МИНИСТЕРСТВО НАУКИ И ВЫСШЕГО ОБРАЗОВАНИЯ

РОССИЙСКОЙ ФЕДЕРАЦИИ

ФЕДЕРАЛЬНОЕ ГОСУДАРСТВЕННОЕ БЮДЖЕТНОЕ

ОБРАЗОВАТЕЛЬНОЕ УЧРЕЖДЕНИЕ ВЫСШЕГО ОБРАЗОВАНИЯ

«ДОНСКОЙ ГОСУДАРСТВЕННЫЙ ТЕХНИЧЕСКИЙ УНИВЕРСИТЕТ»

Кафедра «Иностранный язык в сфере технических наук и технологий»

МЕТОДИЧЕСКИЕ УКАЗАНИЯ

по выполнению контрольной работы

по дисциплине Английский язык в профессиональной сфере

Ростов-на-Дону

ДГТУ

2025

УДК 811.111

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# **Введение**

Данные методические указания ориентированы на оказание помощи студентам кафедры «Иностранный язык в сфере технических наук и технологий ФГОУ ВО «Донской государственных техническийуниверситет» всех уровней, форм и направлений подготовки в написании и оформлении основных видов письменных научно-исследовательских работ – контрольной работы, курсовой работы.

В методических указаниях представлены требования и рекомендации по написанию и оформлению контрольной работы для студентов бакалавриата и магистратуры. В методических указаниях представлены образцы оформления титульных листов, содержания, списка литературы и др.

# **Цель выполнения контрольной работы**

Цель методических указаний по контрольной работе — реализация государственных требований к минимуму содержания и уровню подготовки выпускников по специальности при заочной форме обучения по конкретной учебной дисциплине. Также цель — оказание помощи студентам в организации их самостоятельной работы над изучением учебного материала.

Цель контрольной работы — проверка и оценка знаний студентов, получение информации о характере их познавательной деятельности, уровне самостоятельности и активности, об эффективности форм и методов учебной деятельности.

# **Показатели и критерии оценивания уровня сформированности компетенции и уровня освоения дисциплины в целом**

Оценивание результатов обучения по дисциплине осуществляется в соответствии с Положением о текущем контроле и промежуточной аттестации обучающихся.

По дисциплине проводится промежуточная аттестация в форме зачета*.*

Зачет по дисциплине выставляется по итогам проведенного текущего и рубежного контроля и при выполнении всех практических и индивидуальных заданий.

Текущий контроль предусмотрен следующими видами учебной деятельности:

1. Ответ по устной теме.

2. Перевод текста со словарем с иностранного языка на русский. Выполняется письменно.

3. Тестирование в форме выполнения набора заданий (для заочной формы):

«отлично» - 91 – 100 %,

«хорошо» - 76 – 90 %,

«удовлетворительно» - 61 – 75 %,

«неудовлетворительно» - менее 61 %.

**Итоговое количество баллов по результатам промежуточной аттестации с формой контроля *зачет:* менее 61 балла – не зачтено; более 61 балла – зачтено.**

**Контрольная работа**

***Контрольная работа*** - письменная работа, выполняемая по дисциплине, в рамках которой раскрываются определенные условием вопросы с целью оценки качества усвоения студентами отдельных, наиболее важных разделов, тем и проблем изучаемой дисциплины.

Основными целями написания контрольной работы являются: расширение и углубление знаний обучающихся, выработка приемов и навыков в анализе теоретического и практического материала, а также обучение логично, правильно, ясно, последовательно и кратко излагать свои мысли в письменном виде. Обучающийся, со своей стороны, при выполнении контрольной работы должен показать умение работать с литературой, давать анализ соответствующих источников, аргументировать сделанные в работе выводы и, главное, – раскрыть заданную тему теоретического вопроса и правильно выполнить практические задания.

# **Общие требования к выполнению контрольной работы**

Контрольное задание предлагается в пяти вариантах.

Номер вашего варианта определяется *по последней цифре* в вашей зачетной книжке.

1 вариант - цифры 1, 2.

2 вариант – цифры 3, 4.

3 вариант – цифры 5, 6.

4 вариант – цифры 7, 8.

5 вариант – цифры 9, 0.

Контрольная работа должна быть выполнена в отдельной тетради. На обложке тетради необходимо указать: факультет, курс, номер группы, фамилию, имя и отчество, дату, номер контрольного задания и вариант.

Первую страницу необходимо оставить чистой для замечаний и рецензии преподавателя.

Контрольная работа должна быть написана четким подчерком, для замечаний преподавателя следует оставить поля.

Контрольная работа, выполненная не полностью или не отвечающая вышеприведенным требованиям, не проверяется и не засчитывается.

Проверенная контрольная работа должна быть переработана студентом (та часть ее, где содержатся ошибки и неточности перевода) в соответствии с замечаниями и методическими указаниями преподавателя. В той же тетради следует выполнить «Работу над ошибками», представив ее на защите контрольной работы.

Титульный лист для обложки приводим ниже.



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**(ДГТУ)**

Факультет «Прикладная лингвистика»

Кафедра «Иностранный язык в сфере технических наук и технологий»

**КОНТРОЛЬНАЯ РАБОТА**

Дисциплина\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Направление подготовки\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Направленность (профиль)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Номер зачетной книжки\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Номер варианта\_\_\_\_\_\_\_\_\_Группа\_\_\_\_

Обучающийся \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

подпись, дата И.О.Фамилия

Контрольную работу проверил\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

подпись, дата должность, И.О.Фамилия

Ростов-на-Дону

ДГТУ

20\_\_

# **Часть 1. Реферирование статьи на английском языке**

**Реферирование статьи на английском языке**

Уметь анализировать английский текст – это уже огромный прорыв в изучении языка. И неважно, лингвист вы или обычный студент. Если вы видите главную идею, особые «приметы» рассказа или статьи, значит, вы сможете его лучше понять и осмыслить. А это важно не только в плане языковых знаний, но и в плане общего развития. Итак, представим, что вам нужно сделать пересказ текста на английском. Какие общие фразы и структуры для этого использовать?

**Анализ текста на английском языке**

Для начала давайте разберемся, в чем суть реферирования статьи на английском. Это не просто краткое содержание, пересказ, а анализ. Вам необходимо выделить главную идею, описать главных героев или события, факты. Для всего этого есть вводные структуры, которые необходимо знать. Итак, с чего начать и чем закончить? Мы приведем вам в качестве примера несколько фраз. А вы выбирайте наиболее понравившиеся.

***1. Название статьи, автор, стиль***

1. The article I’m going to give a review of is taken from … . – Статья, которую я сейчас хочу проанализировать из … .
2. The headline of the article is … . – Заголовок статьи … .
3. The author of the article is … . – Автор статьи … .
4. It is written by … . – Она написана … .
5. The article under discussion is … . – Статья, которую мне сейчас хочется обсудить, ... .
6. The headline foreshadows … . – Заголовок приоткрывает … .

***2. Тема. Логические части***

1. The topic of the article is … . – Тема статьи … .
2. The key issue of the article is … . – Ключевым вопросом в статье является … .
3. The article under discussion is devoted to the problem … . – Статью, которую мы обсуждаем, посвящена проблеме … .
4. The author in the article touches upon the problem of … . – В статье автор затрагивает проблему … .
5. I’d like to make some remarks concerning … . – Я бы хотел сделать несколько замечаний по поводу … .
6. I’d like to mention briefly that … . – Хотелось бы кратко отметить … .
7. I’d like to comment on the problem of … . – Я бы хотел прокомментировать проблему … .
8. The article under discussion may be divided into several logically connected parts which are … . – Статья может быть разделена на несколько логически взаимосвязанных частей, таких, как … .

***3. Краткое содержание***

1. The author starts by telling the reader that … . – Автор начинает, рассказывая читателю, что … .
2. At the beginning of the story the author … – В начале истории автор …

* … describes – … описывает,
* … depicts – … изображает,
* … touches upon – … затрагивает,
* … explains – … объясняет,
* … introduces – … знакомит,
* … mentions – … упоминает,
* … recalls – … вспоминает,
* … makes a few critical remarks on … . – … делает несколько критических замечаний о … .

1. The story begins (opens) with a (the) … – История начинается …

* … description of … – … описанием … ,
* … statement … – … заявлением … ,
* … introduction of … – … представлением … ,
* … the mention of … – … упоминанием … ,
* … the analysis of a summary of … – … кратким анализом … ,
* … the characterization of … – … характеристикой … ,
* … (author’s) opinion of … – … мнением автора … ,
* … author’s recollections of … – … воспоминанием автора … ,
* … the enumeration of … – … перечнем … .

1. The scene is laid in … . – Действие происходит в … .
2. The opening scene shows (reveals) … . – Первая сцена показывает (раскрывает) … .
3. We first see (meet) … (*the name of a character*) as … . – Впервые мы встречаемся с … (имя главного героя или героев) … .
4. In conclusion the author … – В заключение автор …

* … dwells on … – … останавливается на … ,
* … points out … – … указывает на то … ,
* … generalizes … – … обобщает … ,
* … reveals … – … показывает … ,
* … exposes … – … показывает … ,
* … accuses / blames … – … обвиняет … ,
* … mocks at … – … издевается над … ,
* … gives a summary of … – … дает обзор … .

***4. Отношение автора к отдельным моментам***

1. The author gives full coverage to … . – Автор полностью охватывает … .
2. The author outlines … . – Автор описывает … .
3. The article contains the following facts … / describes in details … . – Статья содержит следующие факты …. / подробно описывает … .
4. The author starts with the statement of the problem and then logically passes over to its possible solutions. – Автор начинает с постановки задачи, а затем логически переходит к ее возможным решениям.
5. The author asserts that … . – Автор утверждает, что … .
6. The author resorts to … to underline … . – Автор прибегает к …, чтобы подчеркнуть … .
7. Let me give an example … . – Позвольте мне привести пример … .

***5. Вывод автора***

1. In conclusion the author says / makes it clear that … / gives a warning that … . – В заключение автор говорит / проясняет, что … / дает предупреждение, что … .
2. At the end of the story the author sums it all up by saying … . – В конце рассказа автор подводит итог всего этого, говоря … .
3. The author concludes by saying that … / draws a conclusion that … / comes to the conclusion that … . – В заключение автор говорит, что … / делает вывод, что … / приходит к выводу, что … .

***6. Выразительные средства, используемые в статье***

1. To emphasize … the author uses … . – Чтобы акцентировать внимание … автор использует … .
2. To underline … the author uses … . – Чтобы подчеркнуть … автор использует … .
3. To stress … – Усиливая …
4. Balancing … – Балансируя …

***7. Ваш вывод***

1. Taking into consideration the fact that … . – Принимая во внимание тот факт, что … .
2. The message of the article is that … . / The main idea of the article is … . – Основная идея статьи (послание автора) … .
3. In addition … / Furthermore … – Кроме того, …
4. On the one hand …, but on the other hand … – С одной стороны …, но с другой стороны …
5. Back to our main topic … – Возвращаясь к нашей основной теме, …
6. To come back to what I was saying … – Возвращаясь к тому, что я говорил, …
7. In conclusion I’d like to … – В заключение я бы хотел …
8. From my point of view … – С моей точки зрения …
9. As ar as I am able to judge … – Насколько я могу судить …
10. My own attitude to this article is … – Мое личное отношение к этой статье …
11. I fully agree with … / I don’t agree with … – Я полностью согласен с … / Я не согласен с …
12. It is hard to predict the course of events in future, but there is some evidence of the improvement of this situation. – Трудно предсказать ход событий в будущем, но есть некоторые свидетельства улучшения.
13. I have found the article dull / important / interesting /of great value – Я нахожу статью скучной / важной / интересной / имеющей большое значение (ценность).

Таким образом, чтобы хорошо проанализировать статью, ее необходимо несколько раз прочитать. Первый раз – ознакомительный, вы определяете стиль, тему. Во второй раз обращаете внимание на детали, на поведение героев, пытаетесь кратко передать основное содержание. Затем опять просматриваете и ищите то, что же автор хотел донести до читателя, что он для этого использовал. А затем продумываете свое отношение к прочитанному.

# **Часть 2. Резюме (What is a CV/resume?)**

В США соискатели обычно составляют resume (ударение на первый слог), чтобы откликнуться на вакансию. В Европе и Великобритании аналогичный документ называется CV (от лат. curriculum vitæ, «ход жизни» или «жизнеописание»).

Интересно, что термин CV существует и в американском английском, но там он имеет немного другое значение.

В США CV — это более объёмный документ, который чаще встречается в академической или медицинской сферах. Он включает намного больше деталей, таких как перечень научных публикаций, членство в профессиональных организациях и даже названия диссертаций.

В Европе и Британии такой документ может называться an academic CV. Этот вид CV нам сейчас не особенно интересен. Под термином CV будем иметь в виду документ, который в США называют resume.

Обычно CV или resume — это небольшой документ, который занимает не больше двух страниц. В нём содержатся личные данные, информация о работе, образовании и, возможно, несколько других разделов, которые помогают показать, что соискатель — подходящий кандидат для предлагаемой вакансии.

