

◎据国际民航组织英语标准编写
In Accordance with ICAO Standard

国际航线 飞行英语

Aviation English
for International Flight

Oral Practice

口语训练

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序

语言影响飞行安全,这不是一个学术命题,而是血的教训。世界航空史上最惨烈的空难是由飞行机组与空管人员之间英语沟通的问题造成的(Tenerife 1977)。根据ICAO统计,全球各种飞行事故或事故征候的主要原因约有70%与通话不畅通有关。为此ICAO颁发了《ICAO语言熟练要求执行手册》(DOC9835/AN453)并在相关附件1、附件2、附件6、附件11等有关条款中要求从事国际飞行服务的飞行人员、管制人员要达到相应的英语通话标准。有关附件规定:2008年3月5日以后,全球与国际航空活动相关的民航飞行员和管制员必须达到规定的语言等级标准。同时在附件1“人员执照标准”中也规定飞行员和空中交通管制员,以及航空电台话务员等执照人员必须达到无线电通话语言能力要求,即必须达到ICAO英语等级4级以上标准,并对于低于6级的人员定期测试。

中国是一个崛起的大国,我国民航,正由民航大国向民航强国迈进。要实现这样一个量到质的转变,影响的因素很多,最重要的是人的因素。提高飞行人员的英语水平,从信息转换的技术环节上保证飞行安全,是一不可以回避的问题。民航总局十分重视我国飞行人员的英语提高问题,于20世纪90年代中期发起了英语工程,建立了有效的飞行人员英语培训与测试体系,并按照国际惯例,把飞行人员的英语考核结果纳入飞行执照管理。此举全面而有效地促进了我国民航飞行人员的整体英语水平的提升,受到了国际社会的称赞。不过,我们的飞行人员现有英语水平距ICAO出台的相关英语标准还有一定的距离。

如何缩短这个差异?民航总局已进行并采取了各种措施。由民航特聘专家吴土星教授主编的这套“国际航线飞行英语”丛书及时为飞行人员学习和培训提供了较好的材料。我与土星教授相识20年,他本是学英语出生,并无民航知识,可他毅力坚强,做学问犹如做人,不屈不挠,自学了飞行和空管的所有专业课程,还曾考取过管制员执照。他就像一个不会水的人,自己在岸边扑腾学游泳,一旦会游了,就向深水游去,激起朵朵浪花。他已出版了4部飞行和空管英语的教材和书籍,发表了20多篇论文,还是ICAO英语研究组的成员。这套教材的编写采用了语言学上的三P原则,即PRESENTATION(准备和陈述),PRACTICE(练习和学习),PRODUCE(巩固和掌握)。其实飞行英语的特征就是听和说,这种对症下药的编写路数正好对应了实际飞行的语言需要;在内容选用上尤其令人叫好。书中选择了过去20年全球空难和事故报告相关的

英语通话内容,这样不仅有助于帮助飞行员提高英语水平,还对他们今后飞行中应对相同或类似的情况提供了可行的语言支持。相信这套按照 ICAO 的具体语言要求和标准编写的丛书不仅对飞行员们学习和掌握航空英语有极大的帮助,同时供飞行员朋友们参加英语考试参考。

马涛

2006 年 5 月 8 日于北京

编写说明

为了帮助我国民航飞行人员提高英语水平并使之达到 ICAO(国际民航组织)相关英语标准,我们按照 ICAO 的具体语言要求和标准编写了这套“国际航线飞行英语”丛书。本套丛书包括 5 本既独立又相关的书,分别是:《无线电通话(学生用书)》、《无线电通话(教师用书)》、《听力训练》、《口语训练》和《核心进阶词汇》。

《无线电通话》是基于 ICAO 关于飞行人员英语熟练程度的合格要求编写的,编写时我们考虑了三 P 原则,即 Presentation 准备和陈述,Practice 练习和学习,Produce 巩固和掌握。本书结构合理,共 9 个单元,1 个练习总汇。每单元设两课,每一课有 4 个部分,Part I 含 Warm-up Activities,和 Vocabulary,是为 Presentation;Part II 是 Practice,共有 5 段对话和 1 篇听力材料;Part III Plain Language Learning 是设计的笔头练习 Part IV Interview 是设计的口语练习,第三和第四部分包括练习总汇是为 Produce。本书内容十分充实,在选材上我们充分考虑了飞行实际工作需要,同时结合 ICAO 的英语要求难度,选择了过去 20 年全球空难和事故报告里相关的英语通话内容,这样不仅有助于帮助飞行员提高英语水平,还对他们今后飞行中应对相同或近似的情况提供了可行的语言支持。为了使飞行员们在学习时有较好的练习线索,我们在书中设计了 Interview 的练习形式。在这个模拟通话练习中,我们向学习者提供必须的航行资料和空管信息,只要两人就可以对练。通过这个练习,飞行员们还可以熟悉口语考试的形式。

