



**МОСКОВСКИЙ ГОСУДАРСТВЕННЫЙ
ТЕХНИЧЕСКИЙ УНИВЕРСИТЕТ
ГРАЖДАНСКОЙ АВИАЦИИ**

М.А. Быкова

**ИНОСТРАННЫЙ ЯЗЫК
АНГЛИЙСКИЙ ЯЗЫК
Часть II**

**Учебно-методическое пособие
по аудиторному и внеаудиторному чтению**

*для студентов I-II курса
направления 23.03.01
всех форм обучения*

**Москва
2017**

ФЕДЕРАЛЬНОЕ АГЕНТСТВО ВОЗДУШНОГО ТРАНСПОРТА

ФЕДЕРАЛЬНОЕ ГОСУДАРСТВЕННОЕ
БЮДЖЕТНОЕ ОБРАЗОВАТЕЛЬНОЕ УЧРЕЖДЕНИЕ
ВЫСШЕГО ОБРАЗОВАНИЯ
**«МОСКОВСКИЙ ГОСУДАРСТВЕННЫЙ ТЕХНИЧЕСКИЙ
УНИВЕРСИТЕТ ГРАЖДАНСКОЙ АВИАЦИИ» (МГТУ ГА)**

Кафедра иностранных языков

М.А. Быкова

ИНОСТРАННЫЙ ЯЗЫК

АНГЛИЙСКИЙ ЯЗЫК

Часть II

Учебно-методическое пособие
по аудиторному и внеаудиторному чтению

*для студентов I-II курса
направления 23.03.01
всех форм обучения*

Москва 2017

ББК Чи (Англ.)
Б95

Рецензент канд. фил. наук, доц. М.В. Захарова

Быкова М.А.

Б95 Иностранный язык. Английский язык Часть II: учебно-методическое пособие по аудиторному и внеаудиторному чтению. – М.: МГТУ ГА, 2017. – 36 с.

Данное учебно-методическое пособие издается в соответствии с рабочей программой учебной дисциплины «Иностранный язык» по учебному плану для студентов I-II курса направления 23.03.01, всех форм обучения.

Рассмотрено и одобрено на заседаниях кафедры 02.03.2017 г. и методического совета 23.03.2017 г.

Подписано в печать 20.03.2017 г.

Печать офсетная
2,09 усл.печ.л.

Формат 60x84/16
Заказ № 1725/163

2,13 уч.-изд. л.
Тираж 70 экз.

Московский государственный технический университет ГА
125993 Москва, Кронштадтский бульвар, д.20
ООО «ИПП «ИНСОФТ»
107140, г.Москва, 3-й Красносельский переулок, д.21, стр.1

© Московский государственный
технический университет ГА, 2017

UNIT 1

INTERNATIONAL AIRPORTS

1A. Read the text.

Hartsfield–Jackson Atlanta International Airport

Hartsfield–Jackson Atlanta International Airport (IATA: ATL, ICAO: KATL, FAA LID: ATL), known locally as Atlanta Airport, Hartsfield, or Hartsfield–Jackson, is an international airport seven miles (11 km) south of Atlanta's central business district, in the U.S. state of Georgia. It has been the world's busiest airport by passenger traffic since 1998, and by number of landings and take-offs from 2005 to 2013, and in 2015. Hartsfield–Jackson held its ranking as the world's busiest airport in 2012, both in passengers and number of flights, by accommodating 100 million passengers (more than 260,000 passengers daily) and 950,119 flights. Many of the nearly one million flights are domestic flights from within the United States, where Atlanta serves as a major hub for travel throughout the Southeastern United States. The airport has 207 domestic and international gates.

Hartsfield–Jackson is the primary hub of Delta Air Lines, Delta Connection, and Delta Air Lines partner, ExpressJet and is a focus city for low-cost carriers Frontier Airlines, Southwest Airlines, and Spirit Airlines. With just over 1,000 flights a day, the Delta Air Lines hub is the world's largest hub. Delta Air Lines flew 75.4% of the airport's passengers in February 2016, Southwest flew 9.2%, and American Airlines flew 2.5%. In addition to hosting Delta Air Lines corporate headquarters, Hartsfield–Jackson is also the home of Delta's Technical Operations Center, which is the airline's primary maintenance, repair and overhaul arm.

The airport has international service to North America, South America, Central America, Europe, Asia, and Africa. As an international gateway to the United States, Hartsfield–Jackson ranks sixth. The airport is mostly in unincorporated areas in Fulton and Clayton counties. However, the airport spills into the city limits of Atlanta, College Park, and Hapeville. The airport's domestic terminal is served by MARTA's Red and Gold rail lines.

Hartsfield–Jackson had its beginnings with a five-year, rent-free lease on 287 acres (116 ha) that was an abandoned auto racetrack named The Atlanta Speedway. The lease was signed April 16, 1925, by Mayor Walter Sims, who committed the city to develop it into an airfield. As part of the agreement, the property was renamed Candler Field after its former owner, Coca-Cola tycoon and former Atlanta mayor Asa Candler. The first flight into Candler Field was September 15, 1926, a Florida Airways mail plane flying from Jacksonville, Florida. In May 1928, Pitcairn Aviation began service to Atlanta, followed in June 1930 by Delta Air Service. Later those two airlines, now known as Eastern

Air Lines and Delta Air Lines, respectively, would both use Atlanta as their chief hubs. The airport's weather station became the official location for Atlanta's weather observations September 1, 1928, and records by the National Weather Service.

The airport's terminal until the 1970s was located off Virginia Avenue, on the north side of the airport. It was designed around six pier concourses radiating from a central building. Construction began on the present midfield terminal in January 1977 under the administration of Mayor Maynard Jackson. It was the largest construction project in the South, costing \$500 million. The complex was designed by Stevens & Wilkinson, Smith Hinchman & Grylls, and Minority Airport Architects & Planners. Renamed for former Atlanta mayor William B. Hartsfield, who did much to promote air travel, the airport reopened on September 21, 1980, on-time and under budget. It was designed to accommodate up to 55 million passengers per year and covered 2.5 million square feet (230,000 m²).

In December 1984 a 9,000-foot (2,700 m) fourth parallel runway was completed and another runway was extended to 11,889 feet (3,624 m) the following year. Although Eastern was a larger airline than Delta until airline deregulation in 1978, Delta was early to adopt the hub and spoke route system, with Atlanta as its primary hub between the Midwest and Florida, giving it an advantage in the Atlanta market. Eastern ceased operations in 1991 due to labor issues leaving Delta with Atlanta's only major airline hub.

American Airlines considered establishing an Atlanta hub around the time of Eastern's demise, but determined Delta was too strong there and the competitive environment was more favorable at Eastern's other hub in Miami. ValuJet was established in 1993 as low-cost competition for Delta at ATL. However, its safety practices were called into question early and the airline was grounded after the 1996 crash of ValuJet Flight 592. It resumed operations in 1997 as AirTran Airways and was the second-largest airline at ATL until it was acquired by Southwest Airlines in 2011 and fully absorbed into Southwest on December 28, 2014. Southwest is now the airport's second largest carrier. In May 2001 construction of an over 9,000-foot (2,700 m) fifth runway (10–28) began. It was completed at a cost of \$1.28 billion and opened on May 27, 2006. It bridges Interstate 285 (the Perimeter) on the airport's south side, making Hartsfield–Jackson the nation's only civil airport to have a runway above an interstate (although Runway 17R/35L at Stapleton International Airport in Denver, Colorado crossed Interstate 70 until that airport closed in 1995).

The massive project, which involved putting fill dirt eleven-stories high in some places, destroyed some surrounding neighborhoods and dramatically changed the scenery of Flat Rock Cemetery and Hart Cemetery, both of which are on the airport property. It was added to help ease traffic problems caused by landing small- and mid-size aircraft on the longer runways used by larger planes such as the Boeing 777, which need longer runways than the smaller planes.

With the fifth runway, Hartsfield–Jackson is one of only a few airports that can perform triple simultaneous landings. The fifth runway is expected to increase the capacity for landings and take-offs by 40%, from an average of 184 flights per hour to 237 flights per hour. Along with the construction of the fifth runway, a new control tower was built to see the entire length of the runway.

The new control tower is the tallest in the United States, with a height of over 398 feet (121 m). The old control tower, 585 feet (178 m) away from the new control tower, was demolished August 5, 2006. Atlanta City Council voted on October 20, 2003, to change the name from Hartsfield Atlanta International Airport to the Hartsfield–Jackson Atlanta International Airport, to honor former mayor Maynard Jackson, who died June 23, 2003. The council planned to rename the airport solely for Mayor Jackson, but public outcry prevented this. In April 2007 an "end-around taxiway" opened, Taxiway Victor.

It is expected to save an estimated \$26 million to \$30 million in fuel each year by allowing airplanes landing on the northernmost runway to taxi to the gate area without preventing other aircraft from taking off. The taxiway drops about 30 feet (9.1 m) from runway elevation to allow takeoffs to continue. After the Southeastern U.S. drought of 2007, the airport (the eighth-largest water user in the state) made changes to reduce water usage. This included adjusting toilets, of which there are 725 commodes and 338 urinals, in addition to 601 sinks. (The two terminals alone use 917,000 gallons or about 3.5 million liters each day on average.) It also stopped using firetrucks to spray water over aircraft when the pilot made a last landing before retirement (a water salute). The city of Macon offered to sell water to the airport, through a proposed pipeline.

