

PRONUNCIATION

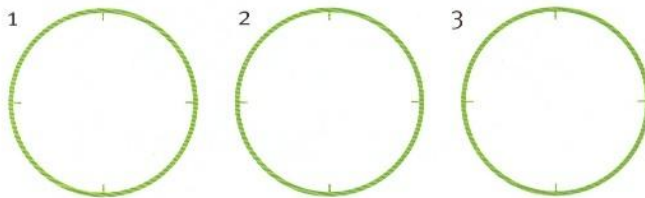
10 Important words are stressed. Underline the important words in the sentences.

- 1 Look out for slow-moving traffic 6 miles ahead.
- 2 Avoiding action. Turn left immediately, heading 125.
- 3 Opposite traffic at 12 o'clock.
- 4 Traffic to your left 2 miles. Overtaking FL 90.
- 5 Fast moving traffic at 2 o'clock crossing right to left.
- 6 Conflicting traffic at 6 o'clock.
- 7 Traffic 5 o'clock parallel. 1000 feet below climbing.
- 8 Maintain FL 150 until further advised.
- 9 You're well clear of traffic.

Listen and check your answers.

INTERACTIONS

11 Work with a partner. You are callsign YB. Listen to three warnings. For each situation mark both planes on the diagram. Ask your partner to repeat as many times as necessary.



PARTNER FILES

Partner A File 4, p. 70
 Partner B File 10, p. 72

STRUCTURE

12 Complete the exchange using *some* and *any* in the correct places.

B550, we have a report of
 _____¹ vapour
 streaming aft of you.

Tumbiki Control, thanks. Sounds like we're
 losing _____² fuel. We're declaring an
 emergency. Returning to Tumbiki. B550.

B550, roger. Do you want to
 dump _____³ fuel?

Affirmative. I'll have to get rid of _____⁴.
 I can't risk _____⁵ overheating of the brake
 units. And I certainly don't want _____⁶ fuel
 spilling onto hot brakes. B550.

B550, do you require
 _____⁷ airport services?

Affirmative. I need _____⁸ protection,
 please. Fire and rescue services required. B550.

SAYING HOW MUCH

Countable

There are **some** passengers boarding.
 There aren't **any** baggage trolleys.
 Are there **any** reports of wind shear?

Uncountable

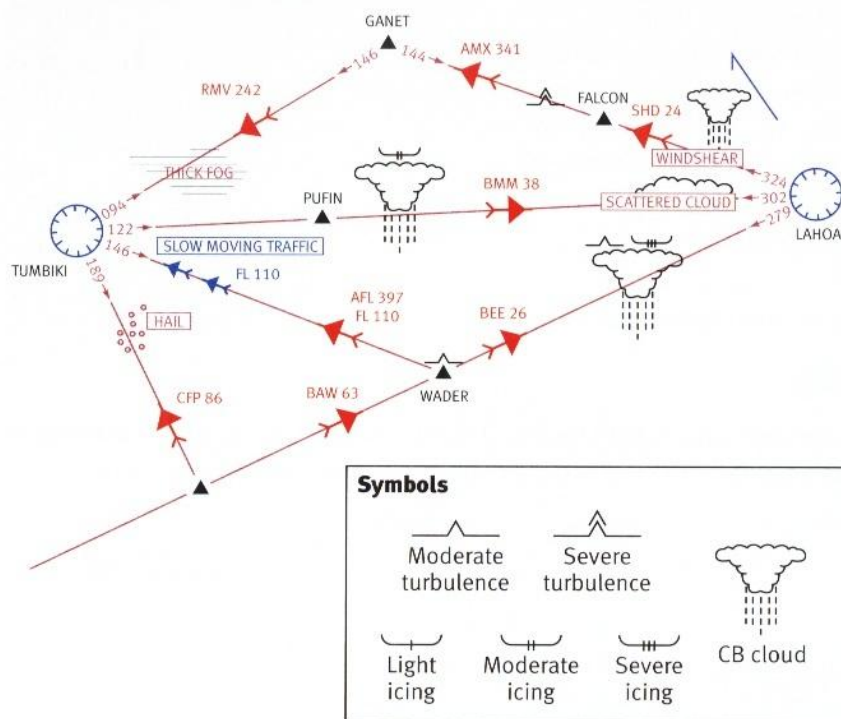
There's **some** ice on the runway.
 There isn't **any** hail, just a little drizzle.
 Is there **any** fog?

Listen and check your answers.

INTERACTIONS

13 Work with a partner. Use the chart to:

- act as a pilot and pass useful information to ATC.
- act as an ATCO and give appropriate warnings to pilots.



WARNINGS AND REQUESTS

Warnings

There's some clear air turbulence ahead.
 There are a few scattered clouds.
 There's a little icing reported at the higher level.
 There isn't much fog at your destination.

Requests

How many other planes are in the area?
 Is there lots of traffic ahead?
 Is there a lot of bad weather ahead?
 Are there any speed restrictions?

FLUENCY

14 Read the first part of an account of an incident on take-off. What do you think caused the vibration?

From the Flight Deck

Strange vibration on take-off

We taxied the short distance to runway 10. We received clearance immediately and started to roll. Before we reached 100 knots everything was fine, but after 120 knots we felt some vibration on the flight deck. When the speed increased, the vibration increased. V1 was 140 knots so we took off and the vibration stopped as soon as we were airborne. The climb out

was fine, but a warning light came on when we tried to retract the landing gear. We suspected a burst tyre and requested a runway inspection from ATC. While we waited for a reply we discovered there was severe vibration in the middle, and at the rear of the plane. Shortly afterwards, ATC told us there was tyre debris on the runway.

Read the rest of the account. Were you correct?