ICAO 对飞行人员的英语要求是结合工作实际而提出来的,其中,听力是重要部分。《听力训练》的编写把 ICAO 要求与飞行实际密切结合起来。本书共 5 个部分。第一部分是 ICAO 相关英语标准的英语介绍,第二部分是听力技巧介绍和听力考试实践技巧介绍,第三部分是 15 套听力测试练习,第四部分是测试练习的答案和难题详解,第五部分是测试练习的录音原文。

英语口语教材编写一直是比较困难的,其主要难点在于设计口语练习的场景,尤其难于设计模拟对话。《口语训练》克服了这些困难。本书完全按照飞行实际工作条件而设计,全书有 5 个单元,共 10 课。每课含 Warm-up Activities, Read Aloud, Read-back Drills, Communicating With ATC: Normal Procedure, Communicating With ATC: Abnormal Procedure, Narration Practice, Interview And Aviation Humors。本书的主线是模拟正常和非正常条件以及飞行中的特情,每一课中设计的 Interview 是模拟的飞行英语测试口语部分;为了活跃口语练习,增加学习兴趣,我们在 Warm-up Activity 里特意编排



了一首与飞行为主题的英文诗歌并在每课编进了 Aviation Humors。本书最后是 Plain Language Practice, 为飞行员提供日常英语练习的学习材料。

《核心进阶词汇》一书是在我们正在开发的民航英语语料库基础之上编撰的。本书 5,000 飞行英语词汇是从 200 万民航英语语料库中筛选出来的。本书按字母顺序编排, 对重要词汇标出该词汇的出现频率, 对所有词汇进行日常英语和民航尤其是飞行专业英语释义。本书的词汇涵盖 ICAO 英语标准对词汇的要求。

吴土星

2006 年 5 月于中国民航飞行学院



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UNIT ONE

Lesson One

● WARM-UP ACTIVITIES

1. Please give a short account of your flight training experiences. You can talk to yourself or talk with your partners.

2. What is the most important thing you learned from your training experiences which may have significant influence on your flight career or life? Exchange the ideas with your partners.

READ ALOUD

When I Fly...

When I fly
in a plane like a bird
I feel so high
like all the people on the earth are little words on paper.

When I fly
In a plane like a bird
I feel so happy
Just to be above the crowd
That's what I feel like when I fly!

● READBACK DRILLS

Practice readback with one of your partners by taking the role of ATC and pilot in turn.

1. ATC clearance

CTL: ATC clears you to Blueyardat FL350. After take-off make a left circle over



QX, then set course not below 3,000 feet.

PIL: _____

2. ATC clearance

CTL: ABCDE, You are cleared to Greenyard by flight planned route, initial climb to 2,000 feet on ILS localizer until DME20. Squawk 3512.

PIL: _____

3. ATC clearance

CTL: CCA9004 heavy cleared to Kennedy Airport via Connety 5 Departure, then as filed. Maintain FL250, Departure frequency will be 126.6. Squawk 3514.

PIL: _____

4. ATC clearance

CTL: Tighter 3302 is cleared to Middleyard via flight planned route, flight level 330. Be sure to be over "Lima" at or above flight level 270. The ILS is off for maintenance. Depart on the runway heading until TH. Squawk 2553.

PIL: _____

● COMMUNICATING WITH ATC: NORMAL PROCEDURE

Practice air-ground communication with one of your partners by taking the role of ATC and pilot in turn. The first speaker who takes the initiative in the communication should read the prompt in the brackets. The basic data of the flight are given below:

Aircraft callsign: ABCDE

ATIS: K

SIDs: Brick 1, Brick 2, Coly 1D and Coly 2D

P = pilot

C = controller

Pre-flight

(You are on Gate B15, you've got information K, please contact Blueyard Delivery, request your ATC clearance.)

P: _____

C: ABCDE, Blueyard Delivery, you are cleared to Greenard Airport via flight planned route, Coly 1D Departure, initially climb to 3,000 ft. Request level change en route, Squawk 5127, Departure control 121.7.

P: _____

(Before start-up, the dispatching officer sending the loading sheet to you. When you verify the loading sheet some mistakes are found, there is a 5,600 kg difference between the actual payload and the calculated figure. You point it out and ask him to verify.)



P: _____

(Now, you contact with Ground, request push-back and start-up.)

P: _____

C: ABCDE, Ground push-back and start-up approved, facing North.