The airport today employs about 55,300 airline, ground transportation, concessionaire, security, federal government, City of Atlanta and Airport tenant employees and is the largest employment center in Georgia. With a payroll of \$2.4 billion, the airport has a direct and indirect economic impact of \$3.2 billion on the local and regional economy and an annual, regional economic impact of more than \$19.8 billion. Since the opening of Concourse F in May 2012, the airport now has 200 gates which is the most at any airport. In December 2015, the airport became the first airport in the world to serve 100 million passengers in a year.

2A. Find the English equivalents in the text above.

- пассажиропоток
- самый загруженный аэропорт мира
- количество взлетов и посадок
- основной транспортный узел
- штаб-квартира, главный офис
- самый крупный строительный проект
- взлетно-посадочная полоса
- низкая стоимость

- безопасность
- поставить под вопрос
- вышка управления воздушным движением
- тройной
- одновременные посадки
- рулежная дорожка
- пожарная машина
- трубопровод
- обслуживать

3A. Answer the following questions.

1. What is the full name of Atlanta airport?
2. Where is it situated?
3. Hartsfield–Jackson is the primary hub of Delta airlines, isn't it?
4. Who was the complex of the terminal designed by?
5. Why was ValuJet established in 1993?
6. What is the airport's second largest carrier now?
7. How many per cent is the fifth run way expected to increase the capacity for landings and takes off by?
8. What was built to see the entire length of the run way?
9. What did Atlanta City Council want to do in 2003?
10. When did an "end-around taxi way" open?
11. How many airlines does the airport employ now?
12. When did the airport become the first airport in the world to serve 100 million passengers a year?

4A. Retell the text.

1B. Read the text

Heathrow Airport

Heathrow Airport started in 1929 as a small airfield on land southeast of the hamlet of Heathrow from which the airport takes its name. At that time there were farms, market gardens and orchards there: there was a "Heathrow Farm" about where Terminal 1 is now, a "Heathrow Hall" and a "Heathrow House". This hamlet was largely along a country lane (Heathrow Road) which ran roughly along the east and south edges of the present central terminals area. Development of the whole Heathrow area as a very big airfield started in 1944: it was stated to be for long-distance military aircraft bound for the Far East. But by the time the airfield was nearing completion, World War II had ended. The government continued to develop the airfield as a civil airport; opened as London Airport in 1946 and renamed Heathrow Airport in 1966. The

masterplan for the airport was designed by Sir Frederick Gibberd, who designed the original terminals and central area buildings, including the original control tower and multi-faith chapel of St George's. Heathrow is 14mi west of central London, near the south end of the London Borough of Hillingdon on a parcel of land that is designated part of the Metropolitan Green Belt. The airport is surrounded by the built-up areas of Harlington, Harmondsworth, Longford and Cranford to the north and by Hounslow and Hatton to the east. To the south lie Bedfont and Stanwell while to the west Heathrow is separated from Slough in Berkshire by the M25 motorway. Heathrow falls entirely under the Hounslow post town of the TW postcode area.

As the airport is west of London and as its runways run east–west, an airliner's landing approach is usually directly over the conurbation of London when the wind is from the west. Along with Gatwick, Stansted, Luton, Southend and London City, Heathrow is one of six airports with scheduled services serving the London area, although only Heathrow and London City are within Greater London. Heathrow Airport is used by over 80 airlines flying to 185 destinations in 84 countries. The airport is the primary hub of British Airways and is a base for Virgin Atlantic. It has four passenger terminals and a cargo terminal. Of Heathrow's 73.4 million passengers in 2014, 93% were international travellers; the remaining 7% were bound for UK destinations. The busiest single destination in passenger numbers is New York, with over 3 million passengers flying between Heathrow and JFK Airport in 2013.

In the 1950s, Heathrow had six runways, arranged in three pairs at different angles in the shape of a hexagram (⋆) with the permanent passenger terminal in the middle and the older terminal along the north edge of the field; two of its runways would always be within 30° of the wind direction. As the required length for runways has grown, Heathrow now has only two parallel runways running east–west. These are extended versions of the two east–west runways from the original hexagram. From the air, almost all of the original runways can still be seen, incorporated into the present system of taxiways. North of the northern runway and the former taxiway and aprons, now the site of extensive car parks, is the entrance to the access tunnel and the site of Heathrow's unofficial "gate guardian". For many years the home of a 40% scale model of a British Airways Concorde, G-CONC, the site has been occupied by a model of an Emirate.

Heathrow Airport has Anglican, Catholic, free church, Hindu, Jewish, Muslim and Sikh chaplains. There is a multi-faith prayer room and counselling room in each terminal, in addition to St. George's Interdenominational Chapel in an underground vault adjacent to the old control tower, where Christian services take place. The chaplains organise and lead prayers at certain times in the prayer room.

The airport has its own resident press corps, consisting of six photographers and one TV crew, serving all the major newspapers and television stations around the world. Most of Heathrow's internal roads are initial letter coded by area: N in

the north (e.g. Newall Road), E in the east (e.g. Elmdon Road), S in the south (e.g. Stratford Road), W in the west (e.g. Walrus Road), C in the centre. Until it was required to sell Gatwick and Stansted Airports, Heathrow Airport Holdings held a dominant position in the London aviation market, and has been heavily regulated by the Civil Aviation Authority as to how much it can charge airlines to land. The annual increase in landing charge per passenger was capped at inflation minus 3% until 1 April 2003. From 2003 to 2007 charges increased by inflation plus 6.5% per year, taking the fee to £9.28 per passenger in 2007. In March 2008, the CAA announced that the charge would be allowed to increase by 23.5% to £12.80 from 1 April 2008 and by inflation plus 7.5% for each of the following four years. In April 2013, the CAA announced a proposal for Heathrow to charge fees calculated by inflation minus 1.3%, continuing until 2019. Whilst the cost of landing at Heathrow is determined by the CAA and Heathrow Airport Holdings, the allocation of landing slots to airlines is carried out by Airport Co-ordination Limited (ACL). Until 2008, air traffic between Heathrow and the United States was strictly governed by the countries' bilateral Bermuda II treaty. The treaty originally allowed only British Airways, Pan Am and TWA to fly from Heathrow to the US. In 1991, PAA and TWA sold their rights to United Airlines and American Airlines respectively, while Virgin Atlantic was added to the list of airlines allowed to operate on these routes. The Bermuda bilateral agreement conflicted with the Right of Establishment of the United Kingdom in relation to its EU membership, and as a consequence the UK was ordered to drop the agreement in 2004. A new "open skies" agreement was signed by the United States and the European Union on 30 April 2007 and came into effect on 30 March 2008. Shortly afterwards, additional US airlines, including Northwest Airlines, Continental Airlines, US Airways and Delta Air Lines started services to Heathrow.

The airport has been criticised in recent years for overcrowding and delays; according to Heathrow Airport Holdings, Heathrow's facilities were originally designed to accommodate 55 million passengers annually. The number of passengers using the airport reached a record 70 million in 2012. In 2007 the airport was voted the world's least favourite, alongside Chicago O'Hare in a TripAdvisor survey. However, the opening of Terminal 5 in 2008 has relieved some pressure on terminal facilities, increasing the airport's terminal capacity to 90 million passengers per year. A tie-up is also in place with McLaren Applied Technologies to optimise the general procedure, reducing delays and pollution.

With only two runways, operating at over 98% of their capacity, Heathrow has little room for more flights, although the increasing use of larger aircraft such as the Airbus A380 will allow some increase in passenger numbers. It is difficult for existing airlines to obtain landing slots to enable them to increase their services from the airport, or for new airlines to start operations. To increase the number of flights, Heathrow Airport Holdings has proposed using the existing two runways in 'mixed mode' whereby aircraft would be allowed to

take off and land on the same runway. This would increase the airport's capacity from its current 480,000 movements per year to as many as 550,000 according to British Airways CEO Willie Walsh. Heathrow Airport Holdings has also proposed building a third runway to the north of the airport, which would have significantly increased traffic capacity (see Future expansion below). Policing of the airport is the responsibility of the aviation security unit of the Metropolitan Police, although the army, including armoured vehicles of the Household Cavalry, has occasionally been deployed at the airport during periods of heightened security.

Full body scanners are now used at the airport, and passengers who object to their use after being selected are required to submit to a hand search in a private room. The scanners display passengers' bodies as a cartoon-style figure, with indicators showing where concealed items may be. The new imagery was introduced initially as a trial in September 2011 following complaints over privacy.

2B. Find the English equivalents in the text above.

- аэродром
- дальне-магистральный военный самолет
- быть отделенным от ...
- пункт назначения
- основной транспортный центр
- численность пассажиров
- край, конец
- необходимая длина взлетно-посадочной полосы
- подземный проход
- пресс-корпус
- договор
- количество рейсов
- ответственность за авиационную безопасность
- наименее предпочитаемый
- переполненность

3B. Answer the following questions.

1. What does Heathrow airport take its name from?
2. Where is it situated?
3. How many airlines is Heathrow airport used by?
4. How many runways does Heathrow have now?
5. What has the airport been recently criticised for?
6. What does the “mixed-mode” mean?