Общий алгоритм составления resume или CV

Проанализируйте вакансию. Подчеркните ключевые слова (навыки и обязанности).

Сравните требуемые навыки и обязанности с тем, что вы умеете, и с тем, что приходилось делать раньше; запишите их, используя ключевые слова из вакансии и фокусируясь на результатах.

Посмотрите аналогичные вакансии в схожих компаниях, чтобы проверить, упоминаются ли там навыки или обязанности, которых нет в вакансии, на которую вы откликаетесь; если обнаружите такие навыки — добавьте их в список своих навыков.

Посмотрите примеры резюме и шаблоны для той страны, в которую вы пишете отклик; в своём резюме используйте языковые фразы из шаблонов.

Составьте финальную версию, учитывая длину резюме, принятую в стране.

Проверьте грамматику и орфографию в тексте.

Попросите коллегу или друга прочитать ваше резюме перед отправкой: свежий взгляд всегда полезен.

Как заполнить обязательные разделы

Шаблон поможет составить грамотное резюме, но и его можно испортить, неверно указав свои данные. Разбираемся, на что нужно обращать внимание, чтобы пройти отбор и оставить приятное впечатление.

Персональная информация и контакты (Personal information and contact details)

Указывайте то имя, которое указано в паспорте: Alexander, не Alex и не Sasha. Если у вас имя сложное, можно указать только инициалы.

Убедитесь, что ваш почтовый адрес звучит нейтрально, не производит плохого впечатления и не раскрывает лишнюю информацию, например, ваш возраст или ник в компьютерной игре. Никаких dota4life1992@ya.ru.

Профессиональные навыки (Skills and qualifications)

Навыки в вашем резюме должны совпадать с навыками, перечисленными в вакансии. Поэтому вам придётся «пересобирать» резюме под каждый отклик.

Поскольку первичный отбор часто делается с помощью системы отслеживания кандидатов, информацию о навыках лучше размещать в начале резюме, в отдельном блоке под контактами, в формате «один навык — один пункт».

Если вы разработчик, перечислите языки программирования, фреймворки и библиотеки, с которыми вам довелось поработать; отметьте опыт разработки веб-приложений и работы с базами данных, знание алгоритмов и структур данных.

Образование (Education)

Если вы на рынке труда недавно, ключевой для рекрутера может стать информация о вашем образовании. Опытные специалисты добавляют её после опыта работы, а начинающим лучше ставить её пораньше, после информации про навыки.

В идеале ваше образование должно совпасть с ожиданиями работодателя и быть релевантным будущим обязанностям.

Ещё несколько тонкостей: кандидатам с опытом работы после университета необязательно указывать даты, связанные с образованием. В откликах на европейские вакансии нужно указывать информацию об учёбе в средней школе. А кандидатам, которые ещё учатся, нужно указывать дату предполагаемого окончания учёбы.

Если вы проходили курсы или получали дополнительное образование, то факт прохождения можно вписать в блок «Образование», а дипломный проект занести в раздел про опыт работы. Но обязательно укажите, что это был учебный проект.

Опыт работы (Work experience)

Стандартная структура: название должности, название компании, её местонахождение, месяцы и годы вашей работы в ней.

Если у вас уже есть опыт работы по указанной в вакансии специальности, перечислите в каждой позиции как минимум две-три обязанности, желательно с глаголами, чтобы они выглядели как действия и достижения, а не как процессы.

Здорово, если вы укажете конкретные цифры. Например, количество выполненных проектов, объёмы задач, скорость их выполнения. Например:

Contributed to …, which decreased costs of (something) … by …% (Способствовал …, что привело к снижению расходов на … на …%).

Implemented …, which resulted in a …% increase in productivity (Осуществил … что привело к увеличению продуктивности на …%).

Если вы пока не работали, сюда можно добавить ваши учебные проекты, а также пет-проекты.

Языки (Languages)

Рекрутеры ожидают увидеть этот раздел при отклике на вакансии в Европе, но он бывает полезен и в других странах, особенно, если этого требует должность.

Уровень владения языком должен быть точным. Есть два варианта: использовать систему CEFR (A1, A2, B1, B2, C1, C2) или перечислить международные сертификаты, если они есть, с указанием оценки и даты сдачи экзамена.

Если сертификатов нет, или вы не уверены в своём уровне языка — кратко опишите свои языковые навыки в контексте будущих обязанностей. Например, «могу читать техническую литературу, вести деловую переписку и выступать с докладами».

Как заполнить опциональные разделы

Карьерные цели (Profile, objective or personal statement или Summary). Здесь в формате краткого изложения нужно подсветить релевантные для вакансии навыки и описать, как вы применяете их на практике.

Если решите включить в резюме этот раздел, то ставить его надо в самом начале, под контактами и перед описанием навыков. Это что-то вроде «спойлера» ко всему резюме. Он поможет рекрутеру узнать о вас всё самое важное.

Интересы, хобби и волонтёрство (Interests, hobbies, volunteer work). Если откликаетесь на европейскую вакансию, можно упомянуть интересы и хобби, которые связаны с позицией. Убедитесь, что их не слишком много, а то рекрутер решит, что на работу вам времени не хватит.

При отклике в американскую компанию, лучше вообще на эту тему ничего не писать. Позиция американских нанимателей такая: всё, что не является профессиональным опытом и навыками, не должно быть включено в резюме.

Упоминание любых видов волонтёрства вам только в плюс. Обязательно рассказывайте в резюме о таком опыте.

Членство в профессиональных организациях, достижения и награды (Membership in professional organizations and affiliations. Achievements and awards). Если вы состоите в профессиональной организации, ассоциации или сообществе, которые релевантны позиции, это покажет, что у вас есть амбиции и интерес к профессиональному развитию.

Что касается достижений и наград, то лучше выбирать те, которые действительно выделяют вас среди других кандидатов.

Публикации (Publications). Речь о публикациях на английском языке, которые написаны вами или с вашим участием и подтверждают вашу экспертность в сфере поиска работы. Это могут быть не только статьи, но и видео, посты в профессиональных сообществах.

На заметку

Используйте только стандартные шрифты; фон должен быть белым. Резюме часто обрабатываются специальными программами, которые могут не распознать часть текста или ключевые слова на цветном или на сером фоне.

Отправляйте документ в формате PDF: этот формат лучше всего сохраняет форматирование текста, и ваше резюме будет выглядеть так, как было задумано.

Запомните: резюме должно быть кратким и содержать только самую важную информацию о вашем опыте и квалификации.

Пишите сопроводительное письмо (Cover Letter), чтобы увеличить свои шансы. Обращайте внимание на стиль: он зависит от культуры компании и часто проявляется в текстах на сайте и соцсетях, манере общения сотрудников в LinkedIn. Если стиль определить сложно, пишите нейтрально-вежливо.

|  |  |
| --- | --- |
| Личные качества | |
| Accurate | Прилежный, педантичный |
| Approachable | Отзывчивый |
| Articulate | Способный четко формулировать и излагать свои мысли |
| Astute | Сообразительный, дальновидный |
| Attentive | Внимательный, вежливый |
| Autonomous | Независимый, самостоятельный |
| Broad-minded | Широких взглядов |
| Calm | Спокойный, уравновешенный |
| Capable | Способный, умелый |
| Cheerful | Жизнерадостный |
| Committed | Преданный идее, обязательный |
| Communicative | Коммуникабельный |
| Confident | Уверенный |
| Conscientious | Добросовестный, сознательный, ответственный |
| Cooperative | Легко сотрудничает с другими людьми |
| Courteous | Вежливый, воспитанный |
| Creative | Творческий, изобретательный |
| Dependable=Reliable | Надежный |
| Decisive | Решительный |
| Determined | Целеустремленный, решительный |
| Diligent | Трудолюбивый, усердный, исполнительный |
| Eager to learn | Готовый учиться новому |
| Eloquent | Красноречивый, умеющий убеждать |
| Energetic | Энергичный, активный |
| Enthusiastic | Полный энтузиазма, мотивированный |
| Flexible | Сговорчивый, умеющий приспосабливаться к новым ситуациям |
| Hardworking | Трудолюбивый |
| Honest | Честный |
| Imaginative | Обладающий богатым воображением |
| Initiative | Инициативный, деятельный |
| Inquisitive | Любознательный |
| Insightful | Проницательный |
| Meticulous | Скрупулезный, внимательный к деталям |
| Open-minded | Открыт всему новому, непредвзятый |
| Optimistic | Оптимистичный |
| Organized | Собранный, организованный |
| Perceptive | Восприимчивый, легко понимает окружающих |
| Persuasive | Умеющий убеждать |
| Punctual | Пунктуальный, аккуратный |
| Quiet | Спокойный |
| Self-motivated | Целеустремленный, мотивированный |
| Thoughtful | Внимательный, вдумчивый |
| Versatile | Разносторонний |
| Навыки | |
| Ability to work efficiently both individually and in a team | Способность работать эффективно как самостоятельно, так и в команде |
| Ability to work under pressure | Способность работать в стрессовых ситуациях |
| Business communication skills | Умение общаться в бизнес-среде |
| Communicative skills/Social skills | Хорошие навыки общения |
| Conflict management skills | Умение решать конфликтные ситуации |
| Creative thinking skills | Творческое мышление |
| Critical thinking skills | Критическое мышление |
| Decision making skills | Умение принимать решения |
| Effective listening skills | Умение выслушать собеседника |
| Excellent verbal and written communication skills | Отличные навыки устной и письменной речи |
| Good sense of humour | Хорошее чувство юмора |
| Multitasking | Умение выполнять несколько задач одновременно |
| Organizational skills | Организаторские способности |
| Positive attitude | Позитивное мышление |
| Problem-solving skills | Умение решать проблемы |
| Quick learning skills | Быстрая обучаемость |
| Resourcefulness | Находчивость, изобретательность |
| Risk taking | Готовность принимать риски |
| Sales Ability | Умение работать в сфере продаж |
| Strategic thinking | Стратегическое мышление |
| Strong analytical thinking | Хорошие аналитические способности |
| Time management skills | Умение управлять временем |
| Willingness to learn | Готовность обучаться |

# **Вариант 1**

1. **Render the following article using the cliche from lecture No. 1.**

**Cathay Pacific says 15 jets need new part after Rolls-Royce engine problem**

Singapore Airlines also says it is inspecting aircraft after component failure on rival’s Airbus A350

[**Julia Kollewe**](https://www.theguardian.com/profile/juliakollewe) and [**Jasper Jolly**](https://www.theguardian.com/profile/jasper-jolly)

Tue 3 Sep 2024 15.05 BST

Cathay Pacific has said it identified 15 Airbus A350 aircraft that need component replacements after a part failed on one of its [Rolls-Royce](https://www.theguardian.com/business/rollsroycegroup) engines minutes after takeoff from Hong Kong on Monday.

A second carrier, Singapore Airlines, said on Tuesday it was also inspecting the engines of its Airbus A350 aircraft “as a precautionary measure”.

Cathay Pacific said it expected to cancel 34 return flights through to Wednesday, when it would also provide details of any further service cuts for the rest of the week.

Cathay said it had inspected its fleet of 48 Rolls-Royce-powered A350s, and had identified 15 aircraft with engine components that needed to be replaced. Three had been repaired, and it expected all affected aircraft to resume flying by Saturday.

Rolls-Royce confirmed the affected aircraft was powered by its Trent XWB-97 engines, and said it was keeping other carriers informed. Authorities in [Hong Kong](https://www.theguardian.com/world/hong-kong) have launched an investigation, and Rolls-Royce said it was also working closely with them and the aircraft manufacturer Airbus.

It is thought the problem involves a fuel nozzle inside the XWB-97 engine, the Rolls-Royce model used on the A350-1000, according to Reuters.

Unlike Cathay, Singapore Airlines said there had not been any impact so far on its schedule. A spokesperson for the company said: “As a precautionary measure, SIA is inspecting the Rolls-Royce Trent XWB-84 engines that power our Airbus A350-900 fleet.”

The news of the engine failure drove shares in Rolls-Royce on the London Stock Exchange down 6.5% on Monday, [the biggest faller on the FTSE 100 index](https://www.theguardian.com/business/article/2024/sep/02/rolls-royce-ftse-100-biggest-faller-cathay-pacific-inspects-a350). Its shares partly recovered on Tuesday, and were up by 3%, making the UK manufacturer the top FTSE riser.

Data from the flight-tracking service Flightradar24 showed other operators of the A350-1000 appeared to be operating as normal on Tuesday.

The top six operators are Qatar Airways with 24 planes, British Airways with 18, Cathay Pacific with 18, Virgin Atlantic with 12, and Etihad Airways and Japan Airlines with five each. A spokesperson for Qatar Airways said there has been “no impact on the operation of any Qatar Airways Airbus A350-1000s”, but added that “we are continuing to monitor any developments”. The other airlines were approached for comment.

Japan Airlines, whose fleet of A350-1000s are less than a year old, said it had asked Rolls-Royce for more information. “If the engine manufacturer takes any further action, we will respond accordingly,” a spokesperson said.

