industry. Technology is advancing faster than expected. Many airlines could be flying on a percentage of biofuels within the next five to ten years.

Advanced technologies for generating and harnessing energy are reducing the need to produce electricity from non-renewable resources. Boeing is developing applications within key energy harvesting technologies, including **electrodynamic**, **thermoelectric**, **piezoelectric**, **hydrogen** fuel cells and solar cells.

Boeing continually pursues noise-reducing innovations, making each new airplane quieter than its **predecessor**. New technologies promise even greater improvements.

Today's airspace systems are inefficient. Though safe, the current model is serving increased demand with **outmoded** technologies—the result: system congestion and delays that waste fuel and increase emissions. Boeing is helping solve this complex problem by collaborating with governments and industry partners.

Boeing is working to continually improve the environmental performance of our operations, our products and the aviation system overall. We have a plan and a set of commitments to which we hold ourselves accountable.

The Airbus Company

Airbus is one of the world's leading aircraft manufacturers, and it consistently captures ap-



proximately half or more of all orders for airliners with more than 100 seats.

Airbus' mission is to provide the aircraft best suited to the market's needs and to support these aircraft with the highest quality of service. The Airbus product line comprises 14 aircraft models, from the 100-seat single-aisle A318 jetliner to the 525-seat A380—which is the largest civil airliner in service.

Airbus made 483 deliveries in 2008, surpassing the previous year's total by 30. Its total number of aircraft provided to customers worldwide was above the 5,600 mark as of April 2009, with combined orders reaching more than 9,200 single-aisle and **widebody** Airbus jetliners.

Airbus also has expanded into the military transport aircraft sector. The A400M multi-role military **airlifter**—being produced under management of the Airbus Military company—will replace ageing fleets of C-130 Hercules and C-160 Transalls. In addition, aerial tankers for in-flight refueling and transport missions are available in aircraft variants derived from the A310 and A330.

The A318 brings all the benefits of Airbus commonality and comfort to the 100-seat market segment.

The A318 retains all of the A320 Family's advantages while providing highly efficient operations in the 100-seat airliner category.

With an overall length of 31.44 metres (103 ft. 2 in.), the A318 has the shortest fuselage of the A320 product line.

The A318 seats 107 passengers in a typical two-class cabin layout, with eight in first class and 99 in economy.

The A319 provides a new standard of service to markets where only the smallest jets have operated.

The A319 brings a new standard of comfort and performance to markets previously only served by the smallest jet aircraft.

The A319 operational flexibility provides range possibilities of 3,700nm./6,800km., and longer for non-stop trans-Atlantic flights.

The A319 offers a variety of seating configurations, from an all business-class layout to an optional high-density version.

The founding member of the best-selling Airbus single-aisle Family, the A320 is the only all-new aircraft in its category.

Airbus innovation means better performance and reliability with reduced fuel burn and easier maintenance.

The A320's 3.96-metre-wide (13 ft.) fuselage provides wider seats and more room for carry-on baggage in the cabin, and the ability to load containerized cargo in the **lower hold**.

The A320 set a new generation of comfort standards, accommodating 12 first class and 138 economy passengers in the widest cabin available for single-aisle jetliners.



With lower operating costs and more profitability available than with any other aircraft in its class, the A310 also offers wide body passenger comfort and exceptional cargo capacity.

The A310 offers maximum comfort, versatility and efficiency—making it the world's most profitable jetliner in the 200-seat size category.

The A310 uses the Airbus 222-inch widebody fuselage cross-section, providing the optimum balance between aerodynamic efficiency, passenger comfort and underfloor cargo capacity.

The A310 accommodates 220 passengers in a typical two-class layout with 20 first-class and 200 economy-class seats.

The shortest fuselage member of the A330 series provides airlines with excellent range and cargo capacity.

The A330-200 offers superior payload/range capability and greater cargo volume on medium-capacity routes to extended-range operations.

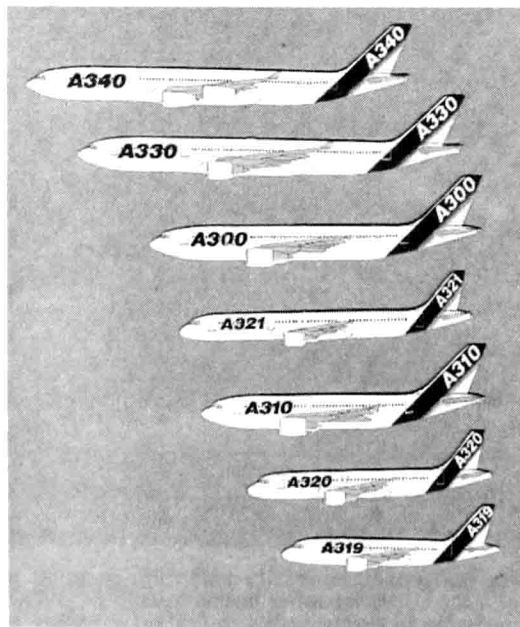
The shortest-fuselage version of Airbus' A330 series, the A330-200 has an overall length of 59 metres (193 ft. 7 in.), with a range of up to 6,750nm./12,500km.

The A330-200 typically carries 253 passengers in a first /business/economy class layout, while the aircraft's two-class configuration seats 293 passengers.

The A340-200 enabled airlines to open long-range non-stop routes between cities that previously needed **intermediate stops**.

The A340-200 is the shortest-fuselage version of the A340 series, with an overall length of 59.3 metres (194 ft. 10 in.).

The typical seating configuration for the A340-200 includes 216 passengers in a three-class cabin arrangement.



Airbus aircraft family



The A380 Navigator has enjoyed huge popularity and allowed many thousands of visitors worldwide to follow the design and industrial development of Airbus'21st century **flagship** and share the excitement of the programme as it progressed.

Now that the A380 is in regular commercial service, the role of the A380 Navigator has come to an end. The dedicated site, which was created to follow the progress of the A380, is no longer being updated. We thank you for the enthusiastic interest you have shown for the A380 and encourage you to browse back through the milestones of this exceptional aircraft programme, review its development and continue to enjoy its many photos and videos.

The successful entry into service of the A380 is a tribute to the giant leap forward in technology and innovation embodied in the A380, which makes it the new industry's technology benchmark. This is highlighted by the more than 380 patent applications filed for A380 technologies.

Since its first flight in April 2005, the A380 has flown at air shows and carried out several worldwide tours, demonstrating its airport compatibility, its magnificent handling qualities and **eco-friendly** operation, and meeting with an enthusiastic welcome in every one of the 71 airports it visited.

The "Gentle Giant" as the media dubbed it, now belongs to the airlines and passengers who fly it. As more and more A380s are delivered and enter into service, its majestic and quiet flight will become a normal sight at airports all around the world.

The Bombardier Company

Bombardier is a global transportation company, present in more than 60 countries on five continents. It operates two industry-leading businesses:

- Aerospace
- Rail transportation



Bombardier business jet

Our 66,900 employees design, manufacture, sell and support the widest range of world-class products in these two sectors. This includes commercial and business jets, as well as rail trans-