1C. Read the texts.**Frankfurt Airport**

Frankfurt is a major international airport located in Frankfurt, the fifth-largest city of Germany and one of the world's leading financial centers. It is operated by Fraport and serves as the main hub for Lufthansa including Lufthansa CityLine and Lufthansa Cargo as well as Condor and AeroLogic. The airport covers an area of 4,942 acres (7.722 sq mi) of land and features two passenger terminals with a capacity of approximately 65 million passengers per year, four runways and extensive logistics and maintenance facilities. Frankfurt Airport is by far the busiest airport by passenger traffic in Germany, the third busiest in Europe after London Heathrow Airport and Paris-Charles de Gaulle Airport and the 17th busiest worldwide in 2015, posting record passenger traffic with 59.6 million passengers using the airport in 2014, an increase of +2.6% from 2013. It also had a freight throughput of 2.09 million metric tons in 2013 it is also the busiest airport in Europe by cargo traffic. As of winter 2012/2013, Frankfurt Airport served 264 destinations in 113 countries, making it the airport with the most international destinations in the world. The southern side of the airport ground was home to the Rhein-Main Air Base, which was a major air base for the United States from 1947 until 2005, when the air base was closed and the property was acquired by Fraport.

Hamburg Airport

Hamburg Airport known in German as Flughafen Hamburg, is the international airport of Hamburg, the second-largest city in Germany. It is located 8.5 km (5.3 mi) north of the city center in the Fuhlsbüttel quarter and serves as a base for Germanwings, Condor, TUIfly and easyJet. Hamburg Airport is the fifth-busiest of Germany's commercial airports measured by the number of passengers and counted 14,760,280 passengers and 153,879 aircraft movements in 2014. As of October 2015, it featured flights to 88 destinations of which three are long-haul routes to Dubai, Newark and Tehran. The airport was opened in January 1911 from private funding by the Hamburger Luftschiffhallen GmbH (HLG), making it the oldest airport in the world which is still in operation. The original site comprised 45 hectares and was primarily used for airship flights in its early days. In 1913, the site was expanded to 60 hectares, the northern part being used for airship operations, while the southeast area was used for fixed-wing aircraft. In the 1960s discussions began with the aim of moving the airport to Heidmoor by Kaltenkirchen. Reasons cited were limited expansion possibilities, capacity constraints due to crossing runways, and noise. Lufthansa had introduced the Boeing 707 in 1960, which made more noise than previous piston engined aircraft. The plans were dropped due to bad experiences

in other cities with airports being moved far from city centers and Lufthansa's move to Frankfurt. In the early 1990s, the airport began an extensive modernization process. The plan, called HAM21, included a new 500 m pier extension, a new terminal (Terminal 1), and the Airport Plaza between Terminals 1 and 2, which includes a consolidated security area. The airport's shareholders are the City of Hamburg and AviAlliance.

2C. Find the English equivalents in the texts above.

- Аэропорт имеет площадь
- пассажирский терминал
- пропускная способность
- по всему миру
- расширение

3C. Answer the following questions.

1. What airline does Frankfurt airport serve as the main hub?
2. How many passenger terminals are there in the airport?
3. What is the capacity of the airport?
4. What is the second largest airport of Germany?

4C. Retell the texts.

1D. Read the text.

Indira Gandhi International Airport

Indira Gandhi International Airport (IATA: DEL, ICAO: VIDP) serves as the primary civilian aviation hub for the National Capital Region of Delhi, India. The airport, spread over an area of 5,106 acres (2,066 ha), is situated in Palam, 15 km (9.3 mi) south-west of the New Delhi railway station and 16 km (9.9 mi) from New Delhi city centre.

Named after Indira Gandhi, a former Prime Minister of India. It is the busiest airport in the country in terms of passenger traffic and international traffic busiest airport in India since 2009. It is the second busiest airport in the country in terms of cargo traffic after Mumbai.

With the commencement of operations at Terminal 3 in 2010, it became India's and South Asia's largest aviation hub, with a current capacity of handling more than 40 million passengers. The planned expansion program will increase the airport's capacity to handle 100 million passengers by 2030. In 2014, the airport handled a total of 39.752 million passengers, registering a 8.4% growth in traffic over the previous year and became the 12th busiest airports in Asia. As

of 2015, the airport currently is the 26th busiest airport in the world by passenger traffic.

The airport was operated by the Indian Air Force before its management was transferred to the Airports Authority of India. In May 2006, the management of the airport was passed over to Delhi International Airport Limited (DIAL), a consortium led by the GMR Group.

In September 2008, the airport inaugurated a 4,430 m (14,530 ft) runway. The Terminal 3 building, which commenced operations in 2010, has a capacity to handle 34 million passengers annually. Terminal 3 is the world's 8th largest passenger terminal. The airport uses an advanced system called Airport Collaborative Decision Making (A-CDM) to help keep takeoffs and landings timely and predictable.

In 2010, Indira Gandhi International Airport (IGIA) was conferred the fourth best airport award in the world in the 15–25 million category, and Best Improved Airport in the Asia-Pacific Region by Airports Council International. The airport was rated as the Best airport in the world in the 25–40 million passengers category in 2015, by Airports Council International.

Delhi Airport was awarded The Best Airport in Central Asia and Best Airport Staff in Central Asia at the Skytrax World Airport Awards 2015.

Safdarjung Airport was built in 1930 and was the main airport for Delhi until 1962. Due to increasing passenger traffic at Safdarjung, civilian operations were moved to Palam Airport (later renamed to IGIA) in 1962. Palam Airport had been built during World War II as RAF Station Palam and after the British left, it served as an Air Force Station for the Indian Air Force. Palam Airport had a peak capacity of around 1,300 passengers per hour. Owing to an increase in air traffic in the 1970s, an additional terminal with nearly four times the area of the old Palam terminal was constructed. With the inauguration of a new international terminal (Terminal 2), on 2 May 1986, the airport was renamed as Indira Gandhi International Airport (IGIA).

The old domestic airport (Palam) is known as Terminal 1 handles domestic flights for all budget airlines. The terminal is divided into three separate buildings – 1A (dedicated terminal for state-run Air India, no longer used), 1B (used by all private commercial airlines, now closed and demolished), the Domestic Arrival Terminal 1C and the newly constructed departure terminal 1D (now used by all domestic low-cost airlines (GoAir, IndiGo, SpiceJet). There is also a separate Technical Area for VVIP passengers. Additionally, there is a separate terminal for Hajj flights.

Significant growth in Indian aviation industry led to a major increase in passenger traffic. The capacity of Terminal 1 is estimated to be 7.15 million passengers per annum (mppa). Actual throughput for 2005/06 was an estimated 10.4 million passengers. Including the now-closed international terminal (Terminal 2), the airport had a total capacity of 12.5 million passengers per year, whereas the total passenger traffic in 2006/07 was 16.5 million passengers per year. In 2008, total passenger count at the airport reached 23.97 million.

Delhi Airport has three near-parallel runways: runway 11/29, 4,430 m × 60 m (14,530 ft × 200 ft) with CAT IIIB instrument landing system (ILS) on both sides, runway 10/28, 3,810 m × 46 m (12,500 ft × 151 ft), and an auxiliary runway 09/27, 2,813 m × 45 m (9,229 ft × 148 ft). Runway 10/28 and runway 11/29 are the only two in South Asia to have been equipped with the CAT III-B ILS. In the winter of 2005 there were a record number of disruptions at Delhi airport due to fog/smog. Since then some domestic airlines have trained their pilots to operate under CAT-II conditions of a minimum 350 m (1,150 ft) visibility. On 31 March 2006, IGI became the first Indian airport to operate two runways simultaneously following a test run involving a SpiceJet plane landing on runway 28 and a Jet Airways plane taking off from runway 27 at the same time.

The initially proposed method of simultaneous takeoffs caused several near misses over the west side of the airport where the centerlines of runways 10/28 and 9/27 intersect. The runway use method was changed to segregate dependent mode from 25 December 2007, which was a few days after the deciding near miss involving an Airbus A330-200 of Qatar Airways and an Indigo A320 aircraft. The new method involved use of runway 28 for all departures and runway 27 for all arrivals. This method which was more streamlined was followed full-time till 24 September 2008.

On 21 August 2008, the airport inaugurated its 3rd runway 11/29 costing 10 billion and 4,430 m (14,534 ft) long. The runway has one of the world's longest paved threshold displacements of 1,460 m (4,790 ft). This, in turn decreases the available landing length on runway 29 to 2,970 m (9,744 ft). The purpose of this large threshold displacement is primarily to reduce noise generated by landing aircraft over nearby localities. The runway increases the airport's capacity to handle 85 flights from the previous 54–60 flights per hour. The new runway was opened for commercial operations on 25 September 2008. At present, runways 11/29 and 10/28 operate in mixed mode while runway 09/27 is used as a taxiway. During peak hours, all three runways will be operated simultaneously to reduce the stress on the airport's main runways 10/28 and 11/29.

IGI Airport serves as a major hub or a focus destination for several Indian carriers including Air India, Air India Regional, IndiGo, Jet Airways, SpiceJet, GoAir and Vistara. Approximately 80 airlines serve this airport. At present there are two active scheduled passenger terminals, a dedicated Hajj terminal and a cargo terminal.