Cathay Pacific has not specified which engine component failed but the carrier said it was the “first of its type to suffer such failure on any A350 aircraft worldwide”.

Airbus said it was in contact with Rolls-Royce and Cathay Pacific and offering full technical support.

There are about 88 A350-1000 jets in operation worldwide, according to the Swiss intelligence provider ch-aviation.

<https://www.theguardian.com/business/article/2024/sep/03/cathay-pacific-jets-rolls-royce-engine-cancelled-flights-airbus-a350>

1. **Translate the 1st paragraph from English into Russian using the dictionary** 
   1. **Airports today**

Aircraft and airports have **evolved** and continue to evolve. In the 1950s airplanes began to have a variety of uses for transportation and business. Airplanes were equipped with **steerable tail wheels** instead of **tail** [**skids**](http://www.virtualskies.arc.nasa.gov/glossary.html#skids) so they could operate more easily on the ground. As airplanes got larger and heavier it became necessary for airports to have hard surface **runways** instead of the grass or gravel fields because such fields could not support the [**weight**](http://www.virtualskies.arc.nasa.gov/glossary.html#weight)of heavier airplanes. (A Boeing 747 can weigh more than 800,000 pounds at takeoff.) Airports eventually began to offer more services for airplane operators and their increasing number of passengers. A modern large airport today has thousands of workers, accommodates tens of thousands of passengers, and loads or unloads hundreds of thousands of pounds of baggage and cargo daily. There are many types of airports that exist today as part of air transportation system. These airports range from a single grass airstrip in an agricultural or rural area to the large airports serving major cities. There are seven basic types of airports: rural airstrip, private airport, military airport, small community airport, regional community airport, regional airport, major city airport. What separates one from the other depends upon the types of services it provides, the size aircraft it serves, the length of the runways with its complementary terminal facilities, and its proximity to a densely populated area. Not all airports are located near towns and cities. Driving through agricultural regions, a single narrow strip of grass or pavement along the highway could indicate that there is an **aerial operation** based there. These are referred to as rural **airstrips.** There are several private communities with a small, common airstrip where homes with attached hangars allow owners to [taxi](http://www.virtualskies.arc.nasa.gov/glossary.html#taxi) from their hangar to a shared runway. An interesting note: in Alaska any public road can be used as a runway, however in the state of New York it is illegal to make an emergency landing on any highway. Military airstrips or airports are usually restricted to military aircraft usage from flight testing to military training routes. These airports are designed to handle **rotorcraft** or fixed [wing](http://www.virtualskies.arc.nasa.gov/glossary.html#wing) aircraft. Most of the runways of military airports can accommodate heavy, wide-body aircraft and have a runway length of 8,000 to 13,000 feet.

* 1. **Airport Pavements**

The first **concrete** **pavement** for airport use was constructed during 1927 and 1928 at the Ford Terminal in Dearborn, Michigan. Since then, concrete pavements have been widely used for constructing runways, **taxiways**, and **apron** areas at airports. The design and construction procedures used for airport pavements evolved through experience, practice, **field trials**, and application of theoretical considerations. Concrete pavements have a long and successful history of use at civilian airports and at military airfields in the United States. Air transportation is one of the key industries in the United States. The high cost of shutdowns for pavement maintenance and rehabilitation at airports results in significant impact on local and regional economies, in addition to unnecessary delays to the traveling public. A similar concern exists at military airfields where operational readiness can be impacted by poor pavements. For airport pavements to perform well, it is essential that these pavements are designed and constructed to a high degree of quality. A well-designed and constructed concrete pavement will withstand the anticipated aircraft **loadings** under the local climatic conditions over the desired period of time with minimum maintenance and repair. Desirable concrete pavement performance can be obtained by ensuring that the occurrences of various distresses that can develop are minimized. Distresses that may develop in airport concrete pavements include the following:

* **Cracking** (corner, **longitudinal**, **transverse**, durability/materials related)
  + Surface defects (**scaling**, **popouts**, **map cracking**).

The development of concrete pavement distresses can be minimized by:

1. Selecting the proper pavement thickness.

2. Providing adequate foundation support including a free draining non-erodible base.

3. Performing proper joint layout and installation.

4. Designing and installing adequate load transfer at joints.

5. Selecting proper constituents for the concrete.

6. Ensuring adequate concrete consolidation.

7. Providing proper finishing to the concrete surface.

8. Maintaining joint **sealant** in good condition.

Another important concern for concrete pavement construction is minimizing the probability of early-age distress, typically in the form of cracking and **spalling**. This is accomplished by the use of sound design principles and by implementing good construction techniques.

* 1. **Airport Pavements (2)**

**Paving** of airport runways, taxiways, and aprons has provided a strong market for **portland cement concrete** in recent years, as commercial and military airports upgrade their ground facilities to keep up with increasing air traffic. In 1992, 25 million flights took off or landed at the nation's 100 largest airports. By 2005, the Federal Aviation Administration projects that number to increase by almost 38% to 34.5 million. Demand for concrete is greatest at these large facilities, because concrete provides the substantial pavement strength required to **withstand** the impact of airplanes such as the 747, which can weigh more than 850,000 lb (382,000 kg.) when fully loaded. Some 1.1 million metric tons of portland cement were used in the United States for airport pavement projects in 1995, up 22% from a decade earlier, when 895,000 metric tons were used. Since there has been little demand for construction of new airports in the United States for some time—the Denver International Airport being a notable exception—most of this cement is going into concrete needed for existing airport pavements or adding new runways to existing airports. Engineers and contractors are taking advantage of **fast-track technology** to upgrade ground facilities with minimal traffic **disruption**, and continue to hone design techniques to achieve maximum pavement life. The first United States airport runway was built in 1928 in Dearborn, Michigan, by the Ford Motor Company for a Ford-manufactured plane called the Silver Goose. This and other early runways used variable pavement thicknesses similar to those of early highways: concrete 8 or 9 in. (20 or 22.5 cm) deep at the edges and 6 or 7 in. (15 or 17.5 cm) thick at the center. In 1942, at the beginning of World War II, 93 million sq yd (74 million sq m) of airfield pavement was placed in the United States as the country mobilized to get planes airborne. At that time, 6 in. (15 cm) deep concrete pavements were the norm, but heavier airplanes created the need to increase concrete runway pavement depth to 12 in. (30 cm) thick. Eventually, engineers specified runway pavements as thick as 24 in. (60 cm) to accommodate heavy loads imposed by larger aircraft. The addition of more wheels to these airplanes, which better distributed the loads on the pavement, reduced the pavement depth required to 12 in. (30 cm) in the late 1940s. Today, specifications for airport concrete pavement vary depending on **subgrade** conditions, expected loading, and anticipated pavement life-span. New concrete runways at non-**hub** airports generally range in thickness from 9 to 12 in. (22.5 to 30 cm), while runways at hub airports often are constructed 15 to 18 in. (37.5 to 45 cm) thick to withstand larger and more frequent loading.

* 1. **Airfield traffic pattern**

All airports use a [**traffic pattern**](http://en.wikipedia.org/wiki/Airfield_traffic_pattern) (often called a *traffic* ***circuit*** outside the U.S.) to assure smooth traffic flow between departing and arriving aircraft. Generally, this pattern is a circuit consisting of five "legs" that form a rectangle (two legs and the runway form one side, with the remaining legs forming three more sides). Each leg is named (see diagram), and **ATC** directs pilots on how to join and leave the circuit. Traffic patterns are flown at one specific **altitude**, usually 800 or 1,000 ft (244 or 305 m) [above ground level](http://en.wikipedia.org/wiki/Above_ground_level) (AGL). Standard traffic patterns are *left-handed*, meaning all turns are made to the left. Right-handed patterns do exist, usually because of obstacles such as a [mountain](http://en.wikipedia.org/wiki/Mountain), or to reduce noise for local residents. The predetermined circuit helps traffic flow smoothly because all pilots know what to expect, and helps reduce the chance of a [**mid-air collision**](http://en.wikipedia.org/wiki/Mid-air_collision)**.** At extremely large airports, a circuit is in place but not usually used. Rather, aircraft (usually only commercial with long routes) request **approach clearance** while they are still hours away from the airport, often before they even takeoff from their departure point. Large airports have a frequency called *Clearance Delivery* which is used by departing aircraft specifically for this purpose. This then allows aircraft to take the most direct **approach path** to the runway and land without worrying about interference from other aircraft. While this system keeps the airspace free and is simpler for pilots, it requires detailed knowledge of how aircraft are planning to use the airport ahead of time and is therefore only possible with large commercial airliners on pre-scheduled flights. The system has recently become so advanced that controllers can predict whether an aircraft will be delayed on landing before it even takes off; that aircraft can then be delayed on the ground, rather than wasting expensive fuel waiting in the air.

* 1. **A taxiway**

A **taxiway** is a path on an [airport](http://en.wikipedia.org/wiki/Airport) connecting [runways](http://en.wikipedia.org/wiki/Runway) with [**ramps**](http://en.wikipedia.org/wiki/Airport_ramp)**,** [**hangars**](http://en.wikipedia.org/wiki/Hangar), [terminals](http://en.wikipedia.org/wiki/Airport_terminal) and other facilities. They mostly have hard surface such as [asphalt](http://en.wikipedia.org/wiki/Asphalt) or [concrete](http://en.wikipedia.org/wiki/Concrete), although smaller airports sometimes use [gravel](http://en.wikipedia.org/wiki/Gravel) or [grass](http://en.wikipedia.org/wiki/Grass). Busy airports typically construct high-speed taxiways in order to allow [aircraft](http://en.wikipedia.org/wiki/Aircraft) to leave the runway at higher speeds. This allows the aircraft **to vacate** the [runway](http://en.wikipedia.org/wiki/Runway) quicker, permitting another to land or depart in a shorter space of time. The signs can often be combined, in this case a direction sign, a location sign, and a runway sign. Airport guidance signs provide direction and information to taxiing aircraft and airport vehicles. Smaller airports may have few or no signs, relying instead on airport diagrams and charts. There are two classes of [signage](http://en.wikipedia.org/wiki/Signage) at airports, with several types of each: **mandatory instruction signs**. Mandatory instruction signs are white on red. They show entrances to runways or critical areas. Vehicles and aircraft are required to stop at these signs until the control tower gives clearance to proceed.

* Runway signs – White text on a red background. These signs identify a runway **intersection** ahead.
* Frequency change signs – Usually a stop sign and an instruction to change to another frequency. These signs are used at airports with different areas of ground control.
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For night operations, taxiways at many airports are equipped with lights, although some small airports are not equipped with them.

* **Taxiway Edge Lights:** used to outline the edges of taxiways during periods of darkness or restricted visibility conditions. These **fixtures** are elevated and emit [blue](http://en.wikipedia.org/wiki/Blue) light.
* **Taxiway Centerline Lights:** They are steady burning and emit green light located along the taxiway centerline
* **Clearance Bar Lights:** Three in-pavement steady-burning yellow lights installed at holding positions on taxiways
* **Runway Guard Lights:** Either a pair of elevated flashing yellow lights installed on either side of the taxiway, or a row of in-pavement yellow lights installed across the entire taxiway, at the runway holding position marking at taxiway/runway intersections.
* **Stop Bar Lights:** A row of red, unidirectional, steady-burning in-pavement lights installed across the entire taxiway at the runway holding position, and elevated steady-burning red lights on each side used in low visibility conditions.

Taxiway edge lights are spaced 75 feet apart. These lights can be closer together at taxiway intersections. On straight segments, Taxiway Centerline Lights are spaced at either 50 or 100 foot intervals depending on the minimum authorized visibility. On curved taxiway segments, Taxiway Centerline Lights may be required to be closer together.

