

Lesson 3:

Phraseology theory

Objectives:

- Discover the basics of the English phraseology
- Autonomous work continuity

Summary

I. Phraseology manual	2
II. Fictitious flights	2
i. Example	2
ii. Lesson 1	2
III. Autonomous work continuity	5

I. Phraseology manual

Please refer to the Phraseology manual available at the aeroclub and on our website under “Les documents”. We will go through the entire manual during this lesson.

II. Fictitious flights

i. Example

A DR400 F-GTMP is performing a flight from Lasbordes to Muret via the south transit. 3 PAX are onboard and the current ATIS is Bravo. Here is the correct timeline of messages:

→ Lasbordes Tower, F G T M P, good day

✎ F M P, Lasbordes, good day

→ F M P, a DR 400, at Midi Pyrenees apron, information D, request taxi for a flight to Muret, with a departure end of downwind.

✎ F M P, taxi holding point 3 3, report ready for departure

→ Taxiing to holding point 3 3, reporting ready, F M P

[...]

→ F M P, holding point 3 3, ready for departure

✎ F M P, line up runway 3 3, cleared for takeoff, wind 3 0 0 degrees 1 0 kt, report end of downwind

→ Runway 3 3, cleared for takeoff, F M P

[...]

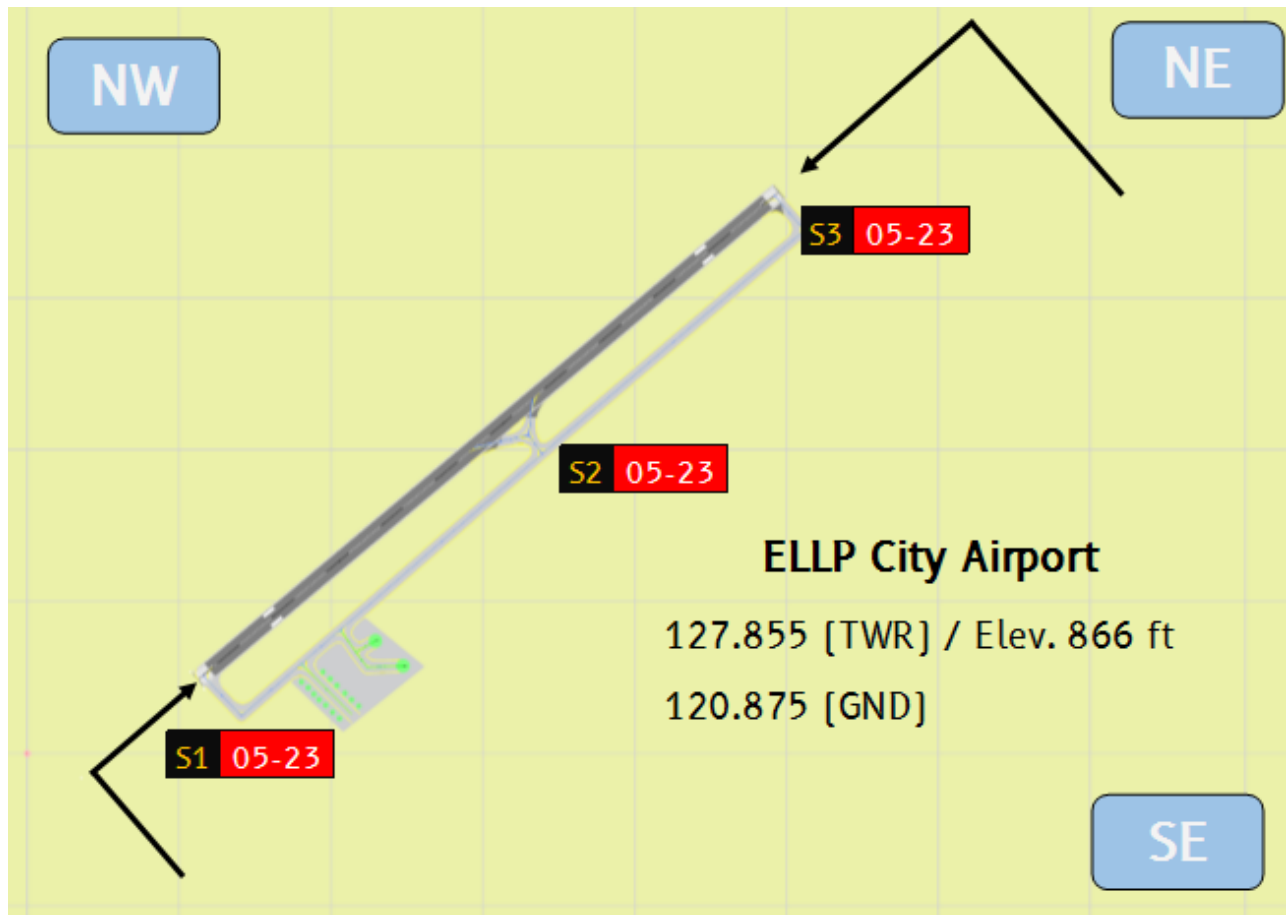
→ F M P, end of downwind, to leave frequency