Terminal 1 is currently used by low cost carriers IndiGo, SpiceJet and GoAir.

Terminal 1A was built in the early 1990s to cater to Indian Airlines. It had to be refurbished after a fire gutted the interiors and DIAL significantly upgraded the terminal. It was used by Air India Regional until it moved to the new Terminal 3 on 11 November 2010. The terminal is now closed and is expected to be torn down on the completion of newer terminals.

Terminal 1C is used only for domestic arrivals. The terminal has been upgraded with a new expanded greeting area and a larger luggage reclaim area with 8 belts.

Terminal 1D is the newly built domestic departure terminal with a total floor space of 35,000 m² (380,000 sq ft) and has a capacity to handle 10 million passengers per year. Terminal 1D commenced operations on 15 April 2009. It has 72 Common Use Terminal Equipment (CUTE) enabled check-in counters, 16 self check-in counters, 16 security channels.

Terminal 2 was opened on 1 May 1986, at a cost of 950 million. The terminal is currently out of commission.

Designed by HOK working in consultation with Mott MacDonald, the new Terminal 3 is a two-tier building spread over an area of 20 acres (8.1 ha), with the lower floor being the arrivals area, and the upper floor being a departures area. This terminal has 168 check-in counters, 78 aerobridges at 48 contact stands, 54 parking bays, 95 immigration counters, 15 X-ray screening areas, for less waiting times, duty-free shops, and other features. This new terminal was timed to be completed for the 2010 Commonwealth Games, which was held in Delhi and is connected to Delhi by an eight-lane Delhi Gurgaon Expressway and the Delhi Metro. The terminal was officially inaugurated on 3 July 2010. All international airlines shifted their operations to the new terminal in late July 2010 and all full service domestic carriers in November 2010. The arrival area is equipped with 14 baggage carousels. T3 has India's first automated parking management and guidance system in a multi level car park, which comprises 7 levels and a capacity of 4,300 cars. Terminal 3 forms the first phase of the airport expansion which tentatively includes the construction of additional passenger & cargo terminals (Terminal 4, 5 & 6).

Domestic full-service airlines operate from the Terminal 3 including Air India, the national carrier and Jet Airways moved their domestic operations to the new terminal in November 2010. The recently launched Tata & Singapore Airlines airline joint-venture Vistara also operates from Terminal 3.

Terminals 4, 5 and 6 will be built at a later stage, which will be triggered by growth in traffic, and once completed, all international flights will move to these three new terminals, while Terminal 3 will then solely be used for handling domestic air traffic. A new cargo handling building is also planned. According to Delhi International Airport Limited (DIAL), these new terminals will increase the airport's annual passenger volume capacity to 100 million.

Cargo terminal is located at a distance of 1km from T3. It handles all the cargo operations. The airport received an award in 2007 for its excellent and organized cargo handling system.

2D. Find the English equivalents in the text above.

- основной транспортный центр гражданской авиации
- назван в честь

- по условиям
- грузовой поток
- текущая мощность
- быть переданным
- пассажиров в час
- внутренние рейсы
- значительный рост
- рядом расположенные ВПП
- быть оборудованным чем-либо
- одновременные взлеты
- усиливать
- открывать, запускать в действие
- смешанный режим ВПП
- бюджетная авиалиния
- в начале 1990-х
- прилет
- быть усовершенствованным
- зона выдача багажа
- вылет
- грузовой терминал
- зависимый режим разделения

3D. Answer the following questions.

1. Where is IGIA situated?
2. What is the annual capacity of IGIA?
3. What does Terminal I handle?
What led to the major increase in passenger traffic?
4. What kind of runways does the airport have?
How many terminals are there in the airport?
What can you tell us about Terminal 3?
5. Is there a cargo terminal in IGIA?

4D. Retell the text.

UNIT 2

RUSSIAN AIRLINES

1A. Read the text.

Aeroflot Airlines

February 9, 1923, is considered the official birth date of Russian civil aviation, when the Labour and Defence Council issued a resolution entitled "On empowering the Central Air Fleet Administration to handle technical supervision over airlines and on founding the Civil Aviation Council.

In 1956 Aeroflot launched the world's first jet, the TU-104, to operate on Russia's domestic and international routes. In August 1959, Sheremetyevo Airport was opened with the primary task of accommodating international flights.

In the late 1950s, the TU-114, the world's largest aircraft equipped with more efficient turbo-prop engines, underwent rigorous testing and was put into commercial operation by Aeroflot.

In January 1971, the Aeroflot Central Administration of International Air Traffic was established within the framework of the International Airline Transportation Administration, and became the industry's sole enterprise authorized to operate international flights. Abroad the airline was known as "Aeroflot Soviet Airlines".

In 1991, after the collapse of the Soviet Union, former Soviet republics and regions in Russia began founding their own airline companies. Our company was the successor to the Aeroflot name and trademark of the former Soviet air carrier. In June of that year, the "Aeroflot Soviet Airlines" Commercial Production Alliance was created, which was transformed into the open stock company "Aeroflot Russian International Airlines" on July 28, 1992. At the same time, the airline began operating foreign aircraft. The first foreign aircraft to appear at Aeroflot were the leased A310-300 manufactured by Airbus Industry. Two years later, the company acquired Boeing 767-300ER aircraft, which adhere to the highest ecological and noise standards. In 1994, the airline acquired Russian-made third generation Il-96-300 aircraft for international flights, which fully adhere to the noise standards established by the International Civil Aviation Organization. In late 1995, the airline leased the DC-10-30F long-haul freight carrier.

Moscow, 27 October 2015, Aeroflot PJSC (Moscow Exchange ticker: AFLT) announces operating results for Aeroflot Group («the Group») and Aeroflot – Russian Airlines («the Company») for September and the first nine months of 2015. Passenger traffic for Aeroflot Group in 9M 2015 was 30.1 mln, up 13.3% year-on-year. Aeroflot airline's passenger traffic was 19.7 mln during the same period, up 10.3% year-on-year.

Group revenue passenger kilometers («RPKs») rose by 7.7% year-on-year for 9M 2015, while the Company posted 10.1% year-on-year RPK growth. Group available seat kilometers («ASKs») increased by 7.6% year-on-year for 9M 2015, while the Company's ASKs increased by 9.1% year-on-year. Group passenger load factor increased 0.1 percentage point (p.p.) year-on-year to 79.3%, while the Company's passenger load factor increased by 0.7 p.p. year-on-year to 80.2%.

In September 2015, Aeroflot Group passenger traffic was 3.7 mln, up 13.3% year-on-year. Aeroflot airline's passenger traffic was 2.4 mln, a year-on-year increase of 11.3%.

Group and Company RPKs increased by 6.3% and 10.6% year-on-year, respectively, in September 2015. ASKs for the same period rose by 5.8% year-on-year for Aeroflot Group and by 9.2% for Aeroflot airline.

On domestic routes, Group traffic and RPKs grew by 39.7% and 35.2% year-on-year, respectively, in September 2015. This was mainly attributable to increased demand for domestic flights, growth of in-country tourism, a rise in low-cost travel, combined with a 36.7% year-on-year increase in ASKs, including increased flight frequencies on high-demand routes. Company traffic and RPKs in September 2015 were up 16.0% and 16.9% year-on-year, respectively, driven by increased demand for domestic flights and a corresponding increase in ASKs of 18.0%.

On international routes, Group traffic and RPKs were down by 14.0% and 12.8% year-on-year, respectively, in September 2015. This decline was attributable to a 13.6% year-on-year decrease in ASKs on international routes, as the Group continued to optimize capacities in its subsidiaries (mainly in the charter flights segment) and reallocate capacity to domestic routes. Aeroflot airline's traffic and RPKs on international routes increased by 6.8% and 6.7% year-on-year, respectively, in September 2015. The Company's growth on international routes was supported by a decline in competition as several foreign carriers reduced flight frequencies to Russia, as well as by increased international transit traffic through Sheremetyevo airport.

In September 2015, the passenger load factor increased by 0.4 p.p. year-on-year to 81.3% for the Group and by 1.0 p.p. year-on-year to 82.3% for the Company.

During 9M 2015, Aeroflot airline added six Boeing 737-800s, four SSJ100s and three Boeing 777-300ERs. During the same period, five IL-96 aircraft were phased out of the fleet. The net increase in the Company's fleet amounted to eight aircraft. As of 30 September 2015, the Aeroflot airline's fleet included 163 aircraft.

During 9M 2015, the Group added eleven Boeing 737-800s, one Airbus A319, four SSJ100s and three Boeing 777-300ERs. Nine Boeing 737-800s, one Airbus A320 and five Il-96s were phased out of Aeroflot Group fleet. The net increase in the Group's fleet amounted to four aircraft. As of 30 September 2015, the Group's fleet included 261 aircraft.

Aeroflot Group will expand its fleet by 68 aircraft within the next two years, the group's report says. In 2017 Aeroflot and its subsidiaries Rossiya, Aurora and Pobeda will take delivery of 59 aircraft and phase out 19. In 2018 the carriers will receive another 45 and get rid of 17 airliners.