**III. Make the summary of the text. Use the following phrases:**

|  |  |
| --- | --- |
| The text | * is about… * deals with… * presents… * describes… |
| In the text | * the reader gets to know… * the reader is confronted with… * the reader is told about |
| The author | * says, states, points out that… * claims, believes, thinks that… * describes, explains, makes clear that… * uses examples to confirm/prove that… * analyses/comments on… * tries to express… * compares X to Y * tries to convince the reader that… * concludes that… |

About the structure of the text:

* The text consists of…/is divided into…
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* In the second part of the text/paragraph, the author describes…
* Another example can be found in paragraph…
* As a result …
* To sum up/to conclude…
* In the conclusion, the author sums up the main ideas…

**IV. Make up your own CV using the basic structure and vocabulary.**

Basic CV structure:

1. Personal information - личная информация
2. Objective- цель
3. Education -образование
4. Qualifications - дополнительная квалификация
5. Work experience - опыт работы
6. Personal qualities - личные качества
7. Special skills - специальные навыки
8. Awards - награды
9. Research experience - научная деятельность
10. Publications -публикации
11. Memberships - членство в организациях
12. References – рекомендации

Vocabulary:

Marital status – семейное положение

Married - женат/замужем

Single – холост

To obtain a position as - получить должность в качестве

To apply skills as - применить навыки в качестве

Bachelor’s degree of Science – степень бакалавра

Master’s degree of Science – степень магистра

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Building Engineer – инженер-строитель

Chief Engineer – главный инженер

HR Manager – менеджер по подбору персонала

Accountant – бухгалтер

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Strong skills - уверенные навыки

Solid academic foundation of key concepts in - прочная теоретическая база в основных вопросах

Adaptable - способен быстро адаптироваться

Broadminded- с широкими взглядами, интересами

Competitive- конкурентоспособный

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To join the company - поступить на работу в компанию

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Part-time employment - работа по совместительству

Work in the capacity of - работать в качестве

Fluency in foreign languages - уровень владения иностранными языками

Native — родной язык

Fluent — свободно владеете

Working knowledge — можете читать и говорить, но не свободно

Basic knowledge — читаете со словарем

Knowledge of particular computer applications – уровень владения ПК, знание программ

**СV**

Laura Brown

Graphic Designer

|  |  |
| --- | --- |
| Adobe Creative Suite  Photoshop  In-Design  Illustrator  MAC CS4/CS5  Flash  3D animation | A highly talented, driven and flexible graphic designer with a proven record of  delivering creative and innovative design solutions. A proven ability of developing  projects from inception through production to final delivery, ensuring that all work is  effective, appropriate and delivered within agreed timescales. Able to work as part of a  team with printers, copywriters, photographers, other designers, account executives,  web developers and marketing specialists.  Now looking for a suitable graphic designers position with a ambitious and high profile  company.  WORK EXPERIENCE  Web Design Company – Coventry  GRAPHIC DESIGNER June 2008 - Present |
| PROFESSIONAL  First Aid Qualified  German speaker  PERSONAL DETAILS  Laura Brown  34 Anywhere Road  Coventry  CV6 7RF  T: 02476 888 5544  M: 0887 222 9999  E: laura.b@dayjob.com  DOB: 12/09/1985  Driving license: Yes  Nationality: British  PERSONAL SKILLS  Problem solving  Thinking creatively  Attention to detail  Communication skills | Duties:  Managing, producing and designing projects from brief to fulfilment.  Designing & creating marketing & e-marketing materials on a range of projects.  Ensuring consistency in a clients corporate and promotional brands.  Presenting finalised ideas & concepts to clients, colleagues and senior managers.  Answering queries from clients.  Creating original artwork for short and long term projects.  Involved in designing advertisements, brochures, handouts, flyers and online graphics.  Working with a range of media, including photography, to create final artwork.  Designing pitches and presentations for the sales teams.  Keeping up to date with new software, post-production techniques & industry trends.  Producing graphic content for site re-skins, page layouts, email designs, site graphics  & static & Flash banners.  KEY SKILLS AND COMPETENCIES  Innovative, highly creative, good at thinking 'out of the box'.  Keeping abreast of relevant new techniques in design software, media & photography.  Experience with catalogue, brochure and magazine design.  Willingness and ability to work independently and as part of a team.  Able to work under pressure, meet deadlines and multitask.  A knowledge of HTML and CSS.  Highly organised and able to prioritise own work schedule.  Able to work within brand and design guidelines.  Excellent graphical skills, creative flair and good colour sense. |
| PERSONAL DETAILS  Laura Brown  34 Anywhere Road  Coventry  CV6 7RF  T: 02476 888 5544  M: 0887 222 9999  E: laura.b@dayjob.com  DOB: 12/09/1985  Driving license: Yes  Nationality: British | ACADEMIC QUALIFICATIONS  Graphic Design and Advertising Foundation Degree  Nuneaton University 2005 - 2008  A levels: Maths (A) English (B) Technology (B) Science (C)  Coventry Central College 2003 - 2005  REFERENCES – Available on request. |

# **Вариант 2**

1. **Render the following article using the cliche from lecture No. 1.**

**Issue behind Boeing blowout should’ve ‘been caught years before’ – investigator**

National Transportation Safety Board head said Boeing should have addressed unauthorized door plug production

*Reuters*

Wed 7 Aug 2024 21.48 BST

The head of the National Transportation Safety Board said on Wednesday the [Alaska Airlines Boeing 737 Max 9 midair emergency](https://www.theguardian.com/us-news/2024/jan/06/alaska-airlines-grounds-boeing-737-max-9-planes-after-mid-air-window-blowout) was entirely avoidable because the planemaker should have addressed unauthorized production work long ago.

“This accident should have never happened. This should have been caught years before,” the NTSB chair, Jennifer Homendy, told reporters on the second day of a hearing into the 5 January incident.

“There have been numerous, numerous [Boeing](https://www.theguardian.com/business/boeing) audits, FAA audits, compliance reviews, compliance actions plans, noting a history of an unauthorized work, unauthorized removals,” she said.

She added there was no guarantee the issue would not occur again.

Boeing created no paperwork for the removal of the 737 Max 9 door plug – a piece of metal shaped like a door covering an unused emergency exit – or its re-installation during production, and still does not know which employees were involved. The plug was missing four key bolts when it was delivered to Alaska Airlines, the NTSB has said.

Boeing did not immediately comment.

If Boeing had learned from prior unauthorized work, “then this would have been caught and this would have been prevented”, Homendy said, adding the board is also scrutinizing the Federal Aviation Administration’s oversight of Boeing.

“We have a lot of questions – there was information known,” Homendy said about the FAA’s oversight of Boeing, citing defects and missing and incorrect documents, as well as incorrect policies that “have been issues for years. This is not new.”

Homendy has questions about FAA audit procedures and whether Boeing previously received advance notice of reviews and asked if they were too focused on reviewing paperwork.

After the incident, the FAA barred Boeing from expanding production beyond 38 planes per month and announced a 90-day review of the planemaker, and has required significant quality and manufacturing improvements before it will allow the company to hike production.

The FAA administrator, Mike Whitaker, said in June the agency was “too hands-off” in Boeing oversight. The FAA’s approach before the midair accident was “too focused on paperwork audits and not focused enough on inspections”, Whitaker added. The FAA has also boosted the number of inspectors at Boeing and Spirit factories.

“We will continue our aggressive oversight of the company and ensure it fixes its systemic production-quality issues,” the FAA said on Wednesday.

Last week, the Senate commerce committee chair, Maria Cantwell, and Illinois senator Tammy Duckworth introduced legislation to review and strengthen safety management systems at the FAA.

Homendy said the NTSB plans to conduct a safety culture survey of employees at Boeing’s Renton factory that builds the 737 Max line.

 This article was amended 4 September 2024. An earlier version referred to the National Transportation Safety Board as a regulator in the headline. The board is an investigator.

<https://www.theguardian.com/business/article/2024/aug/07/boeing-blowout-national-transportation-safety-board>

1. **Translate the 2nd paragraph from English into Russian using the dictionary** 
   1. **Airports today**

Aircraft and airports have **evolved** and continue to evolve. In the 1950s airplanes began to have a variety of uses for transportation and business. Airplanes were equipped with **steerable tail wheels** instead of **tail** [**skids**](http://www.virtualskies.arc.nasa.gov/glossary.html#skids) so they could operate more easily on the ground. As airplanes got larger and heavier it became necessary for airports to have hard surface **runways** instead of the grass or gravel fields because such fields could not support the [**weight**](http://www.virtualskies.arc.nasa.gov/glossary.html#weight)of heavier airplanes. (A Boeing 747 can weigh more than 800,000 pounds at takeoff.) Airports eventually began to offer more services for airplane operators and their increasing number of passengers. A modern large airport today has thousands of workers, accommodates tens of thousands of passengers, and loads or unloads hundreds of thousands of pounds of baggage and cargo daily. There are many types of airports that exist today as part of air transportation system. These airports range from a single grass airstrip in an agricultural or rural area to the large airports serving major cities. There are seven basic types of airports: rural airstrip, private airport, military airport, small community airport, regional community airport, regional airport, major city airport. What separates one from the other depends upon the types of services it provides, the size aircraft it serves, the length of the runways with its complementary terminal facilities, and its proximity to a densely populated area. Not all airports are located near towns and cities. Driving through agricultural regions, a single narrow strip of grass or pavement along the highway could indicate that there is an **aerial operation** based there. These are referred to as rural **airstrips.** There are several private communities with a small, common airstrip where homes with attached hangars allow owners to [taxi](http://www.virtualskies.arc.nasa.gov/glossary.html#taxi) from their hangar to a shared runway. An interesting note: in Alaska any public road can be used as a runway, however in the state of New York it is illegal to make an emergency landing on any highway. Military airstrips or airports are usually restricted to military aircraft usage from flight testing to military training routes. These airports are designed to handle **rotorcraft** or fixed [wing](http://www.virtualskies.arc.nasa.gov/glossary.html#wing) aircraft. Most of the runways of military airports can accommodate heavy, wide-body aircraft and have a runway length of 8,000 to 13,000 feet.

* 1. **Airport Pavements**

The first **concrete** **pavement** for airport use was constructed during 1927 and 1928 at the Ford Terminal in Dearborn, Michigan. Since then, concrete pavements have been widely used for constructing runways, **taxiways**, and **apron** areas at airports. The design and construction procedures used for airport pavements evolved through experience, practice, **field trials**, and application of theoretical considerations. Concrete pavements have a long and successful history of use at civilian airports and at military airfields in the United States. Air transportation is one of the key industries in the United States. The high cost of shutdowns for pavement maintenance and rehabilitation at airports results in significant impact on local and regional economies, in addition to unnecessary delays to the traveling public. A similar concern exists at military airfields where operational readiness can be impacted by poor pavements. For airport pavements to perform well, it is essential that these pavements are designed and constructed to a high degree of quality. A well-designed and constructed concrete pavement will withstand the anticipated aircraft **loadings** under the local climatic conditions over the desired period of time with minimum maintenance and repair. Desirable concrete pavement performance can be obtained by ensuring that the occurrences of various distresses that can develop are minimized. Distresses that may develop in airport concrete pavements include the following:

* **Cracking** (corner, **longitudinal**, **transverse**, durability/materials related)
  + Surface defects (**scaling**, **popouts**, **map cracking**).

The development of concrete pavement distresses can be minimized by:

1. Selecting the proper pavement thickness.

2. Providing adequate foundation support including a free draining non-erodible base.

3. Performing proper joint layout and installation.

4. Designing and installing adequate load transfer at joints.

5. Selecting proper constituents for the concrete.

6. Ensuring adequate concrete consolidation.

7. Providing proper finishing to the concrete surface.

8. Maintaining joint **sealant** in good condition.

Another important concern for concrete pavement construction is minimizing the probability of early-age distress, typically in the form of cracking and **spalling**. This is accomplished by the use of sound design principles and by implementing good construction techniques.

* 1. **Airport Pavements (2)**

**Paving** of airport runways, taxiways, and aprons has provided a strong market for **portland cement concrete** in recent years, as commercial and military airports upgrade their ground facilities to keep up with increasing air traffic. In 1992, 25 million flights took off or landed at the nation's 100 largest airports. By 2005, the Federal Aviation Administration projects that number to increase by almost 38% to 34.5 million. Demand for concrete is greatest at these large facilities, because concrete provides the substantial pavement strength required to **withstand** the impact of airplanes such as the 747, which can weigh more than 850,000 lb (382,000 kg.) when fully loaded. Some 1.1 million metric tons of portland cement were used in the United States for airport pavement projects in 1995, up 22% from a decade earlier, when 895,000 metric tons were used. Since there has been little demand for construction of new airports in the United States for some time—the Denver International Airport being a notable exception—most of this cement is going into concrete needed for existing airport pavements or adding new runways to existing airports. Engineers and contractors are taking advantage of **fast-track technology** to upgrade ground facilities with minimal traffic **disruption**, and continue to hone design techniques to achieve maximum pavement life. The first United States airport runway was built in 1928 in Dearborn, Michigan, by the Ford Motor Company for a Ford-manufactured plane called the Silver Goose. This and other early runways used variable pavement thicknesses similar to those of early highways: concrete 8 or 9 in. (20 or 22.5 cm) deep at the edges and 6 or 7 in. (15 or 17.5 cm) thick at the center. In 1942, at the beginning of World War II, 93 million sq yd (74 million sq m) of airfield pavement was placed in the United States as the country mobilized to get planes airborne. At that time, 6 in. (15 cm) deep concrete pavements were the norm, but heavier airplanes created the need to increase concrete runway pavement depth to 12 in. (30 cm) thick. Eventually, engineers specified runway pavements as thick as 24 in. (60 cm) to accommodate heavy loads imposed by larger aircraft. The addition of more wheels to these airplanes, which better distributed the loads on the pavement, reduced the pavement depth required to 12 in. (30 cm) in the late 1940s. Today, specifications for airport concrete pavement vary depending on **subgrade** conditions, expected loading, and anticipated pavement life-span. New concrete runways at non-**hub** airports generally range in thickness from 9 to 12 in. (22.5 to 30 cm), while runways at hub airports often are constructed 15 to 18 in. (37.5 to 45 cm) thick to withstand larger and more frequent loading.