P: _____

Departure

(Call Ground, you are ready for taxi.)

P: _____

C: ADE taxi to holding point runway 26R, wind 080/8.

C: ADE taxiway T, A, A7 to holding point runway 26R.

P: _____

C: ADE hold short of taxiway A give way to airbus passing left to right.

P: _____

C: ADE continue taxi expedite aircraft behind you.

P: _____

C: ADE Contact Blueyard Tower on 118.1 Good-day.

P: _____

(Call Tower.)

P: _____

C: ADE hold short of runway, report the B747 on final in sight.

P: _____

C: ADE, line up and wait.

P: _____

(You have commenced Coly 1 D departure contact Departure.)

P: _____

C: ABCDE continue to follow Coly 1 D departure climb to 7,000 ft.

P: _____

C: ADE continue to climb 9,000 ft after passing DR, contact Blueyard Control
131.75.

P: _____

En-route

P: (Contact Blueyard Control.) _____

C: Sorry say again callsign.

P: _____

C: Pass your message.

P: (Report you are over FVL at 45 FL250 ETO ECT05.)

C: ADE climb to and maintain FL330 report reaching.



P: _____

P: (You're now reaching FL330.) _____

(These is no response from ATC, you have a transmit failure, you decide to transmit blind. Your position: 80 miles west of NGT at FL330 ETO YEL30.)

P: _____

Descent

(Contact Greenard Control, you are flying at FL350, ready for descent.)

P: _____

C: ABCDE for identification make one right hand orbit.

P: _____

C: ADE radar contact, after passing OMI descent to 9,000 ft, contact Greenard Approach on 118.5 Good day.

P: _____

(You are now over OMI at 45 ETO BOV55, contact Approach.)

P: _____

C: ABCDE continue descend to 3,000 ft QNH1005, reduce speed to 250 kts.

P: _____

(You are reaching 3,000 ft.)

P: _____

C: ADE descend to and maintain 2,000 ft, expect ILS approach runway 35L, QNH1005, report established.

P: _____

Landing and after landing

(You have established runway 35L.)

P: _____

C: ADE you are No. 1, contact Tower on 119.9 good day.

P: _____

(You have landed and vacated the runway, call Greenard Ground.)

P: _____

C: ABCDE taxi straight ahead hold short of TWA.

P: _____

C: ADE twA2, then turn right into your parking position stand 15.

P: _____

C: ADE hold short of twA2 give way to 737 passing left to right.

P: _____

(You seem to have had a nose gear tire blow out, report to Ground control you need a tug to tow you to the apron.)

P: _____



C: ADE can you move forward under your own power, 50 yards or so until you're past the next intersection?

(You say you can manage that slowly.)

P: _____

C: ADE we'll get a tug out to you in 5 minutes.

P: _____

● COMMUNICATING WITH ATC: ABNORMAL PROCEDURE

Practice air-ground communication with one of your partners by taking the role of ATC and pilot in turn. The first speaker who takes the initiative in the communication should read the prompt in the brackets.

The aircraft callsign is ABCDE.

Drill 1

CTL: ABCDE, Blueyard Tower, you are cleared for take off. Surface wind 090 degrees, 8 knots.

PIL: _____

(You have an engine failure, report the problem.)

PIL: _____

CTL: Roger, ADE, your intention.

(You'd like to return for landing before dumping fuel.)

PIL: _____

CTL: ADE roger.

Drill 2

(Because of engine failure during take off, you are now climbing to dump fuel.)

CTL: ADE, Report your altitude.

PIL: (Report you are through 1,000 ft.) _____

CTL: Roger, ADE turn on to an easterly heading and climb to about 5,000 feet before commencing dumping fuel.

PIL: _____

CTL: ADE.

PIL: (Report to Blueyard Approach you are not able to dump fuel due to engine fire.) _____

CTL: ADE, Your intentions.

PIL: (Say to land with fuel on board.) _____

APP: Roger, ADE.

**Drill 3**

(You are 50 miles East of Blueyard, at FL 250, and have lost all electricity. Send a distress message to Blueyard Control.)

PIL: _____

CTL: Roger, ADE, descend to flight level 100. Report reaching.

PIL: (Read back.) _____

PIL: (Now reaching FL100.) : _____

CTL: Roger, ADE.

● NARRATION PRACTICE

This practice can be done in two ways. If you have a partner, ask him or her to read the following passage and questions to you, you listen and answer the questions orally. If you do the practice by yourself, you can read the passage and retell the main idea of the passage.