The aircraft due to arrive in 2017 are 44 narrow-bodies 11 Airbus A320s, nine A321s and 24 Boeing 737s. At the same time the airline will phase out three A319s, seven A320s, two A321s and five Boeing 737s. The wide-body segment will be expanded by three aircraft: a Boeing 777 and two Boeing 747s. Notably, these are the final deliveries of 747s previously operated by Transaero and transferred to Rossiya by contract with their Russian government-controlled lessors. Thus, Rossiya's 747 fleet will reach 14 aircraft, in line with what Aeroflot's CEO Vitaliy Saveliev said last month. The group will phase out one Boeing 777. In the regional segment the group will take delivery of 12 Sukhoi Superjet 100 and phase out one Bombardier DHC-8.

In 2018 the group will start operating a new type, A350 wide-body, with the first batch of five aircraft. Aeroflot will also take delivery of five Boeing 777s in 2017. No long-haul aircraft will be phased out during that period. In the narrow-body segment the group will take delivery of 27 aircraft - ten A320s, four A321s and 13 Boeing 737s. Seventeen aircraft will be phased out in 2018 – seven A319s, nine A320s and a Boeing 737. Aeroflot will also receive the remaining eight SSJ 100s it has on order.

The report also provides data on the forecast fleet dynamic after 2018. Three aircraft are scheduled to arrive in 2019, whereas 28 will be phased out. The numbers for 2020 are two new aircraft to arrive and 18 to leave. These numbers are preliminary. Last year the group took delivery of 56 aircraft – 14 wide-bodies, 31 narrow-body and 11 regional aircraft. At the same time 23 aircraft left the fleet. The fleet thus was increased by 33 aircraft.

2A. Find the English equivalents in the text above.

- официальная дата рождения
- запускать
- основная задача
- IATA
- имя и торговая марка
- ОАО
- внутренние рейсы
- международные маршруты
- постепенно прекращать

3A. Answer the following questions.

1. What is the official date of birth of Russian civil aviation?
2. When was Sheremetyevo airport opened?

3. When was Aeroflot Soviet airlines transformed into the openstock company “Aeroflot Russian International airlines”?
4. What aircraft did Aeroflot add in 2015?
5. What are the plans of Aeroflot group for 2017-2018?

1B. Read the text.

S7 Airlines

S7 Airlines (Siberia Airlines brand) has a wide domestic route network, created on the basis of air transport hubs in Moscow (Domodedovo) and Novosibirsk (Tolmachevo). S7 Airlines also performs regular flights to countries of the Commonwealth of Independent States (CIS), Europe, the Near East, Southeast Asia and countries of the Asia-Pacific region.

The history of the airline dates back to 1957, when the first civil flight was performed from the military aerodrome in the Novosibirsk Region, which was a part of the Tolmachevo united air group. Siberia Airlines was established on the basis of this air group. From 2005 “Siberia” Airlines has been operating flights under the S7 Airlines brand. May 2012 marked 20 years since the day of establishment of Siberia Airlines as an independent organization.

Today S7 Airlines has the newest and one of the most modern aircraft fleets on the Russian air transportation market. The average age of airliners, on which S7 Airlines flights are operated, is eight years. All airline flights are operated only on foreign-made Airbus and Boeing aircrafts. At present our fleet includes 58 airliners.

S7 Airlines is a member of the oneworld global aviation alliance, the world’s leader in providing quality services to passengers. Oneworld member airlines are based on all continents and operate flights to 150 countries around the globe. Oneworld member airlines offer to passengers much more services and benefits, than each airline separately. S7 Airlines membership in the oneworld alliance is a confirmation, that the airline meets international quality and security standards.

S7 Airlines is the leader in implementing modern technologies of online passenger services on the Russian air transportation market. The airline offers to its passengers convenient services of flight choosing, ticket booking, payment for these services and check-in for flights through the S7 Airlines website in the Internet, mobile phone or Contact Centre. In January 2011 the airline launched the mobile boarding pass service. In 2009 S7 Airlines offered to its passengers the first among Russian airlines mobile website – s7.ru. In 2008 S7 Airlines made a complete switchover to the use of the e-ticket technology. S7 Airlines has the S7 Priority frequent flyer program, which allows passengers to collect miles for flights and get bonuses from S7 Airlines, oneworld member airlines and program partners. Since 2001 S7 Airlines has been a full-fledged member of the International Air Transport Association (IATA).

In 2007, after a successful operational safety audit, the airline was included in the IOSA (IATA Operational Safety Audit) register of operators. In

February 2004 the airline was awarded in the «Market Leader» category by the American Air Transport World magazine, a prestigious magazine in the aviation sphere, and a year earlier the airline had been the first in the Russian civil aviation winner of the Flight International Aerospace Awards of the Flight International magazine (Great Britain) in the «Corporate Strategy» category. In 2007 S7 Airlines became the winner of the annual «People's Brand/Brand No. 1 in Russia» Award. In November 2008 S7 Airlines received the annual professional award in sales, marketing and advertising sphere Sales Business Awards for 2008.

S7 Airlines is a multiple winner of the Wings of Russia National Aviation Awards in different categories – according to the results of 2014 S7 Airlines became the best airline on domestic air lines. S7 Airlines is a multiple winner of the Cannes Lions advertising festival awards for implemented projects, and My Planet National Awards for discoveries in travel sphere. Together with Globus Airlines, S7 Tour international tour operator, S7 Ticket ticket and tour package retail sales offices, and a number of other companies involved in the air transportation sphere, S7 Airlines forms the S7 Group of companies. In 2014 10'066 mln passengers used the services of airlines of the S7 Group of companies.

2B. Find the English equivalents in the text above.

- широкая внутренняя сеть
- современный воздушный флот
- применение современных технологий
- заказ билетов
- регистрация на рейс через веб-сайт авиалинии
- средний возраст самолёта

3B. Answer the following questions.

1. What aircraft fleets does S7 have today?
2. What is the average age of airlines S7?
3. How many airlines does its fleet include?
4. What award did S7 get in February, 2004?
5. What professional award did S7 get in November 2008?

4B. Retell the text.

1C. Read the text.**Ural Airlines**

Ural Airlines is one of the largest rapidly developing Russian airlines. New Russian, CIS, and international destinations are added to the airline's route map every year. The airline's base airports are first-rate Russian aviation hubs - Moscow (Domodedovo) and Ekaterinburg. In recent years the airline's annual passenger traffic increases by approx. 40% per year. In 2013 Ural Airlines carried about 4.5 million passengers. Ural Airlines has many years' experience in the Russian transportation industry. The airline's history began in 1943 as Sverdlovsk United Air Squadron was established on the basis of Sverdlovsk Koltsovo Airport. In 1993, after the official division of the Sverdlovsk Aviation Enterprise into an airline and an airport, the Ural Airlines brand was established. The airline's key business areas are passenger and cargo air services, air ticket sales and booking, aircraft repair and maintenance. The Ural Airlines fleet consists of modern and comfortable European aircrafts of Airbus A320 family. Under the existing fleet upgrade program, the carrier leases new liners every year. At the moment there are 34 of them (19 A320s, 10 A321s and 5 A319s). Ural Airlines' key priority is international quality and flight safety standards. In 2012 Ural Airlines successfully passed the regular international audit for compliance with operational safety standards and retained its place on the IOSA Registry of International Air Transport Association (IATA).

Ural Airlines' air-technical base is one of the most modern professional ones in the Russian civil aviation industry. Its technical equipment, as well as experience of engineers and technicians on the staff, allows it to carry out all of the necessary repair and maintenance jobs independently. In 2012, the airline opened its own training center for pilots equipped with a state-of-the-art training simulator of A320 family.

Ural Airlines actively implements modern online passenger service technologies that are designed to make your journey as comfortable as possible at all stages – from flight selection and ticket booking to check-in and plastic card payment on board an aircraft. In 2012, Ural Airlines started a program for installation of a new process platform Amadeus, which will be fully implemented by the end of 2014.

An aircraft fleet upgrade program was launched by the airline in 2006.

Ural Airlines currently successfully operates, under operating lease, 35 modern Airbus aircrafts (19 A320s, 10 A321s, and 6 A319s) on their Russian and international routes. The airline's strategic plans include beginning of operating long-haul wide-body aircrafts of Airbus A330-type by 2016.

2C. Find the English equivalents in the text above.

– быстро развивающийся

- ежегодный пассажиропоток
- состоит из
- международные стандарты качества и безопасности полетов
- выполнять весь необходимый ремонт и работы по обслуживанию
- оплата пластиковой картой
- усовершенствованная программа

3C. Answer the following questions.

1. What does the Ural airlines fleet consist of?
2. What is Ural airlines key priority?
3. What program did Ural airlines start in 2012?
4. When was the aircraft fleet upgrade program launched?

1D. Read the text.

Sky Team

SkyTeam is a global airline alliance providing customers from member airlines access to an extensive global network with more destinations, more frequencies and more connectivity. Passengers can earn and redeem Frequent Flyer Miles throughout the SkyTeam network. SkyTeam member airlines offer customers access to 564 lounges worldwide. The 20 members are: Aeroflot, Aerolíneas Argentinas, Aeroméxico, Air Europa, Air France, Alitalia, China Airlines, China Eastern, China Southern, Czech Airlines, Delta Air Lines, Garuda Indonesia, Kenya Airways, KLM Royal Dutch Airlines, Korean Air, Middle East Airlines, Saudia, TAROM, Vietnam Airlines and Xiamen Airlines. SkyTeam offers its 588 million annual customers over 15,700 daily flights to 1,064 destinations in 178 countries.