We declared a pan and decided to return to the airport as soon as possible. Once we were in the hold we remained there until we had burned enough fuel to give a safe landing weight. As soon as the plane touched down, the vibration started again on the flight deck. When we stopped, the fire service quickly surrounded the plane and foamed the landing gear. After braking, the temperature of the landing gear had risen to 800°C. Once the immediate danger was over, the passengers stayed on board until the plane was clear of the runway. When the crew disembarked, the damage to an outer tyre



was obvious. It was badly ripped. After investigation tyre debris was found in number one engine. It had caused severe damage to 17 fan blades.

STRUCTURE

15 Choose the best time expression in each sentence from the account.

- 1 *Before/After/When* we reached 100 knots, everything was fine.
- 2 *While/Until/When* the speed increased, the vibration increased.
- 3 *After/While/Before* we waited for a reply we discovered there was severe vibration in the middle, and at the rear of the plane.
- 4 *Before/Until/As soon as* the plane touched down, the vibration started again on the flight deck.
- 5 *After/While/Before* braking, the temperature of the landing gear had risen to 800°C.
- 6 *Once/Until/Before* the immediate danger was over, the passengers stayed on board *while/as soon as/until* the plane was clear of the runway.

TIME EXPRESSIONS

When you're abeam HERON, you'll be clear of traffic.
As soon as I receive your flight plan, I'll give you your clearance.
 We'll call you **once** he has vacated the runway.
 We'll proceed to Birmingham **after** we pick up the additional cargo.
 I'll call you **before** we reach the outer marker.
 Continue your climb **until** you reach FL 270.
 Wait there **while** I check the paperwork.

INTERACTIONS

16 With a partner or small group, discuss the questions.

- 1 Suggest other incidents which may cause vibration on the flight deck or in the cabin.
- 2 What other damage may be caused by a tyre burst?
- 3 Why do you think there was vibration in the centre and rear of the plane?
- 4 Describe another incident where a plane returned to the airport shortly after take off. Give reasons for the return.

GIVING REASONS

The plane returned **because of** a fuel leak.

The plane remained in the hold **in order to** reduce its landing weight.

The damage was **due to** a bird strike.

OUTPUT

Read the news article and the technical report. Then answer the questions.

Flying enthusiast's dream shattered

Flying enthusiast Max Wright thought he had achieved his dream. After years of careful work, he completed a self-build LAC-02 Falcon light aircraft kit.

A few practice hours later, Wright was ready for the first flight, with his friend Will Strong as his first passenger. He carefully carried out all the pre-flight checks. Everything was in A1 condition.

Lining up for take off, the electric fuel pump was switched to ON and the roll out was perfect.

Then it all went wrong. At approximately

150–200 feet, the engine coughed and stopped suddenly.

Onlookers said they heard the engine falter and looked up to see the plane banking sharply to the left. The aircraft was losing height rapidly, but somehow Wright managed to land it safely. Both the pilot and his passenger escaped with only minor cuts on their hands after the heavy landing.

Wright decided the plane should be repaired by the kit manufacturers. He has requested an investigation into the reason for the engine failure.

FLITE-KITS LIMITED

TECHNICAL REPORT

Aircraft type: LAC-02 Falcon

Engine type: Piston engine

Engineer's report

A piece of heat resistant material from the engine compartment was obstructing the fuel flow to the carburettors. This material must have got in when the engine was built as it was downstream of the filter which fuel passes through after leaving the fuel tank. It seems it was gradually carried along the fuel pipes until it reached the carburettors, where it blocked them completely.

OVER TO YOU

What would your reaction be if this was your aircraft?

What responsibilities do aircraft kit manufacturers have to their customers?

What light aircraft have you flown in?

Would you like to build a light aircraft?

5 En route events

STARTER

How many of the activities or hazards can you name?



What other hazards might be met during a flight?

COMPREHENSION



1 Listen to the navigation warnings. Match each warning to an activity.

- | | |
|-----------|----------------------------|
| warning 1 | a fuel dumping |
| warning 2 | b in-flight refuelling |
| warning 3 | c warning light inoperable |
| warning 4 | d weather balloon |
| warning 5 | e fireworks display |

Which of these hazards are not pictured in STARTER, above?

2 Listen again if necessary and answer the questions.

- 1 Where is the weather balloon?
- 2 What is the problem at Marchwood?
- 3 What is happening at FL 100?
- 4 What will finish at 1500?
- 5 How long will the display last?

FLUENCY

3 NOTAMs give information about operational situations. After initial details of location, times, and dates, the message is a shortened form of plain English. Can you read this message?

B) 08/05/04 11:45 UTC C) 08/05/06 17:30
 AIR DISPLAY AND ASSOCIATED INTENSE AERIAL ACTIVITY INCL JET AND PROP ACFT. PLUS
 HEL. NO ACFT IS TO FLY WI AREA OF A CIRCLE RAD 3.5 NMS CENTRED AT 5205N 00008E
 UNLESS APPROVED BY ATC. PILOTS TO EXER CTN IN THE VCY. OPS INFO CONTACT 07780-
 870-476.

With a partner, translate the message into plain English.



COMPREHENSION

4 Listen to the navigation warnings. Complete the table to show any traffic restrictions at the times shown. Write *yes* or *no*.

	Activity	1000	1200	1400	1600
1	Merthyr				
2	Land's End				
3	Brecon Beacons				
4	Bath				
5	Hatfield				

PRONUNCIATION

5 Put the words into the correct column according to the sound of the vowel (a, e, i, o, u).

testing • hang • laser • parachute • zero • training • balloon • demolition
 • explosives • display • fighters • flight • jumping • gliding • dumping • until
 • downdind • delay • controlled • avoid

/ə/	/ʌ/	/ɪ/	/e/	/æ/	/eɪ/	/əʊ/	/aɪ/
around	run	hit	best	bad	take	go	right
			testing				

Listen and check your answers.



INTERACTIONS

6 Work with a partner. Translate a NOTAM into plain English for your partner. Then listen to your partner's NOTAM. Record the information.