* 1. **Airfield traffic pattern**

All airports use a [**traffic pattern**](http://en.wikipedia.org/wiki/Airfield_traffic_pattern) (often called a *traffic* ***circuit*** outside the U.S.) to assure smooth traffic flow between departing and arriving aircraft. Generally, this pattern is a circuit consisting of five "legs" that form a rectangle (two legs and the runway form one side, with the remaining legs forming three more sides). Each leg is named (see diagram), and **ATC** directs pilots on how to join and leave the circuit. Traffic patterns are flown at one specific **altitude**, usually 800 or 1,000 ft (244 or 305 m) [above ground level](http://en.wikipedia.org/wiki/Above_ground_level) (AGL). Standard traffic patterns are *left-handed*, meaning all turns are made to the left. Right-handed patterns do exist, usually because of obstacles such as a [mountain](http://en.wikipedia.org/wiki/Mountain), or to reduce noise for local residents. The predetermined circuit helps traffic flow smoothly because all pilots know what to expect, and helps reduce the chance of a [**mid-air collision**](http://en.wikipedia.org/wiki/Mid-air_collision)**.** At extremely large airports, a circuit is in place but not usually used. Rather, aircraft (usually only commercial with long routes) request **approach clearance** while they are still hours away from the airport, often before they even takeoff from their departure point. Large airports have a frequency called *Clearance Delivery* which is used by departing aircraft specifically for this purpose. This then allows aircraft to take the most direct **approach path** to the runway and land without worrying about interference from other aircraft. While this system keeps the airspace free and is simpler for pilots, it requires detailed knowledge of how aircraft are planning to use the airport ahead of time and is therefore only possible with large commercial airliners on pre-scheduled flights. The system has recently become so advanced that controllers can predict whether an aircraft will be delayed on landing before it even takes off; that aircraft can then be delayed on the ground, rather than wasting expensive fuel waiting in the air.

* 1. **A taxiway**

A **taxiway** is a path on an [airport](http://en.wikipedia.org/wiki/Airport) connecting [runways](http://en.wikipedia.org/wiki/Runway) with [**ramps**](http://en.wikipedia.org/wiki/Airport_ramp)**,** [**hangars**](http://en.wikipedia.org/wiki/Hangar), [terminals](http://en.wikipedia.org/wiki/Airport_terminal) and other facilities. They mostly have hard surface such as [asphalt](http://en.wikipedia.org/wiki/Asphalt) or [concrete](http://en.wikipedia.org/wiki/Concrete), although smaller airports sometimes use [gravel](http://en.wikipedia.org/wiki/Gravel) or [grass](http://en.wikipedia.org/wiki/Grass). Busy airports typically construct high-speed taxiways in order to allow [aircraft](http://en.wikipedia.org/wiki/Aircraft) to leave the runway at higher speeds. This allows the aircraft **to vacate** the [runway](http://en.wikipedia.org/wiki/Runway) quicker, permitting another to land or depart in a shorter space of time. The signs can often be combined, in this case a direction sign, a location sign, and a runway sign. Airport guidance signs provide direction and information to taxiing aircraft and airport vehicles. Smaller airports may have few or no signs, relying instead on airport diagrams and charts. There are two classes of [signage](http://en.wikipedia.org/wiki/Signage) at airports, with several types of each: **mandatory instruction signs**. Mandatory instruction signs are white on red. They show entrances to runways or critical areas. Vehicles and aircraft are required to stop at these signs until the control tower gives clearance to proceed.

* Runway signs – White text on a red background. These signs identify a runway **intersection** ahead.
* Frequency change signs – Usually a stop sign and an instruction to change to another frequency. These signs are used at airports with different areas of ground control.
* Holding position signs – A single **solid** yellow **bar** across a taxiway indicates a position where ground control may require a stop. If two solid yellow bars and two **dashed** yellow **bars** are encountered, this indicates a holding position for a runway intersection ahead; runway holding lines must never be crossed without permission. At some airports, a line of red lights across a taxiway is used during low visibility operations to indicate holding positions.

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**IV. Make up your own CV using the basic structure and vocabulary.**

Basic CV structure:

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Vocabulary:

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Single – холост

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To apply skills as - применить навыки в качестве

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Working knowledge — можете читать и говорить, но не свободно

Basic knowledge — читаете со словарем

Knowledge of particular computer applications – уровень владения ПК, знание программ

**СV**

Laura Brown

Graphic Designer

|  |  |
| --- | --- |
| Adobe Creative Suite  Photoshop  In-Design  Illustrator  MAC CS4/CS5  Flash  3D animation | A highly talented, driven and flexible graphic designer with a proven record of  delivering creative and innovative design solutions. A proven ability of developing  projects from inception through production to final delivery, ensuring that all work is  effective, appropriate and delivered within agreed timescales. Able to work as part of a  team with printers, copywriters, photographers, other designers, account executives,  web developers and marketing specialists.  Now looking for a suitable graphic designers position with a ambitious and high profile  company.  WORK EXPERIENCE  Web Design Company – Coventry  GRAPHIC DESIGNER June 2008 - Present |
| PROFESSIONAL  First Aid Qualified  German speaker  PERSONAL DETAILS  Laura Brown  34 Anywhere Road  Coventry  CV6 7RF  T: 02476 888 5544  M: 0887 222 9999  E: laura.b@dayjob.com  DOB: 12/09/1985  Driving license: Yes  Nationality: British  PERSONAL SKILLS  Problem solving  Thinking creatively  Attention to detail  Communication skills | Duties:  Managing, producing and designing projects from brief to fulfilment.  Designing & creating marketing & e-marketing materials on a range of projects.  Ensuring consistency in a clients corporate and promotional brands.  Presenting finalised ideas & concepts to clients, colleagues and senior managers.  Answering queries from clients.  Creating original artwork for short and long term projects.  Involved in designing advertisements, brochures, handouts, flyers and online graphics.  Working with a range of media, including photography, to create final artwork.  Designing pitches and presentations for the sales teams.  Keeping up to date with new software, post-production techniques & industry trends.  Producing graphic content for site re-skins, page layouts, email designs, site graphics  & static & Flash banners.  KEY SKILLS AND COMPETENCIES  Innovative, highly creative, good at thinking 'out of the box'.  Keeping abreast of relevant new techniques in design software, media & photography.  Experience with catalogue, brochure and magazine design.  Willingness and ability to work independently and as part of a team.  Able to work under pressure, meet deadlines and multitask.  A knowledge of HTML and CSS.  Highly organised and able to prioritise own work schedule.  Able to work within brand and design guidelines.  Excellent graphical skills, creative flair and good colour sense. |
| PERSONAL DETAILS  Laura Brown  34 Anywhere Road  Coventry  CV6 7RF  T: 02476 888 5544  M: 0887 222 9999  E: laura.b@dayjob.com  DOB: 12/09/1985  Driving license: Yes  Nationality: British | ACADEMIC QUALIFICATIONS  Graphic Design and Advertising Foundation Degree  Nuneaton University 2005 - 2008  A levels: Maths (A) English (B) Technology (B) Science (C)  Coventry Central College 2003 - 2005  REFERENCES – Available on request. |

# **Вариант 3**

1. **Render the following article using the cliche from lecture No. 1.**

**Rolls-Royce to hand £700 in shares to all staff as it bounces back**

This article is more than 1 month old

Aircraft engine maker’s share price hits record high as it restores dividend for first time in five years

[**Julia Kollewe**](https://www.theguardian.com/profile/juliakollewe)

Fri 2 Aug 2024 13.06 BST

Rolls-Royce intends to hand £700 worth of shares to all employees after the company reported a bounceback in its business, raised its profit forecasts and restored dividend payments to shareholders.

The aircraft engine maker’s chief executive, Tufan Erginbilgiç, told staff in an internal message on Thursday that the FTSE 100 group would give 150 shares to “every colleague, in every part of our organisation” in September, in news first [reported by the Financial Times](https://www.ft.com/content/a6af8de7-4381-485e-8e6d-a3ae2fee34c0). Rolls-Royce employs 42,000 people worldwide, with about half of those staff in the UK. It is the first time the company has handed shares to employees.

Shares in Rolls-Royce have jumped more than fivefold since Erginbilgiç took over in January 2023, as international travel rebounded after the Covid-19 pandemic. He pushed through a restructuring plan including 2,500 job cuts. He has been nicknamed “Turbo Tufan” among City analysts, impressed by the speed with which he has driven down costs.

On Thursday, the shares soared by more than 10% to a record high during trading, before closing up 7% at 481.10p, valuing the share award to each employee at more than £700. The company’s share price had dropped back a little on Friday, trading at about 474p by lunchtime.

The company [raised its profit outlook](https://www.theguardian.com/business/article/2024/aug/01/rolls-royce-shares-profit-dividend) on Thursday and resumed dividend payments for the first time in five years. They were suspended at the onset of the pandemic, when air traffic around the world ground to a halt.

Revenues climbed by 19% to £8.2bn in the first half of the year, helped by the post-Covid recovery in civil aerospace, while pre-tax profit almost doubled from £524m to £1bn, excluding exchange rate effects.

In his message to employees, Erginbilgiç said the resumption of the dividend payout marked an “important moment” for Rolls-Royce shareholders and future investors, many of whom “view a dividend as a prerequisite to invest” in the company.

He went on to say: “These results have been made possible thanks to your hard work and our collective actions. You are making the difference. It is therefore important that you share in our success. That is why we are giving you the opportunity to own part of Rolls-Royce.”

In the UK, staff cannot sell the shares for three years, in keeping with traditional incentive plans. If they sell after three years, they will be taxable, but if they wait five years they will not be subject to tax.

<https://www.theguardian.com/business/article/2024/aug/02/rolls-royce-shares-price-rise-record-dividend>

1. **Translate the 3ʳᵈ paragraph from English into Russian using the dictionary** 
   1. **Airports today**

Aircraft and airports have **evolved** and continue to evolve. In the 1950s airplanes began to have a variety of uses for transportation and business. Airplanes were equipped with **steerable tail wheels** instead of **tail** [**skids**](http://www.virtualskies.arc.nasa.gov/glossary.html#skids) so they could operate more easily on the ground. As airplanes got larger and heavier it became necessary for airports to have hard surface **runways** instead of the grass or gravel fields because such fields could not support the [**weight**](http://www.virtualskies.arc.nasa.gov/glossary.html#weight)of heavier airplanes. (A Boeing 747 can weigh more than 800,000 pounds at takeoff.) Airports eventually began to offer more services for airplane operators and their increasing number of passengers. A modern large airport today has thousands of workers, accommodates tens of thousands of passengers, and loads or unloads hundreds of thousands of pounds of baggage and cargo daily. There are many types of airports that exist today as part of air transportation system. These airports range from a single grass airstrip in an agricultural or rural area to the large airports serving major cities. There are seven basic types of airports: rural airstrip, private airport, military airport, small community airport, regional community airport, regional airport, major city airport. What separates one from the other depends upon the types of services it provides, the size aircraft it serves, the length of the runways with its complementary terminal facilities, and its proximity to a densely populated area. Not all airports are located near towns and cities. Driving through agricultural regions, a single narrow strip of grass or pavement along the highway could indicate that there is an **aerial operation** based there. These are referred to as rural **airstrips.** There are several private communities with a small, common airstrip where homes with attached hangars allow owners to [taxi](http://www.virtualskies.arc.nasa.gov/glossary.html#taxi) from their hangar to a shared runway. An interesting note: in Alaska any public road can be used as a runway, however in the state of New York it is illegal to make an emergency landing on any highway. Military airstrips or airports are usually restricted to military aircraft usage from flight testing to military training routes. These airports are designed to handle **rotorcraft** or fixed [wing](http://www.virtualskies.arc.nasa.gov/glossary.html#wing) aircraft. Most of the runways of military airports can accommodate heavy, wide-body aircraft and have a runway length of 8,000 to 13,000 feet.

* 1. **Airport Pavements**

The first **concrete** **pavement** for airport use was constructed during 1927 and 1928 at the Ford Terminal in Dearborn, Michigan. Since then, concrete pavements have been widely used for constructing runways, **taxiways**, and **apron** areas at airports. The design and construction procedures used for airport pavements evolved through experience, practice, **field trials**, and application of theoretical considerations. Concrete pavements have a long and successful history of use at civilian airports and at military airfields in the United States. Air transportation is one of the key industries in the United States. The high cost of shutdowns for pavement maintenance and rehabilitation at airports results in significant impact on local and regional economies, in addition to unnecessary delays to the traveling public. A similar concern exists at military airfields where operational readiness can be impacted by poor pavements. For airport pavements to perform well, it is essential that these pavements are designed and constructed to a high degree of quality. A well-designed and constructed concrete pavement will withstand the anticipated aircraft **loadings** under the local climatic conditions over the desired period of time with minimum maintenance and repair. Desirable concrete pavement performance can be obtained by ensuring that the occurrences of various distresses that can develop are minimized. Distresses that may develop in airport concrete pavements include the following:

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  + Surface defects (**scaling**, **popouts**, **map cracking**).