2D. Find the English equivalents in the text above.

- всемирный альянс
- обеспечивать доступ
- предлагать доступ

3D. Answer the following questions.

1. What does Sky Team mean?
2. What do Sky Team members offer to their passengers?
3. How many members are there in Sky Team?
4. How many daily flights does Sky Team offer its customers?

UNIT 3

THE AIRBUS FAMILY

1A. Read the text.

THE A320 FAMILY – THE MARKET LEADER

The A320 single-aisle jetliner family (composed of the A318, A319, A320 and A321) is the world's best-selling single-aisle aircraft family. It is used in a full range of services from very short-haul airline routes to intercontinental segments, on operations from challenging in-city airports to high-altitude airfields and an Antarctic ice runway, and on VVIP and government missions with the most discerning passengers. To ensure this true market leader keeps its competitive edge, Airbus continues to invest in improvements across the product line, including development of the A320neo (new engine option) Family, enhancements to the jetliner's aerodynamics such as Sharklets wingtip devices, upgrades to the widest passenger cabin in its class, and extended service intervals for the airframe.

Airbus had booked over 4,100 firm orders for new engine option aircraft as of August 2015, comprising an important percentage of the more than 11,800 overall orders logged by Airbus for the entire A320 Family. The A320neo "new engine option" is the latest of many product upgrades as Airbus continues to invest around 300 million euros a year in innovation for the A320 Family. The NEO incorporates many innovations, including latest generation engine choices – the PurePower PW1100G-JM from Pratt & Whitney and CFM International's LEAP-1A – and large Sharklet wing-tip devices, which together deliver 15 percent in fuel savings upon service entry. By 2020, the NEO will deliver a 20 per cent fuel burn improvement per seat and an additional flight distance of 500 nautical miles (950 kilometres), or the ability to carry two tonnes more payload at a given range. For the environment, the A320neo's fuel savings translate into some 5,000 tonnes fewer CO₂ emitted per aircraft annually. Additionally, the A320neo will provide a double-digit reduction in NO_x emissions and reduced engine noise. The A320neo versions will have over 95 per cent airframe commonality with the A320ceo (current engine option) versions, enabling it to fit seamlessly into existing A320 Family fleets – a key factor for Airbus customers and operators which have taken delivery of more than 6,500 CEO aircraft so far. Airbus marked an aviation milestone with the first flight of its A320neo, performed in September 2014. This activity kicked off the NEO flight test and certification programme, which is to include some 3,000 flight hours.

Airbus has enhanced its A320 Family with fuel-saving Sharklets, which are available as an option on new-build A319, A320 and A321 aircraft; standard on the full A320neo product line, and offered as a retrofit for in-service A320s and A319s from 2015. Sharklets also are equipped on the ACJ319, ACJ320 and

ACJ321 corporate jet versions based on Airbus' A320 Family members. These devices cut down on aerodynamic drag by helping reduce the spiral-shaped vortices that are formed at the wingtips of any aircraft during flight. The Sharklets bring four per cent savings in overall fuel consumption on long route sectors to A320 aircraft, while also improving takeoff performance and increasing payload by as much as 450 kg. – allowing for additional range or more passengers to be carried. These devices also should allow for less thrust to be used during takeoff when runway performance is not “limiting,” thereby decreasing airport noise. In addition to their performance and environmental benefits, the Sharklets' aerodynamic improvements provide other advantages for operators – including better rate-of-climb, higher optimum altitude, reduced engine maintenance costs and higher residual aircraft value. Deliveries of the A320ceo jetliners with Sharklets began in December 2012 with the first aircraft's handover to AirAsia – the largest low-cost carrier in Asia and the biggest A320 Family airline customer – and Airbus has since delivered both A319s and A321s with Sharklets.

With four different models offering market coverage from 100 to 240 seats, the A320 Family allows operators to match the right aircraft size to demand and cover the entire single-aisle market, from low-to-high-density domestic routes to longer-range thin routes. The A320 Family offers all of the benefits from Airbus' advances in innovation and technology, which result in increased revenue opportunities. These aircraft were the first commercial jetliners to incorporate fly-by-wire flight controls. In addition, their optimised fuselage improves passenger revenue with the widest cabin in the single-aisle marketplace, and increased cargo revenue due to the larger cargo holds and integrated on-board loading systems. Advantages of the A320 Family's spacious cabin – the widest single-aisle fuselage on the market – include Airbus' 18-inch wide seat standard for unmatched passenger comfort, an extra-wide aisle for faster boarding and highly efficient in-flight service, more space for carry-on baggage, and choices of seating configurations in four-, five- and six-abreast layouts.

Since the A320's service introduction in 1988, this highly capable jetliner product line has transported approximately 90 per cent of the world's population in total numbers, carrying some six billion passengers.

The A320 Family's numbers speak for themselves: An A320 takes off or lands somewhere in the world every two seconds of every day, more than 50 million operating cycles logged since entry-in-service, and a best-in-its-class operational reliability of over 99.7 per cent. By totally redefining the level of comfort for passengers, and delivering unmatched efficiency plus the best in technology for operators, the A320 Family has won a majority market share in segments that range from mainline network carriers and low-cost airlines to charter operators and leasing companies. It also has become an aircraft of choice for VIP and government transportation with the Airbus Corporate Jetliner versions. To regularly enhance the A320 Family's capabilities and performance,

Airbus invests more than 100 million euros annually in keeping the aircraft highly competitive and efficient.

In addition to the A320neo and Sharklets, Airbus has continuously improved payload and range since the A320 Family's service entry, while various aerodynamic refinements have brought additional reductions in drag for better fuel efficiency and lower emissions. Improvements in the two jet engine types currently available on the A320 Family – CFM International's CFM56 and the International Aero Engines V2500 – have resulted in fuel consumption reductions, lower emissions, longer on-wing lifetimes and more cost-efficient maintenance. Airbus has also taken steps to make the A320 Family even quieter, with aircraft innovations such as the higher bypass ratio new engine options for the NEO project; Sharklets, which allow for lower takeoff thrust when runway performance is not "limiting," and aerodynamic refinements. The A320 Family is also equipped for optimized procedures to reduce noise levels during flight, including required navigation performance and continuous descent approaches.

An enhanced cabin configuration developed by Airbus for new production jetliners – as well as for retrofit on existing aircraft – provides additional shoulder-level room for passengers, 10 per cent greater stowage volume for overhead baggage, and a modern ambience using LED lighting, all while making best use of latest technologies, materials and design. As an added bonus, the new cabin also brings a reduction in weight.

2A. Find the English equivalents in the text above.

- узкофюзеляжный реактивный самолет (с одним проходом)
- ближне-магистральный самолет
- большая высота
- новый вариант двигателя
- новшества
- унифицированные корпуса летательных аппаратов
- веха, этап
- дооснащение
- законцовка крыла
- аэродинамическое лобовое сопротивление
- спиральные завихрения
- расход топлива
- тяга
- возможности и производительность
- доработки
- принять меры
- объем груза

3A. Answer the following questions.

1. What aircraft is the world's best-selling single-aisle aircraft?
2. What aircraft is the latest of the A320 family product?
What has Airbus enhanced its A320 family with?
3. What are the benefits of using the Sharklets?
4. How much money does Airbus invest to regularly enhance the A-320 family's capabilities and performance?

4A. Retell the text.

1B. Read the text.

THE A321 STATE-OF-THE-ART CAPABILITIES

The benchmark A320 Family's largest member – the A321 – offers airline customers the best seat-mile costs of any single-aisle aircraft and seating capacities comparable to that of a widebody jetliner. This aircraft has a stretched fuselage with an overall length of 44.51 metres, along with an extended operating range of up to 3,000 nautical miles while carrying a maximum passenger payload. Like each member in Airbus' A320 Family of jetliners, the A321 offers the lowest fuel burn, emissions and noise footprint in its class. The twin-engine A321 can be powered by either of two engine options: the CFM International CFM56 or International Aero Engines' V2500. With a range of up to 4,000nm /7,400km., the A321 is capable of flying longer routes, for example transatlantic flights from Europe to U.S east coast.

The A321 typically accommodates 185 passengers in a two-class configuration (16 in business class and 169 in economy) – while offering unbeatable economics in high-density seating (with up to 220 passengers) for charter and low-cost operators.

From 2018, an optimised use of cabin space, increased exit limits and a new cabin door configuration will enable new standard capacities for the A321neo (new engine option) of 206 in a two-class configuration and 240 passengers in high-density.

The industry-leading efficiency of Airbus' A320 Family – of which the A321 is a member – is being further enhanced with the service introduction of its new engine option jetliner (NEO) versions. Incorporating Airbus' "Sharklets" and two new engine choices, the A320neo Family offers maximum benefit with minimal changes from baseline A319s, A320s and A321s – delivering per seat fuel improvements of 20 per cent, along with additional range of up to 500 nautical miles/900 km. or 2 tonnes of extra payload. For the A321neo, Airbus is increasing seating capacity with optimised use of cabin space, increased exit limits and a new cabin door configuration. This "Cabin-Flex" option will increase the jetliner's maximum certified capacity to 240 seats, while still

accommodating Airbus' modern comfort standard of at least 18-inch wide seats. For more information on Airbus' new engine option offered for the A320 Family, visit the dedicated "Spotlight on NEO..." page.