Start + finish times _____
 Place _____
 Activity _____
 Additional information _____

PARTNER FILES

Partner A File 5, p. 71
 Partner B File 12, p. 72

USEFUL PHRASES

This information is for the 8th of May 2004.
 It is valid from 0800 to 1100 UTC.
 Aeroplanes flying in Devon and Cornwall should be aware of fighter training and parachute jumping.

STRUCTURE

7 Advance information is not always available for unusual events. Listen to the three exchanges. Complete the sentences below.

- 1 a 333 wants _____ separation.
 b The pilot wants a _____ ride.
 c ATC says to expect _____ climb at 45.
- 2 a The pilot says it's the _____ climb out ever.
 b Then he says that the situation is _____ than he thought.
- 3 a AF-39 requests diversion to the _____ airport.
 b The smell is getting _____.

Listen again and check your answers.

8 Compare the aeroplanes in the pictures with a partner. Use the words in the box to help you. Add your own ideas.

short • long • heavy • new • old • big • roomy • fast • fuel efficient • advanced

INTERACTIONS



COMPARING TWO THINGS

The runway at Heathrow is **longer than** at Southampton.
 I have a **more expeditious** routing for you.
 The visibility is **better** here than in Athens.
 The weather is **worse** than before.

COMPARING MORE THAN TWO THINGS

Cirrus is **the highest** of all tropospheric clouds.
 Safety is **the most important** aspect of aviation.
The best thing about flying is the speed of travel.
 That was **the worst** turbulence I've ever felt.

9 The unusual events in exercise 7 may or may not be life threatening. Answer the questions.

- 1 Which event is more likely to become life threatening?
- 2 Which event is less likely to become life threatening?
- 3 Which event is likely to lead to a mayday or pan-pan call?

Discuss with a partner and put all three events in the most appropriate column below.

MINOR		SERIOUS EMERGENCY	
Unlikely to get worse	May get worse	May become life threatening	Life threatening now

Add these events to the most appropriate column in the above table.

1



2



3



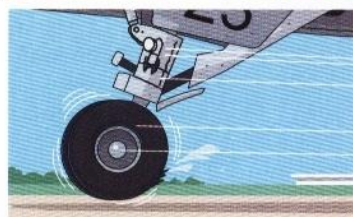
4



5



6



What other events can you add to the columns in the table?

TALKING ABOUT PROBABILITY

0%

50%

100%



definitely
won't



probably
won't
/is unlikely to



may/
might
(not)



will
probably
/is likely to



will
definitely

You **definitely won't** find standard phraseology for every emergency.

We **probably won't** be ready on time. Can we have another slot, please?

You are **unlikely to** see nimbostratus clouds from the ground.

Significant icing **may/might** jam the controls.

A warning light on the flight deck **may not/might not** be serious.

You **will probably** need to use plain English in an unusual situation.

Subsidence inversions **are likely to** be found beneath high pressure systems.

Severe icing **will definitely** reduce lift and increase drag.

FLUENCY

10 Test your aviation awareness. Choose the best word to complete the sentences in the quiz.

- 1 If an aircraft suffers engine failure on take-off it ____ climb more slowly than expected.
a is unlikely to b is likely to c probably won't
- 2 An unexplained loss of communications and a change in direction of flight ____ indicate unlawful interference of the aircraft, such as a hijack.
a definitely won't b may c definitely will
- 3 An overflight or clearance refusal is inconvenient but ____ become a major problem.
a will probably b will definitely c is unlikely to
- 4 After a sudden loss of pressurisation at altitude the crew ____ descend to a lower altitude.
a definitely won't b might c will definitely
- 5 An aircraft landing heavy ____ land more slowly than normal.
a definitely won't b is likely to c will definitely
- 6 If an aircraft has a problem with the landing gear on approach it ____ go around.
a is likely to b is unlikely to c probably won't
- 7 An aborted take-off at high speed ____ increase the temperature of the brakes and might cause a fire.
a will probably b might c will definitely
- 8 If a crew are suffering from hypoxia they ____ read back instructions incorrectly.
a probably won't b may c are unlikely to
- 9 Medical problems such as nose bleeds and burst ear drums ____ occur after a sudden loss of pressure.
a are unlikely to b will definitely c will probably
- 10 Increased noise during an emergency ____ make communications more difficult.
a might b probably won't c definitely won't

11 Think again about the situations in exercise 7. For each situation discuss with a partner what might happen next. Use the words in TALKING ABOUT PROBABILITY on page 40.

AUDIO



COMPREHENSION

12 Listen to what happened next and answer the questions below.

- 1 a Was there a smoother ride at the higher level?
b What separation does the pilot ask for?
- 2 a What went wrong?
b Which runway does the pilot choose?
- 3 a What reason for the smell does the pilot suggest?
b Does the fire service board the plane before or after the passengers disembark?

Listen again and check your answers.**13 There may be medical problems during flights. Approximately 75 per cent of in-flight medical emergencies are managed by the cabin crew. Others may require help from a doctor on the ground. Match the descriptions at the top of page 43 with the pictures below.**

- | | |
|---------------------------------|------------------------------------|
| 1 He's having chest pains. | 6 She's having a seizure |
| 2 She's fainted. | 7 He's hurt his head. |
| 3 He's having stomach pains. | 8 She's cut her hand. |
| 4 She may be going into labour. | 9 He's behaving very aggressively. |
| 5 He's got asthma. | 10 He's choking. |

AUDIO



35

14 Listen. Match each exchange to a picture on page 42.

1 _____ 2 _____ 3 _____ 4 _____ 5 _____ 6 _____

FLUENCY

15 Read the first part of the story. Answer the questions.

Flying Lesson Takes Unexpected Turn

Matt Lewis was overjoyed when he took off in a light plane for his first flying lesson. However, the flight turned out to be more eventful than expected.

