PILOT’S TALK

Урок 7. Короткий доклад перед заходом

Уровень B · Официальный доклад · Ryanair fuel Mayday

После двух уходов на второй круг в Prestwick самолёт летит в Edinburgh. Manchester отказал в приёме, причину экипажу не сообщили. Пилот-инструктор из офиса готовит сообщение для дежурного руководителя и выходит на связь на частоте компании; в эфире офис называют **Ops** (Operations). Связь ведёт второй пилот: она уточняет у командира, что передать, и пересказывает ему ответы офиса. Командир пилотирует и отвечает коротко.

В упражнениях ты говоришь за обоих пилотов: командир (Colleague) решает, что передать в офис; второй пилот (Junior First Officer) пересказывает командиру ответы офиса. Пропуск стоит в реплике того, чью мысль нужно выразить.

В этом уроке	Что пригодится в разговоре
Передать чужое сообщение	said / told / reported; времена, местоимения и условия в пересказе
Передать указание или просьбу	told / instructed / asked + кому + (not) to
Назвать запрет и требование	was / were not allowed to; prohibited from + -ing; required to
Отделить необходимость от выбора	had to; couldn’t / was unable to; chose / decided to; no alternative but to

Сначала - разговор



Ops are on the company frequency. They need a short update for the duty manager.



Tell them: two windshear go-arounds at Prestwick, and we couldn’t try a third time. Manchester refused us, so we’re going to Edinburgh.



They’re asking if Manchester spoke to us directly.



No. The refusal came through ATC, without a reason.



They want the current plan as well.



Edinburgh’s accepted us, and we’re briefing now.



They said they’d pass that on. They’d also like the fuel estimate.



Once we’ve checked it. Then I want to get back to the briefing.

1. Что именно сообщили

A. В разговоре



Did ATC rule out Glasgow, or did we? Ops want it clear.



ATC gave us the windshear report. We made the decision.

B. Said / told / reported

Модель	Пример
said (that) + сообщение	The office **said they were still talking** to Manchester.
told + кому + (that) + сообщение	The tower **told us the wind was getting stronger**.
reported + сообщение / существительное	Edinburgh **reported strong gusts** on the approach.

The office **told us** … [OK]

The office **said us** … [X]

После **said** адресат - с **to**: **said to us**. После **told** адресат сразу, без **to**. **That** перед сообщением можно опустить.

Источник, адресат и время можно добавить без отдельной длинной фразы:

After our first go-around, we reported to the tower that we had a windshear warning.

C. Как меняется точка зрения

Исходные слова	Пересказ
“We **are preparing** a summary.”	They said they **were preparing** a summary.
“We **can** accept **you** at Edinburgh.”	They told **us** they **could** accept **us** at Edinburgh.
“We **will** inform **your** base.”	They said they **would** inform **our** base.
“We **have spoken** to Manchester.”	They said they **had spoken** to Manchester.
“We can’t confirm acceptance **now**.”	They said they couldn’t confirm acceptance **at that time**.

После **said / told** прошедшее время в сообщении часто сдвигается назад. Местоимения меняются по тому, кто теперь говорит. **Now / here / today** меняем, только если изменился их смысловой ориентир: **now** не всегда обязано стать **then**.

Если информация действует и сейчас, настоящее время можно сохранить:

Edinburgh told us the gusts **are still strong**. - Сведения по-прежнему актуальны.

Прошедшее **were strong** само по себе не говорит, что порывы уже стихли. Past Simple тоже часто сохраняют, если последовательность ясна: **They said the other aircraft landed safely**.

D. Не потерять условие

“**If** the gusts increase, we **will** tell you.”

They said **that if the gusts increased, they would tell us**.

Таким же образом сохраняются **when / before / after**:

They said they would give us a heading **after the coordination was complete**.

In the event of + существительное - официальный вариант «в случае»: **in the event of a go-around = if we go around**.

2. Сообщение, указание или просьба?

A. В разговоре



Ops are asking if they need to do anything before we start the approach.



Ask them to check Manchester’s acceptance, and not to wait for our final fuel figure.

B. Глагол + кому + to

Модель	Пример
told + кому + to - указание	ATC **told us to fly** the missed approach.
instructed + кому + to - официальное указание	The controller **instructed us to contact** the next frequency.
asked + кому + to - просьба	The duty manager **asked us to confirm** our expected landing time.
… + кому + not to - не делать	The office **asked us not to wait** for their call before the briefing.

Сначала адресат, затем **to + глагол**:

ATC told **us to climb**. [OK]

ATC told **to climb us**. [X]

C. Где стоит not

They asked us **not to call** yet. - Попросили пока не звонить.

They **didn’t ask us to call**. - Просьбы позвонить не было.

To not call тоже возможно, но **not to call** - нейтральная модель для доклада.

