

gious message including the usage of unsuitable words, lack of comprehension and clarity, improper formation of a sentence) [4; 70-74].

The factors analyzed by the author from the point of view of their influence on the quality of translation, can fully be applied to the analysis of the discourse «pilot-controller». The speech of the radio communication participants, for whom English is not their native tongue, is always based on translation techniques. In fact, the radio exchange procedure performed in emergency cases and non-standard situations supposes the existence of serious problems for a pilot and for a controller even when the English language is native for them.

In connection with the seriousness of problems of recognition of authentic information and the prevention of speech errors in air communication, great attention is paid by the authors to the linguistic aspect of misunderstanding or hindered understanding of radio exchange phraseology (e.g.: [5; 192-195], [6; 119-124], [7]), as well as to the analysis of extracts of radio exchange in non-standard situations which will contribute to the improvement of quality of training pilots and controllers and to the prevention of the aviation incidents related to wrong understanding by a pilot of the controller's speech (e.g., [8]).

The following are the most typical errors in the perception by native Russian speakers of radio telephoning communication information in English.

1. The distorted perception of numbers belongs to most serious errors in radio talk resulting in aviation incidents, e.g.: «FLIGHT LEVEL 1520 < flight level 120»; «PASSING 1500 FEET < passing 5000 feet»; «REPORT 15000 FEET < report 5000 feet». As this error is typically made by pilots and ATC controllers, one of basic recommendations for correct radio exchange is a correct repetition of the heard phrase («*readback*) by the pilot and its obligatory verification by a controller [5]. The auditory perception by a Russian-speaking pilot of English numbers pronounced at a rapid rate, often appears distorted. It turned out, however, during a carried out experiment, that the same violations in perception of numbers occur in radio talks between English-speaking pilots and ATC controllers.

On the American continent the numbers are pronounced not in accordance with the rules of ICAO, when all numbers are pronounced separately, but by the groups of conventionally pronounced numbers: fifteen forty nine – пятнадцать копек девять, three thirty seven – три тридцать семь. This is the breach of the Chicago Convention rules and regulations.

In the American variant of phraseology instead of the word «decimal» which is the ICAO standard norm, the word «point» is used, which was borrowed from the military lexicon. Plenty of pilots from many countries of the world, trained in the USA, use then this word in their own countries and in international flights communication. But its use, nevertheless, is not the ICAO norm. «Contact departure one eight point one seven – Погодите с Выходом сто восемьдесят пять контакт» [8].

The pronunciation of frequency in the shortened form conflicts with the ICAO standard and is potentially dangerous, as in certain situations it can be understood as

the other group of numbers, for example, the flight number in the American pronunciation: eighteen one seven northwest three thirty seven – Восемнадцать семнадцать, Northwest три тридцать семь.

The numeral «9» can be pronounced with violations of the ICAO requirement to pronounce it as «nine», which was the result of more than forty-year-old decision to phonetically differentiate «1» from «9» the failure of which once resulted in an aircraft crash [8]. In North America accepted is a verbal marking of runways from 01 to 09 without the pronunciation of «zero», as it is accepted everywhere in all other states of the world and as it is required by the standards of ICAO: «Cactus fifteen forty nine runway four is available if you want to make left traffic for runway four – Картыц пятьдесят четыре копек девять, есть Билл хотит выложить левую очередь к Билл хотит четырце» [8].

Every numeral in pronouncing the heading should be pronounced separately (e.g.: «two eight zero» which is the standard both in America and in the ICAO member-states.

2. Grammar mistakes include: misunderstanding of tenses (A 320 STOP ON THE RW < A 320 has stopped on the RW); incorrect use of the negative NOT <no in: No speed restrictions; the incorrect understanding of the plural of noun as its singular form (RESTRICTION < restrictions); no differentiation of a final verb-form and a gerund (REACH < reaching; HEAD < heading; CLIMBING < climb); misunderstanding of the difference between the parts of speech (although this does not corrupt the general meaning of an utterance, it may testify to the bad knowledge of grammar rules of words combining into groups and sentences: TCAS DESCENT GBL < TCAS descend GBL, READY FOR IMMEDIATELY DEPARTURE < Ready for immediate departure) [5].

Omissions of meaningful elements of a phrase can change the meaning of an utterance, as the omission of prepositions (e.g.: CLEAR TRAFFIC < clear of traffic; WAIT LANDING A 320, VACATE RW 24 < Wait for landing A 320 to vacate RW 24) and the omission of auxiliary verbs in general questions (YOU WANT TO FILE A REPORT? < Do you want to file a report?; CONFIRM CLIMB BACK 120? < Can you confirm climb back 120?) [5].

3. Mispronouncing words. Distortion of words or word-combinations and their replacement by similarly pronounced words or word-combinations, as a rule, are related to language incompetence: THEN < when in the sentence Report when you are past 5000 feet; COME BACK < Climb back in Can you confirm climb back 120?; NOT SPEAK RESTRICTIONS < No speed restrictions; SINCE < seems in There seems to be a problem; I CAME SINCE PROBLEM < There seems to be a problem; HOW POSITION < Hold position, etc. [5].

The use of the preposition «to» before numerals without a word-delimiter is potentially dangerous, as this position in some situations can be taken for a figure «2» (two): «new york jetlink twenty seven sixty is five thousand turning right to one five zero» is New York, jetlink twenty seven sixty, on five thousands, in a right turn on one hundred fifty. Usually, before the numerical expression of the heading, the word-delimiter «head-