The flight began smoothly. The instructor, Ian McLean, took the controls for departure, and after acknowledging ATC instructions, handed the controls to Lewis. Flying a level course, Lewis was surprised when McLean started to test his new student's flying skills so early in

the lesson. McLean flung himself backwards in his seat and then slumped forwards onto the controls. "I thought it was part of the lesson, or maybe a joke. I thought he wanted to see what I'd do if I really had to fly the plane." Lewis pulled McLean off the controls and continued straight ahead. "When ATC came on the radio to ask why we were off course, and McLean didn't answer, I knew it wasn't a joke."

- 1 What did Lewis think McLean was doing?
- 2 How will Lewis explain to ATC what has happened to his instructor?
- 3 What do you think happened next?

Read the second part of the story. Were you right?

Lewis told ATC that McLean had passed out after some sort of seizure, and that he was a student pilot on his first flight. ATC assigned a mayday status, and within minutes a second instructor, Nico Gamalev, was alongside Lewis in another aircraft. Together, they turned back to the airfield, and the new instructor talked Lewis

through bringing the plane down safely.

McLean is now recovering in hospital and Lewis has declared that he's ready for his next flying lesson – with Mr Gamalev.



16 Read the statement from ICAO. Answer the question.

Incapacitation of the flight crew will normally require an automatic landing on suitably equipped aircraft. However, on passenger aircraft locked cockpit doors which can only be opened from the flight deck have sparked criticism.

Aircraft security is essential. The well-being of the flight crew is equally important. How well are these two requirements balanced on commercial flights?

OUTPUT

Read the article and answer the questions.

Eye witness account of United flight 811

The flight left late at night. I was in a window seat in the middle of the plane. The weather was good and the take-off and climb out were fine. About 20 minutes into the flight there was a slight vibration. It was odd. Then, about 30 seconds later there was a loud noise – a bang – and then there was a big, big rush of air. The cabin filled with fog. It was fogged up for about 15 seconds.



It was a terrible mess. Papers and loose items were flying everywhere, the noise was really loud. The oxygen masks dropped down, and the temperature in the cabin reached freezing in about five seconds! And then I saw that there was a hole in the side of the plane! I was lucky: it was on the opposite side of the aircraft from me.

At first, the cabin crew just hung on. They were trying to understand what had happened. The noise made it impossible to communicate. It was night, so it was impossible to know how high we were. Then the crew started to move passengers away from the hole. Four of us helped to move them towards the rear of the plane. Once they were out of danger we strapped ourselves back in to our seats.

Time passed very slowly. It felt like hours before I looked out the window and saw lights. But really, it was only about 20 minutes after the incident. Two minutes later the intercom came on. The pilot said that we would be landing in two minutes. We landed within the two minutes and the landing was one of the smoothest I have ever had in a 747!

OVER TO YOU

Can you explain in your own words what happens during an explosive decompression?
 What features on a modern aircraft are designed to make an explosive decompression very unlikely?
 What other safety features have you heard of that aircraft manufacturers are working on at the moment?

6

Contact and approach

STARTER

Read the pilot-to-passenger announcements. Grade them according to your preference (1 is the best, 3 is the worst). Give reasons for your choices and compare them with a partner.



From the flight deck, we're inbound on long final, approximately 22 minutes from our ETA of 1742 hours local. Weather conditions good, with scattered clouds at 5000 feet. Prepare for landing.

Good afternoon, ladies and gentlemen, this is the first officer. We'll be landing in Shanghai in approximately 20 minutes. The temperature in Shanghai is a warm 28 degrees and the local time is now 5:20 in the evening. We hope you've enjoyed your flight.

Hi, there. Captain here. In fact we're getting ready to land just now – we'll be down on that ground in a short while. It's a great day down there, just the sort of day I like. I love the food here, too. A lot better than we've had on this flight, hey. We'll see you on the ground.

With a partner, list some 'rules' for good pilot-to-passenger communication. Think about:

- local information
- technical information and use of jargon
- courtesy
- clarity
- humour

AUDIO



COMPREHENSION

1 Listen. Answer the questions.

Part 1

- 1 What is the situation with flight 276?
- 2 What caused problems at the airport earlier in the day?
- 3 When does 276 need to land?
- 4 What's the reason for the landing time?
- 5 What is the expected delay?

Part 2

- 1 How long does Approach say 276 will need to wait?
- 2 What flight level change does 276 make?

Part 3

- 1 What does ATC instruct 276 to do?
- 2 Why can't 276 land at Wessex?

STRUCTURE

2 Read the sentences from the exchange. Are they talking about *when* or *how long*? Write **W** for *when*. Write **H** for *how long*.

- 1 _____ We had delays earlier today.
- 2 _____ It took a long time to clear it all.
- 3 _____ So how long can I expect to wait?
- 4 _____ I need to get down before 2300, don't I?
- 5 _____ Delays will be about half an hour, at least.
- 6 _____ I'll get back to you shortly.
- 7 _____ Climb immediately to 9000 feet.

3 Match each question with an answer.

- | | |
|--|------------------------------------|
| 1 When was the flight due to arrive? | a About two months. |
| 2 How much longer will we be holding? | b We left ages ago! |
| 3 How long did you spend in Asia? | c An hour ago, so it's quite late. |
| 4 When will we arrive? | d For a few minutes more. |
| 5 When did you leave Tokyo? | e In about an hour. |
| 6 How long will the backlog take to clear? | f It might take over an hour. |

TALKING ABOUT TIME

When

The past

just now
a few minutes ago
a while ago
this morning
yesterday
last week
a long time ago
ages ago

The future


immediately
shortly/ soon
in a few minutes/a while
in a few hours
tomorrow
next week
a long time from now
ages from now

How long
(duration)

a few seconds
not long
a few minutes
a couple of hours
quite a while
a long time
days
ages

FLUENCY

- 4 Work with a partner. Use *ago* to say when each weather condition happened. Use *took* or *lasted* to say the duration. It is now noon on Tuesday.

