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Practice for the FCL.055 - n°5 Phraseology guidelines

ICAO and national aviation authorities progressively introduced standard phraseology in the years following the Tenerife airport disaster (1), in which the use of ambiguous messages between the control tower and an aircraft was identified as a contributing factor. In France, the first reference manual on phraseology was published in 1984 and has since been updated on a regular basis. The latest edition, dated October 12th, 2017, is available on the SIA's website (2). At a European level, the phraseology can be found in SERA section 14 - Voice communication procedures (3).

These publications, however, are dense and not always adapted to VFR flights. So, in an effort to promote the use of standardised phraseology by general aviation pilots, EGAST (4) published a user-friendly, interactive document entitled «**A guide to phraseology for general aviation pilots in Europe**». It is a 46-page brochure well worth bookmarking for a thorough study of VFR phraseology and for future reference. Stage 5 of the 10-month program initiated in September (5) takes the form of a treasure hunt throughout this booklet, for a review of VFR radiotelephony guidelines and phraseology. Google «EGAST radiotelephony guide for VFR pilots» to be directed to the EASA site where the document is available for free download. Browse through its pages to find the answers to the questions below. Note that clicking on the «play» buttons next to the pilot-controller dialogues gives you access to the audio version. Jot down the page numbers in which the answers appear, you will need them to solve the final riddle.

1 - What contributory factors have been identified in incidents such as airproxes, runway incursions, and airspace infringement?

2 - What does the «+» after ACAS, ATIS, and VOLMET mean?

- a) The abbreviations are normally spoken as a complete word
- b) The use of these abbreviations is gradually phased out
- c) These abbreviations are only used in the UK

3 - What is better than silence, or incorrect and potentially confusing phraseology?

4 - An ATC unit can instruct you to change your callsign during a flight if an aircraft with a similar callsign is on the same frequency.

- a) True
- b) False

5 - Which one of these frequencies is not transmitted correctly?

- a) 128,500: one two eight decimal five
- b) 118,725: one one eight decimal seven two five
- c) 118,750: one one eight decimal seven five

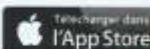
6 - When can you shorten your aircraft callsign?

- a) On first contact
- b) Only when the ground station has shortened it.
- c) Never

7 - In which case can POB be included in the initial message?

- 8 - What should you do if you are unsure of your position on an aerodrome?**
- a) Stop your aircraft
 - b) Advise the controller
 - c) If you are on a runway, vacate the runway before stopping
 - d) All of the above

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available on



Available on the Appstore, the collection of «In English, please» articles with the audio recordings when available. The application has recently been updated with the articles up to May 2019, offering more than 140 pages of aviation-related English practice right at your fingertips.



9 - When must you get permission before changing frequency?

- a) Only if you have filed a flight plan
- b) In controlled airspace
- c) Never, it's just a question of radio coverage

10 - When should you include the circuit direction in your transmissions?

- a) if you are going to fly a right hand pattern
- b) If there is any possibility of confusion
- c) a and b

11 - What is the conspicuity VFR code?

- a) 7000
- b) 2000
- c) 1234

Now, using the page numbers where you found the answers and the simplest of all coding techniques, find out what should be your motto when thinking about radio communications:

Check the solution at www.anglais-pour-voler.com/in-english-please/ and find more exercises on phraseology from the same site under the «practice» dropdown menu in Practice Papers #31 to #36 (Shelter-In-Place Special Editions n°1 to n°6). Also, look out for the release of Practice Paper #41 around mid-January, to continue the treasure hunt in the second half of the document. Sign up for Eliot's newsletter to be informed as soon as PP #41 is available online.

(1) https://en.wikipedia.org/wiki/Tenerife_airport_disaster

(2) www.sia.aviation-civile.gouv.fr/reglementation

(3) www.easa.europa.eu/document-library/easy-access-rules/easy-access-rules-standardised-european-rules-air-sera

(4) the European General Aviation Safety Team, a terminated EASA program set up in 2007 to improve safety in GA operations

(5) IP 774 Back to work... and to basics