The A321LR – a new variant of Airbus' A321neo, deliveries of which will begin in 2019 – will have the longest range of any single-aisle jetliner, able to fly routes of up to 4,000 nm. It is ideally suited to transatlantic routes, and enables airlines to tap into new long-haul markets that were not previously accessible with current single-aisle aircraft. The A321 benefits from operational commonality with its fellow A320 Family members, providing carriers with tremendous versatility in matching aircraft to specific route requirements. All A320 Family aircraft share a single type rating – allowing pilots to fly any member of the Family after attending only one training course and enabling the same team of mechanics to maintain an aircraft.

With only minimal additional training, pilots also can transition quickly from these single-aisle jetliners to Airbus' larger long-range aircraft quickly thanks to the unique family concept and their exceptional degree of operational commonality. While passengers benefit from the A321's state-of-the-art cabin design, airlines profit from the unique operational versatility of Airbus' single-aisle aircraft – with the option to provide wider seats and enhanced comfort; a markedly wider aisle for faster boarding and easier cabin movement; and even a hybrid layout. Overall passenger comfort is further enhanced by the A321's optional in-flight entertainment systems. The A320 Family's wide fuselage also offers unmatched cargo capability for operators. Its four members are the only single-aisle aircraft offering containerised cargo, with the A321 capable of carrying up to 10 standard LD3-46W containers in the lower deck holds – enabling interlining without special ground handling equipment.

2B. Find the English equivalents in the text above.

- современные возможности
- контрольный показатель
- стоимость сидения, места
- одноместный проход
- полезная нагрузка
- площадь салона
- широчайшая привлекательность
- эксплуатационная
- широкофюзеляжный

3B. Answer the following questions.

1. What does the A321 offer airline customers?
2. What is the length of the fuselage?
3. What kind of engine is there in the A321?

4. How many passengers does the A321 typically accommodate?
5. When will the deliveries of the A321 LR a new variant of Airbus A321 neo begin?
6. What are the A321 benefits from operational commonality with the A320 Family members?
7. What are the passengers benefits and airlines profit from the unique operational versatility of Airbus single-aisle aircraft?
8. What does the A320 Family's wide fuselage also offer for cargo operators ?

1C. Read the text.

THE A-380

Airbus is constantly evolving the A380 cabin to provide travelers with a spacious, comfortable interior that allows its operators to remain at the pinnacle of elegant air travel. Including a cabin designed with passengers in mind, many A380 operators are taking advantage of the aircraft's unique space to provide superior comfort in every section – from a spacious economy class featuring Airbus' modern comfort standard of 18-inch wide seats to the latest offerings for business and first class travellers.

With its four-class standard layout, the A380 also accommodates the growing demand for a premium economy section – which is driven by the large percentage of business travellers flying in economy. At the same time, business class has evolved toward full-flat beds – and the A380 provides space for the most unique offerings available. The A380 allows carriers to further distinguish their first-class cabin with a truly distinct luxury product that only this double-deck jetliner can provide.

Capable of incorporating unique features from private suites and even The Residence by Etihad to refined bar and social areas, no matter which class you sit in, luxury is the standard. Flying on the A380 is a superior experience already enjoyed by over 160 million of passengers around the globe, who understand the one-of-a-kind flying experience offered by Airbus' A380, the definition of comfort in all classes of service. Passenger comfort is enhanced by numerous advanced technologies equipped on Airbus' A380, including modern lighting systems and new standards of in-flight entertainment. Designed for the modern standard of comfort, the A380 meets the requirements of passengers travelling in all service classes – today and into the future. With the Airbus standard 18-inch wide seats in economy, as well as the latest options in business and first class, the efficient A380 offers the perfect space to just be you. Coupled with its optimal cabin height, the widest main deck cabin delivers 15 per cent more personal space for passenger storage, increased head room and even wider stairs – altogether creating a welcoming environment perfectly suited to help you

enjoy your flight. The A380's built-in flexibility allows airlines to differentiate their product and develop solutions for a diverse range of markets.

There is no other aircraft in the world like it and no other travelling experience comes close. The A380 is a modern icon that has flown over 400,000 revenue flights carrying over 160 million passengers. This includes more than 300 commercial flights per day, which take off or land around the world every two minutes. Flying with the A380 is a unique experience that introduces you to new standards of in-flight comfort, from first class to economy.

As the world's largest and most spacious passenger aircraft, its cabin allows passengers to stretch out in the widest seats in a calm and relaxing environment. With the unparalleled freedom it gives passengers to move, it's no surprise that the A380 is the preferred choice in all cabin classes. The double-deck A380 truly is a marvel of science and engineering, making excellent use of its space to offer passengers attainable luxury. With enough room to install stylish first-class suites, eye-catching bar or business areas, beautifully inviting cabin lighting and the quietest cabin in the sky, you will enjoy every aspect of the flight and, thanks to innovative cabin air supply technology, will arrive at your destination feeling inspired and ready to go.

The double-deck A380 is the largest commercial aircraft flying today. With air traffic continuing to double every 15 years, the A380 is the perfect aircraft to meet the needs of the passengers of today and tomorrow while also delivering the level of efficiency necessary to protect the environment for future generations. It has two full-length decks with widebody dimensions, meaning its two passenger levels offer an entire deck's worth of additional space compared to the next largest twin-engine jetliner. With more seats than any other aircraft, the A380 offers solutions to overcrowding; needing fewer journeys to carry 60 per cent more passengers, making it the perfect solution to airport congestion, fleet planoptimization and traffic growth. Protecting our planet and ensuring we will continue to have a world full of beautiful places to visit in the future. Combining the most advanced aviation technology and an inspired cabin design, Airbus is proud to have created an aircraft that is celebrated for its outstanding quality in every aspect. Leading the industry in standards for innovation, experience and efficiency, it is adored by passengers, pilots and crew alike. The A380's route network continues to grow as customer airlines expand their operations to destinations around the globe. As of February 2017, the A380 fleet operates 110 routes to over 50 global destinations, with Airbus' 21st century flagship taking off or landing every three minutes on average. Routes on which A380s have operated – or are currently flying – in commercial service through February 2017 are indicated on the map below.

As global air traffic continues to grow, the spacious A380 is the optimal solution for efficiently meeting increasing passenger demand. The A380 – which typically seats more than 500 travellers – provides immediate congestion relief for some of the world's busiest airports by offering unrivalled capability to carry 60 per cent more passengers at the lowest cost on the market. Airlines and

airports benefit from this increased capacity – as extra passengers can be served at key hubs during high-value peak times. For example, one of the world’s busiest A380 airports – London Heathrow – has been able to serve millions of new passengers annually in recent years as airlines have adapted to capacity restrictions by using larger aircraft.

Airbus’ A380 also delivers superior environmental protection, resulting in 50 per cent less CO₂ emissions per passenger than its nearest competitor. Further demonstrating the A380’s reputation as a good neighbour and sustainable solution is the jetliner’s low noise emissions. In many cases, the larger wing area of the A380 enables it to land significantly slower, which generates half the noise of competing large aircraft.

The A380 is highly compatible with existing airport infrastructure, allowing for smooth airline operations and differentiated services for passengers. It is designed to reduce time at the gate during critical stages for airlines: boarding and deboarding passengers and resupplying the galley for the next flight. The A380 shares many key characteristics with smaller widebody jetliners, which means carriers can perform scheduled operations from Code E gates with minimal changes to infrastructure and ground handling equipment. The A380’s superior cabin architecture allows airlines to quickly board & deboard passengers from the plane – even without upper deck boarding, and to optimize catering time, done at the upper and main deck simultaneously for shorter turnarounds. The ground servicing equipment for the A380 has been in service since the aircraft began commercial flights and is compatible with other widebody aircraft. The A380 is always capable of offering innovative concepts to improve airline branding. Upper deck boarding provides an additional possibility to offer passengers customized services. Many airlines today are offering a seamless transition from the ground to the air at these locations, with dedicated lounges for premium travellers that provide direct boarding to the A380’s upper deck.

Each airline benefits from the A380’s passenger attraction in a wide range of route applications – including short- and medium-range operations, in addition to long-haul service.

- Singapore Airlines
- Emirates
- Qantas
- Air France
- Lufthansa
- Korean Air
- China Southern Airlines
- Malaysia Airlines
- Thai Airways International (THAI)
- British Airways
- Asiana Airlines
- Qatar Airways

- Etihad Airways

Designed for the 21st century aviation industry, the A380's unique size allows airlines to maximise their revenue potential through an optimised, segmented cabin. Airlines that successfully deploy the A380 on their high-yield, long-haul flights, timed also to benefit from connecting traffic, can increase their profitability by up to 65 per cent per flight.

The A380 cabin is the quietest and most spacious in the sky. A380 service offerings range from a comfortable 11-abreast economy section with 18-inch wide seats, up to a private three-room suite for a luxurious first-class experience. It is no wonder that the superior comfort of this modern icon makes the A380 the preferred passenger choice – resulting in higher market share, load factors and revenues for airlines.