				
Friday 1000–2400	Saturday 0200–0800	Sunday 0600–0830	Monday 1145–1600	Tuesday 0800–1200

Now talk about your own future. What are you going to do in a few minutes? In a few hours? A long time from now?

COMPREHENSION

- 5 Listen to the announcement. Complete the sentences below.

- I _____ for the delay this evening.
- I'm _____ there are severe delays at Wessex due to air traffic.
- Wessex has got a noise abatement curfew, so we _____ after 11 p.m.
- We've been _____ to Exeter.
- Please accept our sincere _____ for the inconvenience.
- We _____ this will mess up a lot of your plans.
- The cabin crew will _____ to look after you until we reach Exeter.
- Ground staff in Exeter will be _____ to make sure you reach your final destination as soon as possible.

Which sentences:

Apologise? Explain the problem? Offer a solution?

EXPLAINING CHANGES IN PLANS

Apologizing

I'm really sorry about the delay.
I apologize for making you wait.

Offering a solution

We'll hold a while longer.
I can sort things out for you now.

Explaining the problem

The airport is covered in dense fog.
We've had some trouble with the computer.

Think of a problem you have experienced. Answer the questions.

- How was the problem explained?
- What apology was offered?
- What solution was offered?

STRUCTURE

6 Look at the approach plate on page 49. Match the sentence halves.

- | | |
|---|--|
| 1 If plane 1 is the fastest, | a it will be number 4 or 5 to land. |
| 2 If plane 2 misses its approach, | b it will slow down. |
| 3 If plane 3 joins the circuit, | c it will fly over the airport and turn right. |
| 4 If plane 4 wants to increase separation from plane 1, | d it will come too close to plane 4. |
| 5 If plane 5 speeds up, | e it will be the first on the ground. |
| 6 If plane 6 enters the pattern, | f it will go around. |

TALKING ABOUT CAUSE AND EFFECT

If the snow is heavy, the airport will close.
 If you miss your approach, you will have to go around.
 If it gets too late, you'll have to land at your alternate airport.

7 Use information from the chart on page 49 to talk about cause and effect. Try to make five sentences.

If you tune your radio to 127.3, you'll hear the LED ATIS.

COMPREHENSION



38

8 Listen. Write the flight number for each plane marked on the approach plate on page 49.

AFL 339 • AUA 26 • DLH 1390 • BAW 440 • AZA 29 • BAW 34

plane a _____	plane d _____
plane b _____	plane e _____
plane c _____	plane f _____



39

9 Flight KLM 405 is on approach for St Petersburg. Listen. Complete the table.

Altitude:	_____ ¹
KE time:	_____ ²
Estimated OLSON	_____ ³
Flight level to descend to:	_____ ⁴
QNH:	_____ ⁵
Speed:	_____ ⁶ reducing to _____ ⁷

Discuss these questions with a partner.

What unit of altitude measurement is used at your local airport?
 Have you ever worked with a different altitude measurement?
 What other measurements can be expressed in different units?

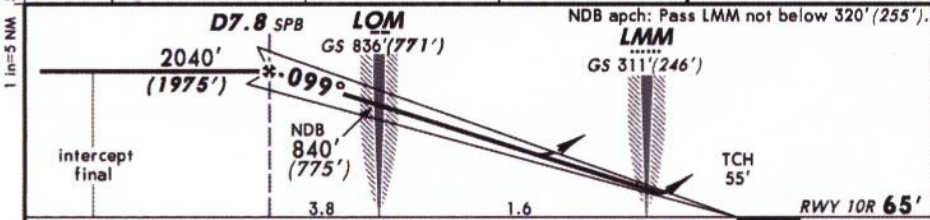
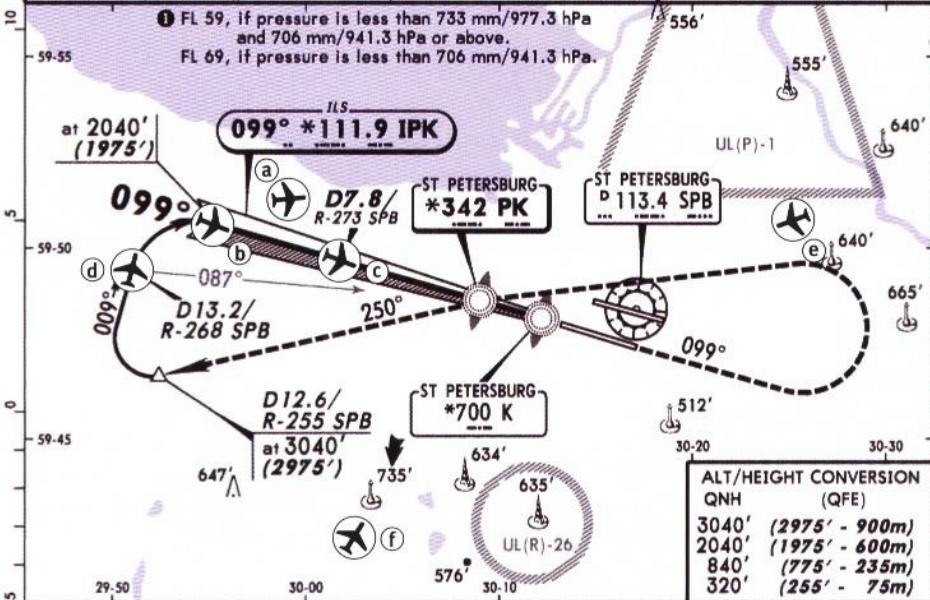
ULLI/LED
PULKOVO
JEPPesen
ST PETERSBURG, RUSSIA
ILS or 2 NDB Rwy 10R