D. Форма не определяет полномочия

Офис: “Could you call us after landing?” → The office **asked us to call** them after landing.

ATC: “Could you reduce speed?” → ATC **told us to reduce** speed.

Вежливое **could you** может оформлять и указание. Выбираем глагол по смыслу сообщения и роли говорящего.

ATC **told us that** another aircraft was on the approach. - Сообщение.

ATC **told us to** turn towards Edinburgh. - Указание.

3. Что запрещалось - и что требовалось

A. В разговоре



Was Runway 30 a restriction or our preference?



A restriction. We couldn’t use it with that crosswind.

B. Три модели

Модель	Значение	Пример
was / were not allowed to + глагол	не разрешалось	We **weren’t allowed to start** the approach until Edinburgh accepted us.
was / were prohibited from + -ing	запрещалось; официальнее	Passengers **were prohibited from leaving** their seats during the approaches.
was / were required to + глагол	требовалось	We **were required to report** each windshear warning to ATC.

Allowed / required + to, но **prohibited + from + -ing**:

prohibited **from leaving** [OK]

prohibited **to leave** [X]

О правиле, которое действует сейчас, говорим в настоящем времени: **We aren’t allowed to…**, **We’re required to…**.

C. Назвать источник

Under our fuel policy, a landing below the final reserve required a Mayday.

According to Ops, the duty manager has the full picture.

Under + правило / процедура - «согласно, в соответствии с». **According to + источник** - «по сведениям, согласно».

4. Пришлось, не смогли или выбрали?

A. В разговоре



Ops want to know if ATC chose Edinburgh for us.



No. ATC gave us the information, and we chose where to go.

B. Необходимость и невозможность

Модель	Пример
had to + глагол	We **had to brief** a new approach **because** Prestwick was no longer an option.
couldn’t + глагол	We **couldn’t hold** for long at Prestwick.
was / were unable to + глагол	We **were unable to save** much fuel during the go-arounds.

Had to - было необходимо. Если причина неясна, добавляем её: правило, указание или обстоятельства.

Was / were unable to официальнее, чем **couldn’t**. Обе модели описывают невозможность; не стоит заменять ими простое «не сделали».

C. Собственное решение

We **chose Manchester** as our alternate in Pisa.

We **decided to ask** the office for help.

Chose + вариант, **decided to + действие**. Обязательное действие может оставлять выбор: нужно уйти на запасной, но аэродром выбирает экипаж.

D. No alternative

We **had no alternative but to go around**: a windshear warning means a go-around.

Had no alternative but to + глагол - другого варианта не было. **Only** и **no alternative** сильнее, чем просто «мы выбрали».

Because + предложение, но **because of + существительное / -ing**:

We went around **because the warning sounded**.

We went around **because of the warning**.

Практика

Короткие разговоры по темам. Каждое задание - отдельный фрагмент разговора. Заполни выделенный пропуск; готовая часть реплики остаётся на месте. Можно пользоваться плитками или написать свой ответ. В последнем задании ответь своими словами. Во всех заданиях второй пилот на связи с Ops: она спрашивает командира, что передать, или пересказывает ему ответы офиса.

Фразовые глаголы и выражения

Выражение	Значение и пример
to pass something on *(passed on)*	передать дальше: **Pass that on to Ops.** С местоимением: **pass it on**.
to get back to something *(got back)*	вернуться к занятию: **I need to get back to the briefing.**
to stand by *(stood by)*	ожидать, оставаться на связи: **Stand by, I'll check with the captain.**
to call someone back *(called back)*	перезвонить: **Ops will call us back in ten minutes.**
to read something back *(read back)*	повторить для проверки: **Ops read the summary back to us.**
to rule something out *(ruled out)*	исключить: **We can't rule Manchester out yet.**
to carry something out *(carried out)*	выполнить: **We carried out the required checks.**

Упражнение 7.1. Передать сообщение и условия

1.



Ops need a few details for the summary. First, ATC's answer about Manchester.



_____

to tell · to accept · not · us · Manchester · our diversion · they · can
→ _____

2.



What made the other crew's report so important?



_____

an airspeed loss · they · on short final · of twenty-five knots · to report
→ _____

3.



Why did arranging Edinburgh take a few minutes?



_____

ATC · to · to say · to coordinate · to need · they · the diversion · time

→ _____

4.



And Glasgow? What did ATC say?



_____

windshear · also · they · Glasgow · to say · to report · to be

→ _____

5.



What was our plan if the second approach at Prestwick failed?



_____

Ваши слова до второго захода: “If we go around again, we will divert to Manchester.”

to go around · we · if · to tell · that · we · to divert · ATC · again · would · to Manchester · we

→ _____

6.



Did Ops say when they’d have Manchester’s answer?



