

<<民航机务职业英语口语>>

图书基本信息

书名：<<民航机务职业英语口语>>

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内容概要

《民航机务职业英语口语》内容涉及航线例行工作对话、机上与机组人员对话以及航线排故对话三大常用模块，共分15个单元，旨在帮助学生掌握语言的交际功能，结合飞机维修工作的工作程序，有针对性地培养学生专业英语基础口头表达能力。

《民航机务职业英语口语》在编写过程中，始终以飞机维修的工作情景为主线，以语言交际功能为中心，改变了以往教材中每篇材料均配有生词及词组的编写模式，多层次地为学生提供了口语表达素材，为因材施教创造条件。

《民航机务职业英语口语》既可以作为民航高校以及职业院校机务专业学生的英语口语教材，同时也可作为航空公司的机务工程部以及飞机维修公司的在职人员的英语口语培训教材。

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章节摘录

Landing gear non-retraction during take-off phase is a key factor in in-flight interruptions. It represents roughly 14% of fleet reports. Although significant decrease in rate has been demonstrated on ATA 32, the large number of equipments involved in the landing gear extension/retraction sequence still gives a remote, but wide, spread of failure modes. The proposals given provide simple and proven advice to significantly reduce ATA 32 related flight interruptions. The first one, related to ground lock pins and ground lock sleeves, commonly called "safety devices", or "safety pins", may appear obvious. However, the increase of flight interruptions reported due to safety devices forgotten on the landing gear prior to take off, combined with an increase of queries on the subject led us to make known Airbus operator experiences. The other one relates to the nose landing gear (NLG) "flight/ground" indication system. This item aims to address improvements and thus to correct one of the main contributing factors to landing gear retraction failure.

GROUND LOCK SAFETY DEVICES

Installation of the landing gear safety devices (ground lock pins and collars), when the aircraft is towed or pushed-back during flight operation is optional. Airbus doesn't intend to make recommendations to favour one way or the other as some airlines require installation of ground lock pins and collars, whereas some do not want to do this.

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