 4 MAY 07 **(11-2)**

ATIS 127.3	PETERSBURG Approach (R) (360°T-180°T) 0400-2000 (180°T-360°T) 129.8	2000-0400 125.2	PULKOVO Krug (SRE) 129.8	PULKOVO Tower 120.3	Ground 118.7	121.7
LOC IPK *111.9	Final Apch Crs 099°	GS LOM 836' (771')	ILS DA(H) 265' (200')	Apt Elev 78'	RWY 65'	
NDB PK *342		Minimum Alt D7.8 SPB 2040' (1975')	NDB MDA(H) (CONDITIONAL) 420' (355')			

MISSED APCH: Climb on 099° to 3040' (2975'), then turn LEFT to PK NDB, then proceed on track 250° to D12.6/R-255 SPB, then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3040' (2975')



3.8	2.2	1.6	0.6	0
3040' (2975')	3040' (2975')	3040' (2975')	3040' (2975')	3040' (2975')
PK 342	PK 342	PK 342	PK 342	PK 342
LT	LT	LT	LT	LT

STRAIGHT-IN LANDING RWY 10R									
ILS					LOC (GS out)	NDB			
DA(H) 265'(200')					with FAF MDA(H) 420'(355')		w/o FAF MDA(H) 950'(885')		
FULL		TDZ or Clout	ALS out		ALS out		ALS out		
A									
B	RVR 550m	RVR 720m			NOT AUTH	1200m	RVR 1500m VIS 1600m	3200m	
C	VIS 800m	VIS 800m	1200m				3600m	4400m	
D						RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m	4800m

CHANGES: Minimums.

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COMPREHENSION



10 Listen to the Flight Information Service (FIS) broadcast and note the nine pieces of information.

- | | |
|----------------------------------|---------|
| 1 <i>Information Romeo</i> _____ | 6 _____ |
| 2 _____ | 7 _____ |
| 3 _____ | 8 _____ |
| 4 _____ | 9 _____ |
| 5 _____ | |

Were any of the words difficult to understand?

PRONUNCIATION



11 Now listen to a different version of the same broadcast and check your answers.

With a partner, take turns reading the FIS broadcast.

Information Romeo: 2000 Z, 8000 scattered, visibility 14 kilometres, temperature 44, wind 310, 8 knots, altimeter 30.00, expect ILS or visual to runway 24 and 33, advise on initial contact you have information Romeo.

FLUENCY

12 Read the text. Why do you think the gear was up?

On a clear July day, Scott Dittamo was training at the Newark Tower when he spotted an Air India flight with 409 passengers on board making its final approach. But something didn't look right. The Boeing 747's landing gear was still up as the plane was a half mile from landing.

ATC Air India 145 heavy, check gear down, gear appears up.

Pilot Wow! Roger got it. Nice timing Air India 145.

The plane landed safely.

Do you know any similar stories of 'near-miss' situations?

13 Pilots with landing gear problems sometimes have to go around. Give other reasons for a missed approach.



Listen. Answer the questions.

- 1 What speed does KLM 405 reduce to?
- 2 What's the condition of the runway?
- 3 Why does KLM 405 decide to go around?

AUDIO



14 KLM 405 is again on approach. Listen and answer the questions.

- 1 What does the pilot ask about?
- 2 What does Approach say?

15 Match the phrases (1–4) with the descriptions (a–d).

- | | |
|--|--|
| 1 What's the situation with ... ? | a a piece of advice |
| 2 No better, no worse. | b a description of the situation |
| 3 Be sure to check ... | c a statement that means <i>the same as before</i> |
| 4 There's slight aquaplaning reported. | d a request for information |

AUDIO



16 Listen to another approach exchange. Answer the questions.

- 1 Why does Approach say *Hang on*?
- 2 Why does ATC ask AA 745 to use runway 24?
- 3 Which direction does the pilot take for runway 24?
- 4 ATC says *Do you mind ...* ? What does this mean?

a <i>Attention please!</i>	b <i>Is it OK?</i>	c <i>Take care.</i>
----------------------------	--------------------	---------------------
- 5 The pilot says ... *No problem*, which means

a Yes.	b <i>What's the problem?</i>	c <i>No, there's a problem.</i>
--------	------------------------------	---------------------------------

STRUCTURE

REQUESTS

There is standard phraseology for making requests, however you frequently hear plain English.

Can you increase your speed?

Hang on ... do you mind going for runway 24?

Would you organise an ambulance on arrival?

Could I ask you for the latest met reports in Tokyo?

INTERACTIONS

17 Work with a partner. Practise making requests.

USEFUL LANGUAGE

Saying yes

No problem.
Yes, of course.
Sure.

Saying no

Sorry, I can't do that. It's broken.
I'm afraid not. I don't have the key.
Sorry, that won't be possible. I don't know how.

PARTNER FILES

Partner A File 7, p. 71
Partner B File 13, p. 73

AUDIO



18 Listen to another approach exchange. WHF-22 has just been cleared to base leg by Newbury Tower. Listen. Answer the questions.

- 1 What altitude was the plane cleared to on base leg?
- 2 Why didn't the crew know they were too low?
- 3 What was the tower's main concern with the level bust?
- 4 Do you think this was a language problem or an operational problem?

OUTPUT

Read the article and answer the questions.

SAFETY SENSE

Advice from the CAA of the United Kingdom

Correct standard phraseology is extremely important and must be used whenever possible. If it isn't used, the results can be devastating.

Precise phraseology is there for a reason – use it!

The aircraft was at 2400 feet. The controller gave clearance to *Descend two four zero zero cleared for approach*. The pilot thought the instruction was *Descend to four zero zero and replied OK, four zero zero*.

The controller did not notice the error.

It was night. There was no radar. Less than a minute later the aircraft crashed into a hillside at 437 feet.

REMEMBER

In the UK, climb and descent instructions always use the words flight level, altitude, or height.

Say Climb to ... or Descend to ... altitude or height.

Say Climb flight level ... (not Climb to flight level ...)

