

Паспорт контрольной работы

по дисциплине «Иностранный язык», 1 семестр

1. Методика оценки

Контрольная работа представляет собой письменный перевод с иностранного на русский язык профессионально-ориентированного текста.

2. Критерии оценки

- Контрольная работа считается **невыполненной**, если перевод неполный (менее 1/2 всего текста), более 3 ошибок в передаче смыслового содержания, оценка составляет 0 баллов.
- Контрольная работа выполнена на **пороговом** уровне, если перевод неполный (2/3 – 1/2 всего текста), 2–3 ошибки в передаче смыслового содержания, оценка составляет 8 баллов.
- Контрольная работа выполнена на **базовом** уровне, если перевод полный (100%), адекватное смысловому содержанию текста изложение на русском языке, допускаются 2–3 смысловые неточности, оценка составляет 12 баллов.
- Контрольная работа выполнена на **продвинутом** уровне, если перевод полный (100%), адекватный смысловому содержанию текста на русском языке. оценка составляет 16 баллов.

3. Шкала оценки

В общей оценке по дисциплине баллы за контрольную работу учитываются в соответствии с правилами балльно-рейтинговой системы, приведенными в рабочей программе дисциплины.

4. Пример варианта контрольной работы

Пример текста для письменного перевода

Advanced Technology Aircraft Safety Survey Report

Definitions

For the purpose of this study, advanced technology aircraft, or automated aircraft, were defined as aircraft equipped with cathode ray tube/liquid crystal displays and flight management systems, such as Boeing 737-300, 737-400, 767, 747-400, 777, and Airbus A310, A320, A330 and A340. Automation is the allocation of functions to machines that would otherwise be allocated to humans. Flight-deck automation, therefore, consists of machines which perform functions otherwise performed by pilots (Funk, Lyall & Riley 1996).

Background

Accident, incident and anecdotal evidence indicates that the introduction of new technology to

aviation has generally resulted in benefits to safety and efficiency (Norman & Abbott 1988), but has also resulted in a range of new human factors and operational difficulties. BASI's advanced technology aircraft research project was begun in response to a number of perceived problems such as data entry errors, monitoring failures, mode selection errors and inappropriate manipulation of automated systems. Phase 1 of this project included a literature review which identified major concerns with advanced aircraft, including pilot complacency, potential loss of skills, and loss of situational awareness. There have been several previous surveys concerned with advanced technology aircraft safety issues. Wiener (1989) surveyed errors made by pilots of Boeing 757 aircraft and Wiener and others (1991) compared the DC9 with the MD 80, looking at errors in the operation of both aircraft types. James and others (1991) surveyed over 1,000 pilots on their attitudes to advanced aircraft but focussed on opinions rather than error types. Lufthansa also surveyed A310 pilots (Heldt 1988) with an emphasis on opinion regarding cockpit layout and design. Although advanced systems have the potential to reduce errors and to make the systems more error tolerant, they can also introduce new forms of error. NASA researchers have suggested that advanced systems have the potential to elicit more severe errors than electromechanical systems (Wiener 1989). While reliability has not been a major issue with advanced systems, there have been occasional instances of system irregularities. Previous international surveys have identified that although pilots have a generally positive view of new technology, some system interface difficulties are occurring with advanced systems. This is reflected in systems behaving in unanticipated ways, pilots inappropriately manipulating automated systems, and 'user errors'. These concerns have also been reinforced by the recent study conducted by the FAA (Federal Aviation Administration 1996). Rather than laying the blame for these problems at the feet of the pilots alone, it is useful to see such difficulties as system-induced abnormalities. Although the term 'error' is used throughout this report, it is not intended to imply blame or culpability. Issues are not necessarily being identified by existing government and airline safety systems for the following reasons: human factor incidents tend to be under-reported; there is often a resistance to reporting for fear of adverse consequences; and, perhaps most importantly, pilots may perceive errors as very minor, perhaps not recognising that they may be indicators of larger problems. The second phase of the project was commenced with the belief that aviation safety will benefit from the collection and dissemination of information on specific operational problems.

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КОНТРОЛЬНАЯ РАБОТА
по дисциплине «Иностранный язык»

Тема: _____

Рецензия: _____

Выполнил:

Студент: _____

Группа _____

Проверил:

Преподаватель:

Балл: _____, ECTS _____

Оценка _____

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