The development of concrete pavement distresses can be minimized by:

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7. Providing proper finishing to the concrete surface.

8. Maintaining joint **sealant** in good condition.

Another important concern for concrete pavement construction is minimizing the probability of early-age distress, typically in the form of cracking and **spalling**. This is accomplished by the use of sound design principles and by implementing good construction techniques.

* 1. **Airport Pavements (2)**

**Paving** of airport runways, taxiways, and aprons has provided a strong market for **portland cement concrete** in recent years, as commercial and military airports upgrade their ground facilities to keep up with increasing air traffic. In 1992, 25 million flights took off or landed at the nation's 100 largest airports. By 2005, the Federal Aviation Administration projects that number to increase by almost 38% to 34.5 million. Demand for concrete is greatest at these large facilities, because concrete provides the substantial pavement strength required to **withstand** the impact of airplanes such as the 747, which can weigh more than 850,000 lb (382,000 kg.) when fully loaded. Some 1.1 million metric tons of portland cement were used in the United States for airport pavement projects in 1995, up 22% from a decade earlier, when 895,000 metric tons were used. Since there has been little demand for construction of new airports in the United States for some time — the Denver International Airport being a notable exception — most of this cement is going into concrete needed for existing airport pavements or adding new runways to existing airports. Engineers and contractors are taking advantage of **fast-track technology** to upgrade ground facilities with minimal traffic **disruption**, and continue to hone design techniques to achieve maximum pavement life. The first United States airport runway was built in 1928 in Dearborn, Michigan, by the Ford Motor Company for a Ford-manufactured plane called the Silver Goose. This and other early runways used variable pavement thicknesses similar to those of early highways: concrete 8 or 9 in. (20 or 22.5 cm) deep at the edges and 6 or 7 in. (15 or 17.5 cm) thick at the center. In 1942, at the beginning of World War II, 93 million sq yd (74 million sq m) of airfield pavement was placed in the United States as the country mobilized to get planes airborne. At that time, 6 in. (15 cm) deep concrete pavements were the norm, but heavier airplanes created the need to increase concrete runway pavement depth to 12 in. (30 cm) thick. Eventually, engineers specified runway pavements as thick as 24 in. (60 cm) to accommodate heavy loads imposed by larger aircraft. The addition of more wheels to these airplanes, which better distributed the loads on the pavement, reduced the pavement depth required to 12 in. (30 cm) in the late 1940s. Today, specifications for airport concrete pavement vary depending on **subgrade** conditions, expected loading, and anticipated pavement life-span. New concrete runways at non-**hub** airports generally range in thickness from 9 to 12 in. (22.5 to 30 cm), while runways at hub airports often are constructed 15 to 18 in. (37.5 to 45 cm) thick to withstand larger and more frequent loading.

* 1. **Airfield traffic pattern**

All airports use a [**traffic pattern**](http://en.wikipedia.org/wiki/Airfield_traffic_pattern) (often called a *traffic* ***circuit*** outside the U.S.) to assure smooth traffic flow between departing and arriving aircraft. Generally, this pattern is a circuit consisting of five "legs" that form a rectangle (two legs and the runway form one side, with the remaining legs forming three more sides). Each leg is named (see diagram), and **ATC** directs pilots on how to join and leave the circuit. Traffic patterns are flown at one specific **altitude**, usually 800 or 1,000 ft (244 or 305 m) [above ground level](http://en.wikipedia.org/wiki/Above_ground_level) (AGL). Standard traffic patterns are *left-handed*, meaning all turns are made to the left. Right-handed patterns do exist, usually because of obstacles such as a [mountain](http://en.wikipedia.org/wiki/Mountain), or to reduce noise for local residents. The predetermined circuit helps traffic flow smoothly because all pilots know what to expect, and helps reduce the chance of a [**mid-air collision**](http://en.wikipedia.org/wiki/Mid-air_collision)**.** At extremely large airports, a circuit is in place but not usually used. Rather, aircraft (usually only commercial with long routes) request **approach clearance** while they are still hours away from the airport, often before they even takeoff from their departure point. Large airports have a frequency called *Clearance Delivery* which is used by departing aircraft specifically for this purpose. This then allows aircraft to take the most direct **approach path** to the runway and land without worrying about interference from other aircraft. While this system keeps the airspace free and is simpler for pilots, it requires detailed knowledge of how aircraft are planning to use the airport ahead of time and is therefore only possible with large commercial airliners on pre-scheduled flights. The system has recently become so advanced that controllers can predict whether an aircraft will be delayed on landing before it even takes off; that aircraft can then be delayed on the ground, rather than wasting expensive fuel waiting in the air.

* 1. **A taxiway**

A **taxiway** is a path on an [airport](http://en.wikipedia.org/wiki/Airport) connecting [runways](http://en.wikipedia.org/wiki/Runway) with [**ramps**](http://en.wikipedia.org/wiki/Airport_ramp)**,** [**hangars**](http://en.wikipedia.org/wiki/Hangar), [terminals](http://en.wikipedia.org/wiki/Airport_terminal) and other facilities. They mostly have hard surface such as [asphalt](http://en.wikipedia.org/wiki/Asphalt) or [concrete](http://en.wikipedia.org/wiki/Concrete), although smaller airports sometimes use [gravel](http://en.wikipedia.org/wiki/Gravel) or [grass](http://en.wikipedia.org/wiki/Grass). Busy airports typically construct high-speed taxiways in order to allow [aircraft](http://en.wikipedia.org/wiki/Aircraft) to leave the runway at higher speeds. This allows the aircraft **to vacate** the [runway](http://en.wikipedia.org/wiki/Runway) quicker, permitting another to land or depart in a shorter space of time. The signs can often be combined, in this case a direction sign, a location sign, and a runway sign. Airport guidance signs provide direction and information to taxiing aircraft and airport vehicles. Smaller airports may have few or no signs, relying instead on airport diagrams and charts. There are two classes of [signage](http://en.wikipedia.org/wiki/Signage) at airports, with several types of each: **mandatory instruction signs**. Mandatory instruction signs are white on red. They show entrances to runways or critical areas. Vehicles and aircraft are required to stop at these signs until the control tower gives clearance to proceed.

* Runway signs – White text on a red background. These signs identify a runway **intersection** ahead.
* Frequency change signs – Usually a stop sign and an instruction to change to another frequency. These signs are used at airports with different areas of ground control.
* Holding position signs – A single **solid** yellow **bar** across a taxiway indicates a position where ground control may require a stop. If two solid yellow bars and two **dashed** yellow **bars** are encountered, this indicates a holding position for a runway intersection ahead; runway holding lines must never be crossed without permission. At some airports, a line of red lights across a taxiway is used during low visibility operations to indicate holding positions.

For night operations, taxiways at many airports are equipped with lights, although some small airports are not equipped with them.

* **Taxiway Edge Lights:** used to outline the edges of taxiways during periods of darkness or restricted visibility conditions. These **fixtures** are elevated and emit [blue](http://en.wikipedia.org/wiki/Blue) light.
* **Taxiway Centerline Lights:** They are steady burning and emit green light located along the taxiway centerline
* **Clearance Bar Lights:** Three in-pavement steady-burning yellow lights installed at holding positions on taxiways
* **Runway Guard Lights:** Either a pair of elevated flashing yellow lights installed on either side of the taxiway, or a row of in-pavement yellow lights installed across the entire taxiway, at the runway holding position marking at taxiway/runway intersections.
* **Stop Bar Lights:** A row of red, unidirectional, steady-burning in-pavement lights installed across the entire taxiway at the runway holding position, and elevated steady-burning red lights on each side used in low visibility conditions.

Taxiway edge lights are spaced 75 feet apart. These lights can be closer together at taxiway intersections. On straight segments, Taxiway Centerline Lights are spaced at either 50 or 100 foot intervals depending on the minimum authorized visibility. On curved taxiway segments, Taxiway Centerline Lights may be required to be closer together.

1. **Make the summary of the text. Use the following phrases:**

|  |  |
| --- | --- |
| The text | * is about… * deals with… * presents… * describes… |
| In the text | * the reader gets to know… * the reader is confronted with… * the reader is told about |
| The author | * says, states, points out that… * claims, believes, thinks that… * describes, explains, makes clear that… * uses examples to confirm/prove that… * analyses/comments on… * tries to express… * compares X to Y * tries to convince the reader that… * concludes that… |

About the structure of the text:

* The text consists of…/is divided into…
* In the first paragraph, the author introduces…
* In the second part of the text/paragraph, the author describes…
* Another example can be found in paragraph…
* As a result …
* To sum up/to conclude…
* In the conclusion, the author sums up the main ideas…

**IV. Make up your own CV using the basic structure and vocabulary.**

Basic CV structure:

1. Personal information - личная информация
2. Objective- цель
3. Education -образование
4. Qualifications - дополнительная квалификация
5. Work experience - опыт работы
6. Personal qualities - личные качества
7. Special skills - специальные навыки
8. Awards - награды
9. Research experience - научная деятельность
10. Publications -публикации
11. Memberships - членство в организациях
12. References – рекомендации

Vocabulary:

Marital status – семейное положение

Married - женат/замужем

Single – холост

To obtain a position as - получить должность в качестве

To apply skills as - применить навыки в качестве

Bachelor’s degree of Science – степень бакалавра

Master’s degree of Science – степень магистра

Diploma in Engineering – диплом инженера

Building Engineer – инженер-строитель

Chief Engineer – главный инженер

HR Manager – менеджер по подбору персонала

Accountant – бухгалтер

Broad experience in – обширный опыт в

Strong skills - уверенные навыки

Solid academic foundation of key concepts in - прочная теоретическая база в основных вопросах

Adaptable - способен быстро адаптироваться

Broadminded- с широкими взглядами, интересами

Competitive- конкурентоспособный

To fill a position - заполнить вакансию

To join the company - поступить на работу в компанию

Full-time employment - работа на полный рабочий день

Part-time employment - работа по совместительству

Work in the capacity of - работать в качестве

Fluency in foreign languages - уровень владения иностранными языками

Native — родной язык

Fluent — свободно владеете

Working knowledge — можете читать и говорить, но не свободно

Basic knowledge — читаете со словарем

Knowledge of particular computer applications – уровень владения ПК, знание программ

**СV**

Laura Brown

Graphic Designer

|  |  |
| --- | --- |
| Adobe Creative Suite  Photoshop  In-Design  Illustrator  MAC CS4/CS5  Flash  3D animation | A highly talented, driven and flexible graphic designer with a proven record of  delivering creative and innovative design solutions. A proven ability of developing  projects from inception through production to final delivery, ensuring that all work is  effective, appropriate and delivered within agreed timescales. Able to work as part of a  team with printers, copywriters, photographers, other designers, account executives,  web developers and marketing specialists.  Now looking for a suitable graphic designers position with a ambitious and high profile  company.  WORK EXPERIENCE  Web Design Company – Coventry  GRAPHIC DESIGNER June 2008 - Present |
| PROFESSIONAL  First Aid Qualified  German speaker  PERSONAL DETAILS  Laura Brown  34 Anywhere Road  Coventry  CV6 7RF  T: 02476 888 5544  M: 0887 222 9999  E: laura.b@dayjob.com  DOB: 12/09/1985  Driving license: Yes  Nationality: British  PERSONAL SKILLS  Problem solving  Thinking creatively  Attention to detail  Communication skills | Duties:  Managing, producing and designing projects from brief to fulfilment.  Designing & creating marketing & e-marketing materials on a range of projects.  Ensuring consistency in a clients corporate and promotional brands.  Presenting finalised ideas & concepts to clients, colleagues and senior managers.  Answering queries from clients.  Creating original artwork for short and long term projects.  Involved in designing advertisements, brochures, handouts, flyers and online graphics.  Working with a range of media, including photography, to create final artwork.  Designing pitches and presentations for the sales teams.  Keeping up to date with new software, post-production techniques & industry trends.  Producing graphic content for site re-skins, page layouts, email designs, site graphics  & static & Flash banners.  KEY SKILLS AND COMPETENCIES  Innovative, highly creative, good at thinking 'out of the box'.  Keeping abreast of relevant new techniques in design software, media & photography.  Experience with catalogue, brochure and magazine design.  Willingness and ability to work independently and as part of a team.  Able to work under pressure, meet deadlines and multitask.  A knowledge of HTML and CSS.  Highly organised and able to prioritise own work schedule.  Able to work within brand and design guidelines.  Excellent graphical skills, creative flair and good colour sense. |
| PERSONAL DETAILS  Laura Brown  34 Anywhere Road  Coventry  CV6 7RF  T: 02476 888 5544  M: 0887 222 9999  E: laura.b@dayjob.com  DOB: 12/09/1985  Driving license: Yes  Nationality: British | ACADEMIC QUALIFICATIONS  Graphic Design and Advertising Foundation Degree  Nuneaton University 2005 - 2008  A levels: Maths (A) English (B) Technology (B) Science (C)  Coventry Central College 2003 - 2005  REFERENCES – Available on request. |

# **Вариант 4**

1. **Render the following article using the cliche from lecture No. 1.**

**Airbus shares plunge as plane maker cuts profit forecast**

World’s largest aircraft manufacturer blames parts shortages for delays in production of A320neo

[**Julia Kollewe**](https://www.theguardian.com/profile/juliakollewe)

Tue 25 Jun 2024 10.02 BST

Shares in [Airbus](https://www.theguardian.com/business/airbus) tumbled on Tuesday after the aircraft maker cut its profit forecast and blamed persistent part shortages, which have affected production of its A320neo jets.