As global air traffic doubles every 15 years, the A380 continues to demonstrate its capacity to attract passengers – with the worldwide fleet of these flagship jetliners operating at above average load factors and often flying at full capacity.

The A380 already offers more seats per departure than any other aircraft and offers the best cabin product in all classes. With a 15 per cent lower cost per seat than its rival large airliner it is a key resource for many of the world's largest airlines – helping reshape their networks, optimise slot value at congested airports and maximise revenue across entire networks.

The A380 increases network productivity by maximising the efficiency of arrival and departure waves, thereby allowing reduced transfer times, more connections and a fully optimised hub – something that no other aircraft can deliver.

When designing its A380, meeting the increasingly-important environmental standards for air transportation today and in the future was one of the highest priorities for Airbus. Embodying 30 years of Airbus experience in applying intelligent innovation to new products – the A380 leads the industry in terms of eco-efficiency. With the global population expected to increase dramatically by the year 2050, Airbus foresees a proportional increase in air travel passengers – potentially resulting in over nine billion people flying by this time.

As the world's largest and most efficient jetliner, it's easy to see how the A380 alleviates traffic congestion at busy airports by transporting more passengers at the lowest costs on every flight.

The A380 has the capacity to carry over 60 per cent more passengers than its nearest competitor, which makes better use of a major airport's most valuable and scarce asset: take-off and landing slots. With the A380, the needs of an ever-increasing number of passengers can be met without proportionally increasing the number of flights.

To best meet the needs of customers and passengers while allowing unrestricted operations worldwide, Airbus implemented noise reduction design

elements that include enhanced engine acoustic treatment and the optimisation of wing design.

The Airbus A380 is the quietest widebody jetliner flying today, generating 50 per cent less noise energy on departure than its nearest competitor, as well as three-to-four times less when landing. The A380 also meets the stringent requirements for operations at some of the world's most noise-sensitive airports: QC/2 for departures and QC/0.5 for arrivals – with a significant margin to accommodate future noise regulations, as well.

2C. Find the English equivalents in the text above.

- оставаться на вершине чего-либо
- пользоваться преимуществом
- планировка, расположение
- двух палубный самолет
- частные апартаменты
- современные стандарты комфорта
- эксплуатационная высота
- самый большой и просторный пассажирский самолет
- отвечать требованиям пассажиров
- полноразмерная палуба
- размеренность, размер
- двух двигательный реактивный самолет
- сеть маршрутов
- устойчивый, твердый
- ключевые, главные транспортные узлы
- ближайший конкурент
- оборудованная для наземного обслуживания
- специализированный самолет
- экологически стандарты

3C. Answer the following questions.

1. Why is Airbus constantly evolving the A380 cabin?
2. Why does the A380 meet the requirements of passengers travelling in all service classes?
3. Flying with the A380 is a unique experience that introduced you to new standards of in flight comfort, from first class to economy, isn't it?
4. How many routes does the A380 fleet operate?
5. Can the A380 perform scheduled operations from code E gates with minimal charges to infrastructure and ground handling equipment?

6. Is the A380 cabin the quietest and most spacious in the sky?

4C. Retell the text.

1D. Read the text.

Airbus' Beluga: Giant of the skies set to get even larger

It's the white whale of the skies and one of aviation's rarest and most loved planes currently in service. The Airbus A300-600ST, popularly known as the "Beluga" because of its resemblance to the white Arctic whale, is the European plane manufacturer's super-sized transporter jet. Five of these enormous planes make more than 60 flights each week, carrying parts for all of Airbus' planes from manufacturing sites - wings in the UK, tails in Spain, for example - to the final assembly facilities in either Toulouse, Hamburg or Tianjin. The planes have been in service since 1994, but are in need of reinforcements. Since the plane's inaugural flight, Airbus's production rates have increased fivefold, so a new fleet is planned to keep up with demand, especially with the new A350XWB plane now entering service.

"The need for the new Beluga comes with the increase in production rates and to get extra capacity on top of this fleet of five aircrafts," says Stephane Gosselin, head of Airbus Transport International. "So initially there will be a mixed fleet use of both new Beluga and old Beluga. And then the second need was as well to anticipate replacement of an aging fleet."

A crew of three operates the Beluga: two pilots and a loadmaster. Because of its size the plane reacts differently to other large jets in turbulence; moving sideways more than up and down. The five Belugas currently in operation are, actually, Airbus A300-600 jets that have been modified to carry large cargo. The top section of the aircraft was cut and an additional, wider fuselage section - resembling a bubble - was added to the airframe, giving it its characteristic hump. The cockpit was lowered, making it possible for the cargo hold to be loaded and unloaded through the front of the aircraft.

The result is an incredibly spacious cargo hold of 1,400 cubic meters. That's the equivalent to 671 people, 36 cars or seven elephants. Although the Beluga's maximum payload of 47 tons is surpassed by a handful of other cargo aircraft, its voluminous hold makes it suitable for transporting oversized, but not particularly heavy, cargo, like aircraft parts. The Beluga can carry the wings of an A340 airliner or a fuselage section for Airbus' newest wide-body aircraft, the A350.

But it's not large enough to transport many A380 super jumbo parts. Those need to travel by boat, barge and road. With the A300 now out of service, the new Belugas will be based on the Airbus A330 and be bigger than the existing fleet. While the current planes can only carry one wing for the new A350 at a time, the new jet will be able to take on board both on the same

flight. And for plane-spotters who love the unique shape of the existing Beluga, that will remain much the same.

"It will be the same look," says Gosselin, "because we will operate both fleets in parallel for a number of years and it will also be compatible with existing loading means." The first of the new fleet will enter service in 2020.

2D. Find the English equivalents in the text above.

- сходство
- огромные самолеты
- максимальная полезная нагрузка
- объемный, большой по площади груз
- смешанное использование

3D. Answer the following questions.

1. Why is the A300-600ST popularly known as the "Beluga"?
2. How many flights do five of these enormous planes make a week?
3. What is the Beluga's maximum payload?
4. What do these type of aircraft carry on board?
5. When will the first of the new fleet enter service?

4D. Retell the text.

UNIT 4

AVIATION INSURANCE

Read the text.

AVIATION INSURANCE

Aviation insurance is insurance coverage geared specifically to the operation of aircraft and the risks involved in aviation. Aviation insurance policies are distinctly different from those for other areas of transportation and tend to incorporate aviation terminology, as well as terminology, limits and clauses specific to aviation insurance. Aviation Insurance was first introduced in the early years of the 20th century. The first-ever aviation insurance policy was written by Lloyd's of Flight 773, Continental Airlines Flight 11 and National Airlines Flight 2511.

Aviation insurance is divided into several types of insurance coverage available.

This coverage, often referred to as third party liability covers aircraft owners for damage that their aircraft does to third party property, such as houses, cars, crops, airport facilities and other aircraft struck in a collision. It does not provide coverage for damage to the insured aircraft itself or coverage for passengers injured on the insured aircraft. After an accident an insurance company will compensate victims for their losses, but if a settlement can not be reached then the case is usually taken to court to decide liability and the amount of damages. Public liability insurance is mandatory in most countries and is usually purchased in specified total amounts per incident, such as \$1,000,000 or \$5,000,000.

Passenger liability protects passengers riding in the accident aircraft who are injured or killed. In many countries this coverage is mandatory only for commercial or large aircraft. Coverage is often sold on a "per-seat" basis, with a specified limit for each

Combined Single Limit coverage combines public liability and passenger liability coverage into a single coverage with a single overall limit per accident. This type of coverage provides more flexibility in paying claims for liability, especially if passengers are injured, but little damage is done to third party property on the ground.

This provides coverage for the insured aircraft against damage when it is on the ground and not in motion. This would provide protection for the aircraft for such events as fire, theft, vandalism, flood, mudslides, animal damage, wind or hailstorms, hangar collapse or for uninsured vehicles or aircraft striking the aircraft. The amount of coverage may be a blue book value or an agreed value that was set when the policy was purchased. The use of the insurance term "hull" to refer to the insured aircraft betrays the origins of aviation insurance in marine insurance. Most hull insurance includes a deductible to discourage small or nuisance claims.

This coverage is similar to ground risk hull insurance not in motion, but provides coverage while the aircraft is taxiing, but not while taking off or landing. Normally, coverage ceases at the start of the take-off roll and is in force only once the aircraft has completed its subsequent landing. Due to disputes between aircraft owners and insurance companies about whether the accident aircraft was taxiing or attempting to take-off, this type of coverage has been discontinued by many insurance companies.

In-flight coverage protects an insured aircraft against damage during all phases of flight and ground operation, including while parked or stored. Naturally, it is more expensive than not-in-motion coverage, since most aircraft are damaged while in motion.

Find the English equivalents in the text above.

- страховое покрытие
- специально приспособлено

- риски, связанные с авиацией
- страхование гражданской ответственности
- страхование гражданской ответственности пассажиров
- единый комбинированный лимит
- страхование наземного риска
- страхование в полете

Answer the following questions.

1. What does aviation insurance mean?
2. How many types of aviation insurance coverage do you know?
3. What does public liability insurance cover?
4. What does passenger liability insurance cover?
5. What does CSL combine?
6. What does ground risk hull insurance provide?
7. What does in flights coverage protect?