Accident narrative

On 6 July, 1962, an Alitalia DC-8 (Flight 771) crashed near Junnar, India. The accident was caused by a navigation error which led the pilot to believe that he was nearer his destination than he actually was and, therefore, caused him to make a premature descent in instrument conditions for a straight-in approach to land at night. The aircraft consequently, crashed into high terrain. Contributing causes were: 1) Failure on the part of the pilot to make use of the navigational facilities available in order to ascertain the correct position of the aircraft. 2) violation of the prescribed minimum safe altitude. 3) Unfamiliarity of the pilot with the terrain on the route.

Question 1: According to the narrative, what are the causes of the accident?

Question 2: Describe the accident in your own words based on the given information and the text you hear.

Question 3: what lessons have you learned from the accident?

● INTERVIEW

Conduct an interview with your partner by playing the role of an examiner and an



interviewed pilot based on the information given.

Section One

Candidate is a pilot of ABCDE, who is in the dispatching office.

You are the dispatcher in the office.

Phase 1

The candidate:

Request a flight plan form.

Destination is Burden airport.

Prepared the dispatcher's messages:

Cleared for flying Burden airport. IFR flight, departure time 0210, SID D012.

Addition information: assigned level is FL340.

Phase 2

The candidate:

Request departure time.

Request that filling in the departure time in local time or UTC.

Prepared the dispatcher's messages:

Confirm departure time 02:10.

Using UTC to fill in the form.

Phase 3

The candidate:

Finishing filling in the flight plan.

Hand out for check.

Prepared the dispatcher's messages:

Exam the flight plan.

Point out the one error-the candidate should fill in the form by block capitals.

Phase 4

The candidate:

Correct the error.

Prepared the dispatcher's messages:

Remind the pilot not to forget to sign his name.



SECTION TWO

Phase 1

You are now the examiner, ask the candidate to give you a full report of ABCDE's problem.

- What is the flight rule the dispatcher given?
- What is the assigned level?
- How did the pilot fill in the form?
- What mistake did the pilot make?
- Confirm the departure time.

Phase 2

Ask the candidate make a brief description of the conversation in the dispatching office.

● AVIATION HUMORS

Read aloud and remember the following humor. You may share it with your colleagues or produce one by yourself.

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for flying XYZ airline." He said that in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for this little old lady walking with a cane. She said, "Sonny, mind if I ask you a question?" "Why no Ma'am," said the pilot, "what is it?" The little old lady said, "Did we land or were we shot down?"

● SUGGESTED ANSWERS TO THE COMMUNICATING EXERCISES

Normal Procedure

Pre-flight

(You are on Gate B15, you've got information K, please contact Blueyard Deliv-



ery, request your ATC clearance.)

P: Blueyard Delivery, ABCDE We have got information K, request ATC clearance.

C: ABCDE, Blueyard Delivery, you are cleared to Greenard Airport via flight planned route, Coly 1D Departure, initially climb to 3,000 ft. Request level change en route, Squawk 5127, contact Ground control 121.7.)

P: Cleared to Greenard Airport via flight planned route, Coly 1D Departure, initially climb to 3,000 ft. Request level change en route, Squawk 5127, 121.7 ABCDE.

(Before start-up, the dispatching officer send the loading sheet to you. When you verify the loading sheet some mistakes are found, there is a 5,600 kg difference between the actual payload and the calculated figure. You point it out and ask him for verify.)

P: Hello, sir. I found some mistakes here. The two numbers have a big difference. The actual payload and the calculated figure here has a 5,600 kg difference. Would you please check it?

(Now, you contact with Ground, request push-back and start-up.)

P: Blueyard Ground, ABCDE. Good morning, Gate B15, information K, 10 minutes before start-up, request push-back and start-up for Greenard.

C: ABCDE, Ground push-back and start-up approved, facing North.

P: Push-back and start-up approved, facing north, ABCDE.

Departure

(Call Ground, you are ready for taxi.)

P: Blueyard Ground ABCDE ready for taxi information K.

C: ADE taxi to holding point runway 26R, wind 080/8.

(You want detailed taxi instructions.)

P: ADE request detailed taxi instruction to runway 26R.

C: ADE taxiway T, A, A7 to holding point runway 26R.

P: Taxi way T A A7 to holding point runway 26R ADE.

C: ADE hold short of taxiway A give way to airbus passing left to right.

P: Holding short of taxiway A traffic in sight ADE.

C: ADE continue taxi expedite aircraft behind you.

P: Expediting ADE.

C: ADE Contact Blueyard Tower on 118.1 Good-day.

P: 118.1, good-day.

(Call Tower.)

P: Blueyard Tower, ABCDE Good morning.

C: ABCDE hold short of runway, report the B747 on final in sight.