In an unscheduled update late on Monday, Europe’s biggest aerospace group trimmed its delivery forecast, and pushed back the schedule for the production ramp-up of A320neo planes. [Airbus](https://www.theguardian.com/business/airbus) also took a €900m (£761m) charge for its troubled space activities.

Airbus shares fell almost 10% on Tuesday. The company now expects underlying operating income of €5.5bn this year, below its previous forecast of between €6.5bn and €7bn.

This is because it estimates that it will deliver 770 aircraft this year, down from its earlier forecast of 800, albeit higher than last year’s 735 jets. It also moved its production target of making 75 A320neo aircraft a month from 2026 to 2027. At the moment, it is making about 50 jets a month.

Airbus said it faced “persistent” and “specific” supply-chain problems, mainly affecting engines, cabin equipment and aerostructures (components of the airframe such as wings and fuselage).

The Airbus chief executive, Guillaume Faury, said: “We are facing headwinds right now; we have to bite the bullet.” He said supplies of engines for its bestselling A320 family of narrow-body jets had worsened “significantly” in recent months.

Faury said engine makers would have to “face the consequences” of any delays, which could imply penalties. He said Rolls-Royce-made engines for the A330neo were behind schedule, but not those for the A350.

Shortages of seats and cabin parts were another “very difficult situation,” Faury said.

The aerospace industry has been struggling to rehire workers and stabilise supplies after the Covid-19 pandemic left many suppliers with weak balance sheets.

As the world’s biggest aircraft producer, Airbus has borne the brunt of the problem while its main US rival Boeing faces regulatory curbs and an internal crisis, but some experts and suppliers, including engine makers, have long expressed doubts about its plans, saying they were too ambitious.

Faury said an uncertain outlook for the industrial commitments of aerostructures maker Spirit Aerosystems had contributed to the new, lower targets.

He declined to comment on a widely expected deal in which Airbus would acquire Spirit assets related to the A350 and A220 jet programmes, as part of a carve-up of the supplier with Boeing, which is expected in the coming days or weeks.

Boeing is inching closer to a deal to buy back Spirit after its former subsidiary made substantial progress in separate talks with Airbus over a transatlantic breakup of the struggling supplier, Reuters reported last week.

<https://www.theguardian.com/business/article/2024/jun/25/airbus-shares-profit-forecast-production-a320neo>

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* **Stop Bar Lights:** A row of red, unidirectional, steady-burning in-pavement lights installed across the entire taxiway at the runway holding position, and elevated steady-burning red lights on each side used in low visibility conditions.

Taxiway edge lights are spaced 75 feet apart. These lights can be closer together at taxiway intersections. On straight segments, Taxiway Centerline Lights are spaced at either 50 or 100 foot intervals depending on the minimum authorized visibility. On curved taxiway segments, Taxiway Centerline Lights may be required to be closer together.

**III. Make the summary of the text. Use the following phrases:**

|  |  |
| --- | --- |
| The text | * is about… * deals with… * presents… * describes… |
| In the text | * the reader gets to know… * the reader is confronted with… * the reader is told about |
| The author | * says, states, points out that… * claims, believes, thinks that… * describes, explains, makes clear that… * uses examples to confirm/prove that… * analyses/comments on… * tries to express… * compares X to Y * tries to convince the reader that… * concludes that… |

About the structure of the text:

* The text consists of…/is divided into…
* In the first paragraph, the author introduces…
* In the second part of the text/paragraph, the author describes…
* Another example can be found in paragraph…
* As a result …
* To sum up/to conclude…
* In the conclusion, the author sums up the main ideas…

**IV. Make up your own CV using the basic structure and vocabulary.**

Basic CV structure:

1. Personal information - личная информация
2. Objective- цель
3. Education -образование
4. Qualifications - дополнительная квалификация
5. Work experience - опыт работы
6. Personal qualities - личные качества
7. Special skills - специальные навыки
8. Awards - награды
9. Research experience - научная деятельность
10. Publications -публикации
11. Memberships - членство в организациях
12. References – рекомендации

Vocabulary:

Marital status – семейное положение

Married - женат/замужем

Single – холост

To obtain a position as - получить должность в качестве

To apply skills as - применить навыки в качестве

Bachelor’s degree of Science – степень бакалавра

Master’s degree of Science – степень магистра

Diploma in Engineering – диплом инженера

Building Engineer – инженер-строитель

Chief Engineer – главный инженер

HR Manager – менеджер по подбору персонала

Accountant – бухгалтер

Broad experience in – обширный опыт в

Strong skills - уверенные навыки

Solid academic foundation of key concepts in - прочная теоретическая база в основных вопросах

Adaptable - способен быстро адаптироваться

Broadminded- с широкими взглядами, интересами

Competitive- конкурентоспособный

To fill a position - заполнить вакансию

To join the company - поступить на работу в компанию

Full-time employment - работа на полный рабочий день

Part-time employment - работа по совместительству

Work in the capacity of - работать в качестве

Fluency in foreign languages - уровень владения иностранными языками

Native — родной язык

Fluent — свободно владеете

Working knowledge — можете читать и говорить, но не свободно

Basic knowledge — читаете со словарем

Knowledge of particular computer applications – уровень владения ПК, знание программ

**СV**

Laura Brown

Graphic Designer

|  |  |
| --- | --- |
| Adobe Creative Suite  Photoshop  In-Design  Illustrator  MAC CS4/CS5  Flash  3D animation | A highly talented, driven and flexible graphic designer with a proven record of  delivering creative and innovative design solutions. A proven ability of developing  projects from inception through production to final delivery, ensuring that all work is  effective, appropriate and delivered within agreed timescales. Able to work as part of a  team with printers, copywriters, photographers, other designers, account executives,  web developers and marketing specialists.  Now looking for a suitable graphic designers position with a ambitious and high profile  company.  WORK EXPERIENCE  Web Design Company – Coventry  GRAPHIC DESIGNER June 2008 - Present |
| PROFESSIONAL  First Aid Qualified  German speaker  PERSONAL DETAILS  Laura Brown  34 Anywhere Road  Coventry  CV6 7RF  T: 02476 888 5544  M: 0887 222 9999  E: laura.b@dayjob.com  DOB: 12/09/1985  Driving license: Yes  Nationality: British  PERSONAL SKILLS  Problem solving  Thinking creatively  Attention to detail  Communication skills | Duties:  Managing, producing and designing projects from brief to fulfilment.  Designing & creating marketing & e-marketing materials on a range of projects.  Ensuring consistency in a clients corporate and promotional brands.  Presenting finalised ideas & concepts to clients, colleagues and senior managers.  Answering queries from clients.  Creating original artwork for short and long term projects.  Involved in designing advertisements, brochures, handouts, flyers and online graphics.  Working with a range of media, including photography, to create final artwork.  Designing pitches and presentations for the sales teams.  Keeping up to date with new software, post-production techniques & industry trends.  Producing graphic content for site re-skins, page layouts, email designs, site graphics  & static & Flash banners.  KEY SKILLS AND COMPETENCIES  Innovative, highly creative, good at thinking 'out of the box'.  Keeping abreast of relevant new techniques in design software, media & photography.  Experience with catalogue, brochure and magazine design.  Willingness and ability to work independently and as part of a team.  Able to work under pressure, meet deadlines and multitask.  A knowledge of HTML and CSS.  Highly organised and able to prioritise own work schedule.  Able to work within brand and design guidelines.  Excellent graphical skills, creative flair and good colour sense. |
| PERSONAL DETAILS  Laura Brown  34 Anywhere Road  Coventry  CV6 7RF  T: 02476 888 5544  M: 0887 222 9999  E: laura.b@dayjob.com  DOB: 12/09/1985  Driving license: Yes  Nationality: British | ACADEMIC QUALIFICATIONS  Graphic Design and Advertising Foundation Degree  Nuneaton University 2005 - 2008  A levels: Maths (A) English (B) Technology (B) Science (C)  Coventry Central College 2003 - 2005  REFERENCES – Available on request. |

# **Вариант 5**

1. **Render the following article using the cliche from lecture No. 1.**

**‘We’re in limbo’: Boeing takeover leaves longtime Belfast factory under threat**

Workers and politicians fear steep job cuts at Northern Ireland’s Spirit AeroSystems, which has about 3,500 workers

[**Jasper Jolly**](https://www.theguardian.com/profile/jasper-jolly)*and Mahliqa Ali*

Wed 3 Jul 2024 06.00 BST

Much has changed in [Belfast](https://www.theguardian.com/uk/belfast) since the 1930s. Yet through the second world war, decades of Troubles and the steep decline of heavy industry, the Short Brothers factory has continued to make planes and parts.

Yet now a takeover by US planemaker Boeing of the factory’s owner, Spirit AeroSystems, has raised questions over its future. Workers and politicians fear a new ownership structure could lead to steep job cuts at one of Northern Ireland’s main manufacturers, which has about 3,500 employees.

Boeing announced the [$4.7bn takeover of Spirit](https://www.theguardian.com/business/article/2024/jul/01/boeing-to-buy-supplier-spirit-aerosystems-deal) on Monday, as it tries to regain control of parts of its supply chain after safety failures. However, Spirit is also a key supplier to its bitter rival Airbus as it [makes wings and fuselage](https://www.theguardian.com/business/2019/may/16/airbus-to-look-at-buying-bombardier-belfast-plant) for the small A220 passenger jet. There was little prospect of Boeing supplying its European competitor, so Spirit will hand Airbus its factories in Belfast, France, Morocco and in Kansas and North Carolina in the US.

Alan Perry, senior organiser at the GMB union, which represents workers at the plant, says about 40% of the factory’s revenue comes from making parts for Airbus. (The remainder is from companies such as Bombardier, Rolls-Royce and Honda Aircraft.)

“The genuine fear is over the other 60%,” he says. “We’re very much still in limbo. Even if Airbus remains on site, we’re looking at the break-up of the factory.”

Belfast’s industrial icons are in a tough place. The Short Brothers factory’s next-door neighbour, the Harland & Wolff shipyard, was [forced to suspend its shares on Monday after failing to file audited accounts](https://www.theguardian.com/business/article/2024/jul/01/harland-and-wolff-suspends-trading-accounts-belfast) on time.

The Airbus deal gives a strong sign that the Spirit assets it has taken over are not financially attractive: Spirit will pay Airbus $559m (£442m) to take the operations off its hands before the [Boeing](https://www.theguardian.com/business/boeing) merger. Just four years ago, Spirit took over Bombardier’s operations in Northern Ireland, Morocco and Dallas in the US in a £211m deal.

The Belfast operation, which still trades under the historical Short Brothers name, has not reported a profit since 2016. In the last decade of published financial results, it has reported cumulative losses of more than $1bn (£789m) – including $500m (£395m) in 2020 when the coronavirus pandemic ravaged the aircraft industry.

It is a difficult situation for a company that is the world’s oldest aircraft manufacturer. The business traces its history to 1897, when Eustace Short started a company with his brother Oswald to make balloons. Manufacturing first started in Hove, then London, before they switched to aircraft construction after hearing of the [Wright brothers’ successful demonstrations](https://www.theguardian.com/us-news/2015/may/16/flight-wright-brothers-gustave-whitehead-connecticut-ohio-north-carolina) of their aircraft. The Shorts obtained the British rights to build copies of the Wright design, setting up the world’s first aeroplane factory on the Isle of Sheppey, Kent, in 1909.

The move to Belfast came in the 1930s, as the government realised that factories in south-east England would be vulnerable in the imminent war. Since then it has produced aircraft or parts constantly, under government ownership between 1943 and 1989, and then as part of Canada’s Bombardier until [Spirit bought it in 2020](https://www.theguardian.com/business/2019/oct/31/bombardiers-belfast-factory-sold-to-spirit-in-850m-deal).

That long history – even through the Troubles that roiled the country for decades and stymied the development of the economy in the north of Ireland – has made it a key source of well-paid employment in a region that lags behind the rest of the UK.

Kevin Craven, chief executive of ADS, a lobby group for the UK aerospace and defence industries, says consolidation “should not be to the detriment of our economic security of our sectors.

“It remains the case that Northern Ireland plays a pivotal role in UK advanced manufacturing, delivering exceptional capabilities that are world-renowned for their quality,” he says. “It is vital that sites are maintained across these engineering centres of excellence and advanced manufacturing footprints.”

The takeover could be an early test for Hilary Benn, currently Labour’s shadow Northern Ireland secretary, if the party sweeps to power on Thursday as expected. It is understood that he has been briefed on the situation.