_____

Офис: “We’ll call when we have an answer.”

they · they · to say · to call · an answer · they · would · to have · when

→ _____

7.



Is Runway 24 at Edinburgh still in use?



Yes. _____

ATC только что: “We’re still using Runway 24.”

to have · it · still · us · just · to use · to be · to tell · they · ATC
→ _____

8.



Anything new from Ops about Manchester?



_____

Офис: “Manchester has accepted other diversions tonight.”

they · tonight · Manchester · to say · other diversions · to have · to accept
→ _____

Упражнение 7.2. Передать указание или просьбу

1.



What did ATC want us to do during the coordination?



_____

to stand · to · to tell · us · they · by · on the same frequency
→ _____

2.



Did we ask ATC anything about Manchester?



_____

Ваши слова: “Please find out why Manchester refused.”

to find · to · them · why · out · we · Manchester · to ask · to refuse
→ _____

3.



What exactly do Ops need from us?



_____

Офис: “Could you include the route in your estimate?”

the route · to · to ask · us · in our estimate · they · to include

→ _____

4.



Did you ask Ops about the weather?



Yes. _____

I · the latest Edinburgh observation · them · to send · to ask · to

→ _____

5.



What have we told the cabin crew?



_____

Ваши слова: “Please keep the passengers informed.”

the passengers · I · to keep · them · informed · to ask · to

→ _____

6.



When do Ops want the next update?



_____

Офис: “Please call back before you start the approach.”

they · to · before · to start · we · to call · the approach · back · us · to ask

→ _____

7.



They’d like us on their frequency for a few minutes. Can we switch?



No. _____

ATC: “Stay on this frequency for now.”

to · ATC · to tell · to leave · us · yet · not · the frequency
→ _____

8.



Did Ops want the estimate before we’d checked it?



No. _____

Офис: “Please don’t send it until you’ve checked it.”

it · us · to · to ask · we · it · to have · to check · not · they · until · to send
→ _____

Упражнение 7.3. Назвать запрет и требование

1.



What stopped us trying Prestwick a third time?



_____

after two windshear go-arounds · a third approach · we · from · to be · to make · prohibited
→ _____

2.



When do we tell Ops about a Mayday?



_____ Ops will hear from us after that.

to be · ATC · required · to · to inform · first · we
→ _____

3.



Could we leave the hold as soon as we decided to divert?



_____

to clear · the route · ATC · to leave · to be · we · not · allowed · until · to

→ _____

4.



When does ATC want to hear from us?



_____

ATC: "Report ready for the approach."

to be · when · we · for the approach · we · to be · to · required · ready · to report

→ _____

5.



Was the holding restriction a company procedure?



No. _____

to be · we · in the hold · to remain · under · required · to · the ATC clearance

→ _____

6.



Why didn't we just go to Manchester anyway?



_____

without their acceptance · to go · we · there · to · allowed · not · to be

→ _____

7.



Could we try Prestwick again after the first go-around?



_____

only once · allowed · again · but · to be · to · to try · we

→ _____

8.



Did the procedures specify Edinburgh?



No. _____

us · but · the choice of airport · they · to divert · ours · to be · to require · to

→ _____

Упражнение 7.4. Необходимость, невозможность и выбор

1.



Why didn’t we plan to use Runway 30 at Prestwick?



_____

we · the crosswind · because · to plan · to have · of · to · for Runway 20

→ _____

2.



The duty manager wants to know why we couldn’t carry more fuel.



_____

to be · to exceed · without · the landing weight limit · more · we · to take · to · unable

→ _____

3.



What did we decide after the other aircraft landed at Prestwick?



_____

to · one more approach · to decide · there · to make · we

→ _____

4.



Was Edinburgh chosen for us?



No. _____

we · because · on final · to choose · it · windshear · Glasgow · to have

→ _____

5.



They also need the reason for changing the alternate.



_____

it · to refuse · when · to change · to · us · to have · Manchester · we

→ _____

6.



Did we get a reason for the refusal?



_____

a clear explanation · we · can · to get · not · through ATC

→ _____

7.



Could we have waited for Manchester’s answer before choosing?



No. _____

but · to decide · quickly · to have · we · to · no alternative
→ _____

8.



Why are we preparing Manchester again?



_____

to decide · as a possible backup · to keep · to · to have · it · we
→ _____

Упражнение 7.5. Что передать в офис - своими словами

1.



Ops have room for two sentences on Prestwick. What do I tell them?



_____

→ _____

2.



What will we need from them if we go around at Edinburgh?



_____

→ _____

3.



The duty manager wants to know why we haven’t declared an emergency.



_____

→ _____

4.



What weather are we working with at Edinburgh?



_____

→ _____

5.



Anything to add about fuel?



_____

→ _____

6.



How long have we got before the approach?



_____

→ _____

7.