Listen and check for read-back.

The ATC instruction was given *Re-clear to three thousand feet expect an ILS approach. Report level three thousand feet*.

The pilot read back *Re-cleared to two thousand feet*. The controller did not hear, or ask for, any read-back from the pilot.

In addition, the QNH was set incorrectly, so when the altimeter indicated 2000 feet, the plane was actually at 1800 feet. The plane crashed into a mountainside, only 100 feet below the summit at 1795 feet.

REMEMBER

If you are in any doubt about a transmission, or do not receive the expected readback, then check.

Use correct wording. Make urgent instructions sound urgent.

An inbound Airbus 320 was descending to FL 90. At the same time, a Boeing 757 was climbing to 6000 feet.

To maintain safe separation ATC told the 757 to *Head one hundred degrees and climb flight level eight zero*.

The pilot read back *One zero zero and flight level eight zero*, but the co-pilot set the autopilot incorrectly at flight level 100.

ATC saw the 757 climb above flight level 80. He told the pilot to stay at FL 80 and the pilot replied *We were cleared climb one zero zero*.

ATC told the 757 to stop climbing at FL 90 and told the A320 to stop descending at FL 100.

However the controller did not say *avoiding action* so the pilots did not understand the instructions were urgent. As a result they responded slowly and the A320 reached flight level 93 before it stopped descending.

An accident was avoided, but the aircraft passed each other with 1 NM horizontal separation and only 300 feet vertical separation.

REMEMBER

In the UK, say *flight level one hundred* but *heading one zero zero*.

Always give clear instructions and check the read-back!

OVER TO YOU

Are the above recommendations the same as or different from ICAO recommendations?

Do you know of a serious incident which resulted from bad communication?

Why can *Go ahead* cause confusion?

As a controller, do you listen to read-back? As a pilot, do you always give read-back?

Landing

TARTER

Look at three exchanges. Which is the best? Which is the worst? Why?



1 Flight 402

ATC 402, descend on the glide path. Number two behind a 737 six miles ahead.

Pilot 402 descend on the glide path number two behind a 747 six miles ahead.

ATC 737, 402.

Pilot Approach she's definitely a heavy. We've got a clear view. 402.

ATC Roger, 747. Pick up a bit of speed 402.

Pilot What would you like 402?

ATC Er, 402, increase to 200 knots to the outer marker then reduce to 180. Report on final.

Pilot 402 increasing to 200 knots to outer, then 180 report on final. By the way, she's a heavy for sure.

ATC OK, got you, 402.

Pilot Approach, 402 on final. Speed 180.

ATC 402, number one to land reduce to 150 cleared for straight-in.

Pilot Cleared for straight-in. 402.

2 10

Pilot Outer marker. 10.

ATC Continue approach for runway 25R be advised the high intensity lights are on.

Pilot 10 final, we have the runway in sight.

ATC Cleared to land, wind 230 12 knots.

Pilot Cleared to land, wind 230 12 knots. Tell them to turn down the lights, they're far too bright.

ATC Too light confirm.

Pilot Er ... affirmative, too bright. Dim the lights, please.

ATC Wilco. Cleared to land 10.

3 Foxtrot 312 Heavy

Pilot Approach, Foxtrot 312 heavy, this is the fourth time I've circled in the stack. Any news?

ATC Stand by, Foxtrot 312 heavy.

Pilot Request diversion to Colorado Springs 312.

ATC Stand by, Foxtrot 312.

Time interval

ATC OK 312, what can I do for you?

Pilot I need to know what's going on up here. We're all running out of patience and maybe fuel.

ATC Foxtrot 312, did you request a diversion to Colorado Springs?

Pilot Hey, I wasn't serious. Get me down on the ground please. 312.

ATC Foxtrot 312, descend to altitude 60, wind 250 degrees 14 knots. You're number three. Report on short final.

Pilot Got it, descend to 60, wind 250, 14. Get back to you on final. Foxtrot 312.

Foxtrot 312 Heavy says *Hey, I wasn't serious*. Do you often hear jokes on frequency?

FLUENCY

1 Look at these news reports on landing incidents. Match each headline with part of an article below.

- a Airliner Belly-Flops on Blenheim Landing
- b Heavy Rains Close Runways
- c Plane Lands with Landing Gear Retracted
- d Nine Landing Jets Skid Off Runway in Three Months
- e Landing Only Delayed but Could Have Been Worse
- f Emergency Landing for JetStar in Three Week Old A330
- g Pilots to Undergo Training for Short Runway Landings

1 _____

A Monarch Airlines flight was on Friday delayed in landing after the emergency communications system and all the landing lights at the airfield failed, according to sources close to the airfield.

2 _____

According to a study reported in this paper, there were nine incidents in the last three months where passenger jets skidded off wet runways after landing at various airports.

3 _____

The Civil Aviation Authority is investigating why a second airliner flight landing in Blenheim had problems with its landing gear in the space of a month. On June 18, a similar type aircraft flight belly-flopped on the runway after its landing gear failed to lower. All passengers were unhurt. The plane was still in a hangar being repaired on Friday.

4 _____

The pilot did an inflight shutdown of the left-hand engine and landed the almost-new plane without incident. The aircraft has the capability of flying with one engine. It has a very experienced captain and crew on board. There was a fault found and he followed process to the letter and went to the nearest international airport.

5

What do you do if you are the pilot of a passenger jet that has to land in the middle of a **monsoon downpour**? During rains, when visibility drops below the permissible limit, no pilot is allowed to land. Air traffic control (ATC) tells them when the water level on the runway falls below the 3 mm benchmark. But that's about all the information they get. Levels of water **'contamination'** are rarely reported.

6

Rio's Santos Dumont has a runway of just 1,323 metres so pilots are required to undergo **extra familiarisation** at the airport to ensure that they put the aircraft down precisely at the right speed to stop within the published figures.

