



L'anglais pour voler
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Now on the **Appstore**, the collection of "In English, please" articles from June 2007 to July 2015, with audio recordings when available.

Beyond phraseology

Expect the unexpected

Radiotelephony manuals were progressively published by civil aviation authorities around the world following the Tenerife accident in March 1977, when it was established that the use of ambiguous messages between the control tower and an aircraft was one of the causes of the collision (1). These manuals, updated on a regular basis to adapt to the constant evolutions of the aviation world, are based on various ICAO documents (2). They provide examples of radiotelephony messages for use by pilots, air traffic controllers and ground staff. But radiotelephony manuals cannot cover all circumstances and when standardized phraseology is not adequate, RTF users are expected to revert to plain language or, as recommended in the FAA's AIM, "use whatever words necessary to get the message across" (3). Below are examples of some messages heard during unexpected situations, or during situations covered by phraseology but seldom encountered. Listen to the audio version on www.anglais-pour-voler.com and find the missing words. One dash is a word. Some of the recordings are from www.liveatc.net

Greetings

They are not included in standardized phraseology and the UK CAA's manual, CAP 413, discourages the "excessive use of courtesies" (4). However, first and last contacts between a pilot and an air traffic controller very often contain some form of salutation.
CTL Speedbird 3-94, contact Miami departure, (- - 1).
PIL Departure, 3-94, (- - 2).

CTL (- - 2).
CTL Spirit Wings 3-94, Fort Lauderdale tower, are you (- - 3)?
PIL Yes, sir!
CTL (- 4)!
CTL Speedbird 3-94, Fort Lauderdale tower, are you (- - 5)?
CTL American 19-6-3, turn right Bravo, contact ground, (- - - 6).
CTL Eagle Flight 46-54, are you (- - 7)?
PIL Jersey approach, DEUAU, (- - 8).
CTL DEUAU, Jersey approach, (- - 9), squawk ident and report your level.
PIL 18-15, Delta 4-85, and have a good (- 10), Madam.
CTL (- - 11), bye bye;
CTL Say again, what was your type again?
PIL Cirrus SR 20.
CTL I've got it (- 12) ... squawk 0-3-2-6 and (- - - - 13)?

Unusual

CTL (- - - 1), N43C, (- 2) altitude, ... (- - 3) you indicate one thousand feet, alt ..., altimeter 2-9-9-2.
CTL (- - - 4), there are flock(s) of birds crossing the (- - 5) of runway 1 left.
PIL OK, because my (- - - 6) was 1-4-0-9, that's now 25 minutes ago, it's not (- 7) without cost, and (- - 8) the size of this (- 9) it's ..., it's not possible for us to (- 10) by ourselves. I think our company has already (- - - 11) of one (- - 12) here.

Funny

CTL BAW 1-82 heavy, right Mike Alpha, right Bravo, then Papa.

PIL1 OK, right Mike Alpha, right Bravo, and ... then ... Papa, (- 1)?
CTL Affirmative, ..., and you are looking at your (- 2) and it makes no (- 3), but it will make more (- 3) when I tell you you are (- 4) 47 for (- 5).
PIL1 OK we have a really (- - 6), we have to get him to London, can we get (- - 7)?
PIL2 I knew someone'd (- 8) that one (- 9)!
PIL1 Well, on (- - - 10)!
PIL2 Ah, ah!
Minneapolis International Airport information Mike, 0-0-5-3 Zulu,
Wind 2-3-0 at 34 gusting to 65, visibility 2, heavy thunderstorm,
(- - - 11), we are getting our (- - 12) here!
Do not try to land! Are you a (- 13)? Save yourselves!
Caution, pieces of (- - 14) and (- - 15) on our runways,
Advise you have Mike.

Not so funny

CTL United 15-44, (- - - 1), I have a (- - 2) for you to (- 3) when you get to your (- 4), are you (- - - 5)?
CTL1 N134 you have ... 2 minutes to be out of the (- 6) TFR.
CTL2 N35134 are you on Bradley (- 7)?
PIL N134.
CTL2 N134, you just (- 8) a TFR what is your (- 4)?
PIL ... airport, Sir.
CTL2 Continue northbound, when you are on the (- 9), you have a (- - 2) you (- 10) to (- 3).

(1) A brief story of Airspeak, IP 620, November 2007 - (2) Annex 10, Doc 4444, Doc 9432-AN/925 - (3) http://www.faa.gov/air_traffic/publications/media/aim.pdf, 4-2-1 - (4) www.caa.co.uk/docs/33/CAP%20413%20Radiotelephony%20Manual%20v%2021_5%20May%202015.pdf, chapter 2, p. 4

Answers

Greetings: (1) good day; (2) so long; (3) on frequency; (4) excellent; (5) with me; (6) have a good day; (7) on board; (8) good morning; (9) good afternoon; (10) morning; (11) you too; (12) thanks; (13) how can I help you. Unusual: (1) low altitude alert; (2) check; (3) make sure; (4) attention all aircraft; (5) approach end; (6) recorded landing time; (7) entirely; (8) due to; (9) ramp; (10) park; (11) covered the expense; (12) light post. Funny: (1) confirm; (2) map; (3) sense; (4) number; (5) departure; (6) ill passenger; (7) priority taxi; (8) try; (9) later; (10) April Fools' Day; (11) Holy fucking shit; (12) asses kicked; (13) dumbshit; (14) mobile homes; (15) dead cows. Not so funny: (1) possible pilot deviation; (2) phone number; (3) call; (4) destination; (5) ready to copy; (6) active; (7) frequency; (8) violated; (9) ground; (10) need