The duty manager wants to know if the passengers have been told.



_____

→ _____

8.



Ops are reading the summary back. Anything to correct?



_____

→ _____

Ключи: полные диалоги

Собранная часть выделена жирным. Для открытых ответов приведены возможные варианты.

7.1. Передать сообщение и условия

1.



Ops need a few details for the summary. First, ATC’s answer about Manchester.



They told us Manchester couldn’t accept our diversion.

2.



What made the other crew’s report so important?



They reported an airspeed loss of twenty-five knots on short final.

3.



Why did arranging Edinburgh take a few minutes?



ATC said they needed time to coordinate the diversion.

4.



And Glasgow? What did ATC say?



They said Glasgow was also reporting windshear.

5.



What was our plan if the second approach at Prestwick failed?



We told ATC that if we went around again, we would divert to Manchester.

6.



Did Ops say when they’d have Manchester’s answer?



They said they would call when they had an answer.

7.



Is Runway 24 at Edinburgh still in use?



Yes. **ATC has just told us they're still using it.**

8.



Anything new from Ops about Manchester?



They said Manchester had accepted other diversions tonight.

7.2. Передать указание или просьбу

1.



What did ATC want us to do during the coordination?



They told us to stand by on the same frequency.

2.



Did we ask ATC anything about Manchester?



We asked them to find out why Manchester refused.

3.



What exactly do Ops need from us?



They asked us to include the route in our estimate.

4.



Did you ask Ops about the weather?



Yes. **I asked them to send the latest Edinburgh observation.**

5.



What have we told the cabin crew?



I asked them to keep the passengers informed.

6.



When do Ops want the next update?



They asked us to call back before we started the approach.

7.



They'd like us on their frequency for a few minutes. Can we switch?



No. **ATC told us not to leave the frequency yet.**

8.



Did Ops want the estimate before we'd checked it?



No. **They asked us not to send it until we'd checked it.**

7.3. Назвать запрет и требование

1.



What stopped us trying Prestwick a third time?



We were prohibited from making a third approach after two windshear go-arounds.

2.



When do we tell Ops about a Mayday?



We're required to inform ATC first. Ops will hear from us after that.

3.



Could we leave the hold as soon as we decided to divert?



We weren’t allowed to leave until ATC cleared the route.

4.



When does ATC want to hear from us?



We’re required to report when we’re ready for the approach.

5.



Was the holding restriction a company procedure?



No. **Under the ATC clearance, we were required to remain in the hold.**

6.



Why didn’t we just go to Manchester anyway?



We weren’t allowed to go there without their acceptance.

7.



Could we try Prestwick again after the first go-around?



We were allowed to try again, but only once.

8.



Did the procedures specify Edinburgh?



No. **They required us to divert, but the choice of airport was ours.**

7.4. Необходимость, невозможность и выбор

1.



Why didn’t we plan to use Runway 30 at Prestwick?



We had to plan for Runway 20 because of the crosswind.

2.



The duty manager wants to know why we couldn’t carry more fuel.



We were unable to take more without exceeding the landing weight limit.

3.



What did we decide after the other aircraft landed at Prestwick?



We decided to make one more approach there.

4.



Was Edinburgh chosen for us?



No. **We chose it because Glasgow had windshear on final.**

5.



They also need the reason for changing the alternate.



We had to change it when Manchester refused us.

6.



Did we get a reason for the refusal?



We couldn’t get a clear explanation through ATC.

7.



Could we have waited for Manchester’s answer before choosing?



No. **We had no alternative but to decide quickly.**

8.



Why are we preparing Manchester again?



We’ve decided to keep it as a possible backup.

7.5. Что передать в офис - своими словами

1.



Ops have room for two sentences on Prestwick. What do I tell them?



Tell them we tried two approaches in strong gusts. Each one ended with a windshear warning and a go-around.

2.



What will we need from them if we go around at Edinburgh?



Manchester’s answer, straight away. Ask them to have it ready before we start the approach.

3.



The duty manager wants to know why we haven’t declared an emergency.



We aren’t required to yet. We still expect to land at Edinburgh above the final reserve.

4.



What weather are we working with at Edinburgh?



ATC gave us thirty-four knots, gusting forty-six. Tell them we’ll get the latest wind before we start.

5.



Anything to add about fuel?



We've got a rough estimate for the leg to Manchester, but we're still checking the route and the expected landing fuel.

6.



How long have we got before the approach?



About ten minutes. Ask them not to call us during the approach. We'll call them once we're on the ground.

7.



The duty manager wants to know if the passengers have been told.



The cabin crew have told them we're going to Edinburgh. I'll make a short announcement before we start down.

8.



Ops are reading the summary back. Anything to correct?



Only one thing: the fuel figures are still estimates. We'll send checked figures before the approach.