Local politicians are concerned. Northern Irish economy minister Conor Murphy has said he wanted “to ensure that the future status of the highly skilled workforce is protected”, while Ulster Unionist party finance spokesperson Steve Aiken said the government must make sure work is not moved elsewhere.

For the workforce, the takeover could mean weeks of uncertainty, with the potential for knock-on economic effects.

“It is a major employer, not only within the local east Belfast area, but outside that as well,” says Perry. Job losses will have “consequences not only in the supply chain but in the wider economy”.

<https://www.theguardian.com/business/article/2024/jul/03/were-in-limbo-boeing-takeover-leaves-historic-belfast-factory-under-threat-spirit-aerosystems>

1. **Translate the 5th Translate the 1st paragraph from English into Russian using the dictionary**
   1. **Airports today**

Aircraft and airports have **evolved** and continue to evolve. In the 1950s airplanes began to have a variety of uses for transportation and business. Airplanes were equipped with **steerable tail wheels** instead of **tail** [**skids**](http://www.virtualskies.arc.nasa.gov/glossary.html#skids) so they could operate more easily on the ground. As airplanes got larger and heavier it became necessary for airports to have hard surface **runways** instead of the grass or gravel fields because such fields could not support the [**weight**](http://www.virtualskies.arc.nasa.gov/glossary.html#weight)of heavier airplanes. (A Boeing 747 can weigh more than 800,000 pounds at takeoff.) Airports eventually began to offer more services for airplane operators and their increasing number of passengers. A modern large airport today has thousands of workers, accommodates tens of thousands of passengers, and loads or unloads hundreds of thousands of pounds of baggage and cargo daily. There are many types of airports that exist today as part of air transportation system. These airports range from a single grass airstrip in an agricultural or rural area to the large airports serving major cities. There are seven basic types of airports: rural airstrip, private airport, military airport, small community airport, regional community airport, regional airport, major city airport. What separates one from the other depends upon the types of services it provides, the size aircraft it serves, the length of the runways with its complementary terminal facilities, and its proximity to a densely populated area. Not all airports are located near towns and cities. Driving through agricultural regions, a single narrow strip of grass or pavement along the highway could indicate that there is an **aerial operation** based there. These are referred to as rural **airstrips.** There are several private communities with a small, common airstrip where homes with attached hangars allow owners to [taxi](http://www.virtualskies.arc.nasa.gov/glossary.html#taxi) from their hangar to a shared runway. An interesting note: in Alaska any public road can be used as a runway, however in the state of New York it is illegal to make an emergency landing on any highway. Military airstrips or airports are usually restricted to military aircraft usage from flight testing to military training routes. These airports are designed to handle **rotorcraft** or fixed [wing](http://www.virtualskies.arc.nasa.gov/glossary.html#wing) aircraft. Most of the runways of military airports can accommodate heavy, wide-body aircraft and have a runway length of 8,000 to 13,000 feet.

* 1. **Airport Pavements**

The first **concrete** **pavement** for airport use was constructed during 1927 and 1928 at the Ford Terminal in Dearborn, Michigan. Since then, concrete pavements have been widely used for constructing runways, **taxiways**, and **apron** areas at airports. The design and construction procedures used for airport pavements evolved through experience, practice, **field trials**, and application of theoretical considerations. Concrete pavements have a long and successful history of use at civilian airports and at military airfields in the United States. Air transportation is one of the key industries in the United States. The high cost of shutdowns for pavement maintenance and rehabilitation at airports results in significant impact on local and regional economies, in addition to unnecessary delays to the traveling public. A similar concern exists at military airfields where operational readiness can be impacted by poor pavements. For airport pavements to perform well, it is essential that these pavements are designed and constructed to a high degree of quality. A well-designed and constructed concrete pavement will withstand the anticipated aircraft **loadings** under the local climatic conditions over the desired period of time with minimum maintenance and repair. Desirable concrete pavement performance can be obtained by ensuring that the occurrences of various distresses that can develop are minimized. Distresses that may develop in airport concrete pavements include the following:

* **Cracking** (corner, **longitudinal**, **transverse**, durability/materials related)
  + Surface defects (**scaling**, **popouts**, **map cracking**).

The development of concrete pavement distresses can be minimized by:

1. Selecting the proper pavement thickness.

2. Providing adequate foundation support including a free draining non-erodible base.

3. Performing proper joint layout and installation.

4. Designing and installing adequate load transfer at joints.

5. Selecting proper constituents for the concrete.

6. Ensuring adequate concrete consolidation.

7. Providing proper finishing to the concrete surface.

8. Maintaining joint **sealant** in good condition.

Another important concern for concrete pavement construction is minimizing the probability of early-age distress, typically in the form of cracking and **spalling**. This is accomplished by the use of sound design principles and by implementing good construction techniques.

* 1. **Airport Pavements (2)**

**Paving** of airport runways, taxiways, and aprons has provided a strong market for **portland cement concrete** in recent years, as commercial and military airports upgrade their ground facilities to keep up with increasing air traffic. In 1992, 25 million flights took off or landed at the nation's 100 largest airports. By 2005, the Federal Aviation Administration projects that number to increase by almost 38% to 34.5 million. Demand for concrete is greatest at these large facilities, because concrete provides the substantial pavement strength required to **withstand** the impact of airplanes such as the 747, which can weigh more than 850,000 lb (382,000 kg.) when fully loaded. Some 1.1 million metric tons of portland cement were used in the United States for airport pavement projects in 1995, up 22% from a decade earlier, when 895,000 metric tons were used. Since there has been little demand for construction of new airports in the United States for some time — the Denver International Airport being a notable exception — most of this cement is going into concrete needed for existing airport pavements or adding new runways to existing airports. Engineers and contractors are taking advantage of **fast-track technology** to upgrade ground facilities with minimal traffic **disruption**, and continue to hone design techniques to achieve maximum pavement life. The first United States airport runway was built in 1928 in Dearborn, Michigan, by the Ford Motor Company for a Ford-manufactured plane called the Silver Goose. This and other early runways used variable pavement thicknesses similar to those of early highways: concrete 8 or 9 in. (20 or 22.5 cm) deep at the edges and 6 or 7 in. (15 or 17.5 cm) thick at the center. In 1942, at the beginning of World War II, 93 million sq yd (74 million sq m) of airfield pavement was placed in the United States as the country mobilized to get planes airborne. At that time, 6 in. (15 cm) deep concrete pavements were the norm, but heavier airplanes created the need to increase concrete runway pavement depth to 12 in. (30 cm) thick. Eventually, engineers specified runway pavements as thick as 24 in. (60 cm) to accommodate heavy loads imposed by larger aircraft. The addition of more wheels to these airplanes, which better distributed the loads on the pavement, reduced the pavement depth required to 12 in. (30 cm) in the late 1940s. Today, specifications for airport concrete pavement vary depending on **subgrade** conditions, expected loading, and anticipated pavement life-span. New concrete runways at non-**hub** airports generally range in thickness from 9 to 12 in. (22.5 to 30 cm), while runways at hub airports often are constructed 15 to 18 in. (37.5 to 45 cm) thick to withstand larger and more frequent loading.

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For night operations, taxiways at many airports are equipped with lights, although some small airports are not equipped with them.

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* **Runway Guard Lights:** Either a pair of elevated flashing yellow lights installed on either side of the taxiway, or a row of in-pavement yellow lights installed across the entire taxiway, at the runway holding position marking at taxiway/runway intersections.
* **Stop Bar Lights:** A row of red, unidirectional, steady-burning in-pavement lights installed across the entire taxiway at the runway holding position, and elevated steady-burning red lights on each side used in low visibility conditions.

Taxiway edge lights are spaced 75 feet apart. These lights can be closer together at taxiway intersections. On straight segments, Taxiway Centerline Lights are spaced at either 50 or 100 foot intervals depending on the minimum authorized visibility. On curved taxiway segments, Taxiway Centerline Lights may be required to be closer together.

**III. Make the summary of the text. Use the following phrases:**

|  |  |
| --- | --- |
| The text | * is about… * deals with… * presents… * describes… |
| In the text | * the reader gets to know… * the reader is confronted with… * the reader is told about |
| The author | * says, states, points out that… * claims, believes, thinks that… * describes, explains, makes clear that… * uses examples to confirm/prove that… * analyses/comments on… * tries to express… * compares X to Y * tries to convince the reader that… * concludes that… |

About the structure of the text:

* The text consists of…/is divided into…
* In the first paragraph, the author introduces…
* In the second part of the text/paragraph, the author describes…
* Another example can be found in paragraph…
* As a result …
* To sum up/to conclude…
* In the conclusion, the author sums up the main ideas…

**IV. Make up your own CV using the basic structure and vocabulary.**

Basic CV structure:

1. Personal information - личная информация
2. Objective- цель
3. Education -образование
4. Qualifications - дополнительная квалификация
5. Work experience - опыт работы
6. Personal qualities - личные качества
7. Special skills - специальные навыки
8. Awards - награды
9. Research experience - научная деятельность
10. Publications -публикации
11. Memberships - членство в организациях
12. References – рекомендации

Vocabulary:

Marital status – семейное положение

Married - женат/замужем

Single – холост

To obtain a position as - получить должность в качестве

To apply skills as - применить навыки в качестве

Bachelor’s degree of Science – степень бакалавра

Master’s degree of Science – степень магистра

Diploma in Engineering – диплом инженера

Building Engineer – инженер-строитель

Chief Engineer – главный инженер

HR Manager – менеджер по подбору персонала

Accountant – бухгалтер

Broad experience in – обширный опыт в

Strong skills - уверенные навыки

Solid academic foundation of key concepts in - прочная теоретическая база в основных вопросах

Adaptable - способен быстро адаптироваться

Broadminded- с широкими взглядами, интересами

Competitive- конкурентоспособный

To fill a position - заполнить вакансию

To join the company - поступить на работу в компанию

Full-time employment - работа на полный рабочий день

Part-time employment - работа по совместительству

Work in the capacity of - работать в качестве

Fluency in foreign languages - уровень владения иностранными языками

Native — родной язык

Fluent — свободно владеете

Working knowledge — можете читать и говорить, но не свободно

Basic knowledge — читаете со словарем

Knowledge of particular computer applications – уровень владения ПК, знание программ

**СV**

Laura Brown

Graphic Designer

|  |  |
| --- | --- |
| Adobe Creative Suite  Photoshop  In-Design  Illustrator  MAC CS4/CS5  Flash  3D animation | A highly talented, driven and flexible graphic designer with a proven record of  delivering creative and innovative design solutions. A proven ability of developing  projects from inception through production to final delivery, ensuring that all work is  effective, appropriate and delivered within agreed timescales. Able to work as part of a  team with printers, copywriters, photographers, other designers, account executives,  web developers and marketing specialists.  Now looking for a suitable graphic designers position with a ambitious and high profile  company.  WORK EXPERIENCE  Web Design Company – Coventry  GRAPHIC DESIGNER June 2008 - Present |
| PROFESSIONAL  First Aid Qualified  German speaker  PERSONAL DETAILS  Laura Brown  34 Anywhere Road  Coventry  CV6 7RF  T: 02476 888 5544  M: 0887 222 9999  E: laura.b@dayjob.com  DOB: 12/09/1985  Driving license: Yes  Nationality: British  PERSONAL SKILLS  Problem solving  Thinking creatively  Attention to detail  Communication skills | Duties:  Managing, producing and designing projects from brief to fulfilment.  Designing & creating marketing & e-marketing materials on a range of projects.  Ensuring consistency in a clients corporate and promotional brands.  Presenting finalised ideas & concepts to clients, colleagues and senior managers.  Answering queries from clients.  Creating original artwork for short and long term projects.  Involved in designing advertisements, brochures, handouts, flyers and online graphics.  Working with a range of media, including photography, to create final artwork.  Designing pitches and presentations for the sales teams.  Keeping up to date with new software, post-production techniques & industry trends.  Producing graphic content for site re-skins, page layouts, email designs, site graphics  & static & Flash banners.  KEY SKILLS AND COMPETENCIES  Innovative, highly creative, good at thinking 'out of the box'.  Keeping abreast of relevant new techniques in design software, media & photography.  Experience with catalogue, brochure and magazine design.  Willingness and ability to work independently and as part of a team.  Able to work under pressure, meet deadlines and multitask.  A knowledge of HTML and CSS.  Highly organised and able to prioritise own work schedule.  Able to work within brand and design guidelines.  Excellent graphical skills, creative flair and good colour sense. |
| PERSONAL DETAILS  Laura Brown  34 Anywhere Road  Coventry  CV6 7RF  T: 02476 888 5544  M: 0887 222 9999  E: laura.b@dayjob.com  DOB: 12/09/1985  Driving license: Yes  Nationality: British | ACADEMIC QUALIFICATIONS  Graphic Design and Advertising Foundation Degree  Nuneaton University 2005 - 2008  A levels: Maths (A) English (B) Technology (B) Science (C)  Coventry Central College 2003 - 2005  REFERENCES – Available on request. |