✎ F M P, leave frequency, bye bye

→ Leaving frequency F M P, bye bye

ii. Lesson 1

This is the airport used for Air English exams. Its name is pronounced “Help City”:



Different scenarios:

EC-LMS SR22 - VFR
<ul style="list-style-type: none"> ➤ Back from local flight at NE, with ATIS ➤ You want to come to land at ELLP City ➤ Due to Windshear on short final, you go around
F-HAKI RALLYE - VFR
<ul style="list-style-type: none"> ➤ On ground at GA apron, with ATIS ➤ You want to go on local flight via NE ➤ When reaching NE, a bad weather forces you to go back to the field
F-GOVF Aquila - VFR
<ul style="list-style-type: none"> ➤ On ground at GA apron, with ATIS ➤ You want to perform circuit patterns ➤ A very hard bounce upon touchdown takes you back in the air and you want to fly near the tower so that the ATC can check your gear's condition
D-ECDG SR20 - VFR
<ul style="list-style-type: none"> ➤ On ground at GA apron, with ATIS ➤ You want to go on a local flight via NE ➤ When reaching NE, you encounter an alternator failure and you have to go back to the field

F-HENE HA420 - IFR <ul style="list-style-type: none"> ➤ Established ILS 05 ➤ You are released by the approach controller and you want to land at ELLP, you're in IFR! ➤ After contacting tower, when extending the gear, you have a gear status indicator failure and so you want to fly near the tower so that the ATC can check if your gear really is extended
F-INSP Beech B60 Duke - IFR <ul style="list-style-type: none"> ➤ At GA apron, with ATIS ➤ You request the IFR clearance to LFBO ➤ On initial climb, you encounter fumes in the cockpit, and you advise the ATC you want to land immediately
F-HCEV Beech B200 - VFR <ul style="list-style-type: none"> ➤ At NW, with ATIS ➤ Back from local flight ➤ Your FI is incapacitated and you request assistance for the joining, the approach and the landing
F-HCNN C172 - VFR <ul style="list-style-type: none"> ➤ At GA apron, with ATIS ➤ You request taxi for circuit patterns ➤ On second initial climb, you encounter an oil pressure drop and request an opposite QFU landing
F-HEVP P2010 - VFR <ul style="list-style-type: none"> ➤ At NE, with ATIS ➤ Back from local flight ➤ Your engine is strongly vibrating but the oil press and temps seem fine. You request to join base leg

III. Autonomous work continuity

For next week, you have to:

- Go to Lingaero [<https://lingaero.com/>], on the top menu, “Cours gratuits”, “Module 3”

This will take you to the third and last online module made by Lingaero. We want you to go through the entire page, and to write down the eventual questions you have.

- On the YouTube search bar, search for the following videos and listen to them:

“A BIT OF CHAOS at Kennedy Airport | Bad Weather Nightmare!”

“Airbus A319 is CLEARED FOR TAKEOFF with VEHICLES ON THE RUNWAY!”

“TONS OF BIRTHDAY WISHES for Washington ATC on frequency!”

“[REAL ATC] Kennedy Controller UNDER MASSIVE STRESS | Bad Weather Around”

In total, this can be completed in less than 2 hours. We can’t force you to do this, but 2 hours in a week seems like a reasonable amount of time and its essential if you want to pass the exam with flying colors.

Once more, if you have any question, you can send an e-mail to these addresses:

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