7

As reported earlier, the aircraft was not configured to land. The landing gear was up and the flaps, normally down for landing, were **retracted**.

How often do you read about aviation incidents in the newspaper? Do you think newspapers cover aviation clearly, fairly, and accurately?

REPORTED SPEECH

When we talk about things that other people have said, we usually use *said that* or *says that* and the simple past tense.

*The newspaper **said that** the plane had a 'soft landing', but a landing with gear up is never soft!*

*When a small plane is lost, the news always **says that** the pilot didn't file a flight plan. But they never say that pilots of light planes often don't file a flight plan!*

VOCABULARY

2 Complete these sentences using the words and phrases highlighted in the articles.

- In the tropics, a _____ often hinders pilots from landing.
- The cargo plane with jammed gear _____ on the runway.
- Flaps should not be _____ for landing.
- The experienced flight engineer _____ and soon solved the technical fault.
- Debris is the most common cause of _____ on a runway.
- In such slippery conditions, the A320 _____ the runway at excessive speed.
- _____ with certain airfields is obviously vital for safety.



AUDIO



46

PRONUNCIATION

3 Put the words in the correct column according to their stress patterns.

skidding • inadequate • hangar • landing gear • belly-flopped • configured
 • downpour • slippery • information • retracted • reported • incident

• •	• • •	• • •	• • • •	• • • • •

Listen and check your answers.

COMPREHENSION

4 Read the first part of the incident report. Do you have any experience with a similar situation? What happened?

Incident Report

The crew of SAS 105 received a call from ATC to advise them that airport staff had seen a wheel fall off the plane on take-off. ATC had contacted the company and they suggested the crew ought to divert to the alternate where maintenance facilities were better than at their destination. As it was only a short flight ATC thought they should continue to their destination because the weather at the alternate was very bad and the light was fading fast. In any event the plane would need time to burn off fuel and make preparations for landing. The company agreed that a daylight landing would be preferable and offered to help the crew with any decisions regarding the landing configuration at the destination.

AUDIO



47

5 Listen and complete the audio exchange.

- Pilot* There's no ECAM message so _____ ¹ you check the handbook now, so we can work out how to get this thing down safely.
- ATC* _____ ² you _____ ³ me to put you through to your company?
- Co-pilot* Possibly – _____ ⁴ you _____ ⁵ give me a few minutes to check the handbook and then call back?
- ATC* Roger. _____ ⁶ call you back in two minutes, _____ ⁷ I?
- Co-pilot* Thanks.

- Pilot* We've no idea whether the whole of the nose gear is damaged – I think we _____⁸ to assume it may all collapse when we land.
- Co-pilot* Sure – landing with abnormal gear – here it is. First problem is that if the gear collapses then both engine nacelles will contact the runway.
- Pilot* _____⁹ we shut down just as we land?
- Co-pilot* Yeah – _____¹⁰ shut down for sure – but I _____¹¹ you should leave it too late, though. The procedure is to shut down before or during the landing roll. I know you want all the services as long as possible but if I _____¹², I'd shut down sooner rather than later.

Answer the questions.

- 1 What does ATC offer to do?
- 2 What does the co-pilot suggest?
- 3 What advice or opinion does the pilot give?

INTERACTIONS

6 Work with a partner to make suggestions or offer help and advice on the next likely course of action.

PARTNER FILES

Partners A and B File 14, p. 73

USEFUL LANGUAGE

Making suggestions

Couldn't you ... ?
How about ... ?
I suggest ...
Let's ...
Perhaps you could ...
What about ... ?
Why don't you ... ?

Offering help

Can I help by ... ?
I'll ... , shall I?
Shall I ... ?
Would you like me to ... ?
You should ...

Giving advice or opinion

If I were you, I'd ...
I (don't) think you should ...
You'd better ...
You ought to ...

COMPREHENSION

7 Listen to the next part of the exchange. Were the air company's suggestions included in your list?



AUDIO



COMPREHENSION

8 SAS 105 has informed ATC that they are ready to land. Listen. Answer the questions.

- 1 What does ATC ask about?
- 2 What does ATC tell SAS 105 to expect?
- 3 How many people are on board SAS 105?
- 4 How long is the foam carpet?

9 Read part of the newspaper article. Answer the questions.

PILOT AVERTS TRAGEDY

An A320 belonging to SAS and carrying a total of 237 passengers and 12 crew yesterday made a controlled emergency landing on a foam-covered runway. The pilot skilfully landed the plane, which had jammed landing gear, at reduced speed onto the foam and although it skidded to a halt just beyond the end of the runway, no one was injured. All the rescue services were on standby. The passengers were evacuated unhurt in less than three minutes.

- 1 Do you know any similar stories of successful emergency landings? What happened?
- 2 Describe the emergency provisions at your local airport.

FLUENCY

10 Read the first part of the pilot's story. Then answer the questions.

TEN FEET TOO HIGH

The weather was good – a light wind, great visibility, and almost no cloud. I was five miles out and all set to land. I know the airfield well and joined in the left-hand circuit as usual, number three to land. I could see the other two – one on final and the other one joining from the north, ahead of me. I was at two thousand. I got down to twelve hundred and turned onto downwind, got the gear down, and cut the speed back to about a hundred knots. I was pretty close to number two, so I went out a bit further

than usual on the downwind leg, for separation.

Two miles, out I turned onto base. I still had visual with the other two. At a thousand feet, I reduced the thrust and turned onto final. The low sun at that time of day made it a bit difficult to see the runway. I was down to about 85 knots when heard number two say he was going around. I guess he had problems with the sun in his eyes. I saw number one touch down, and then I heard this horrific bang.

- 1 What was the weather like?
- 2 How many aircraft were coming in to land?
- 3 Why did the pilot extend the downwind leg?
- 4 What time of day was it?
- 5 Why did he think the second aircraft decided to go around?

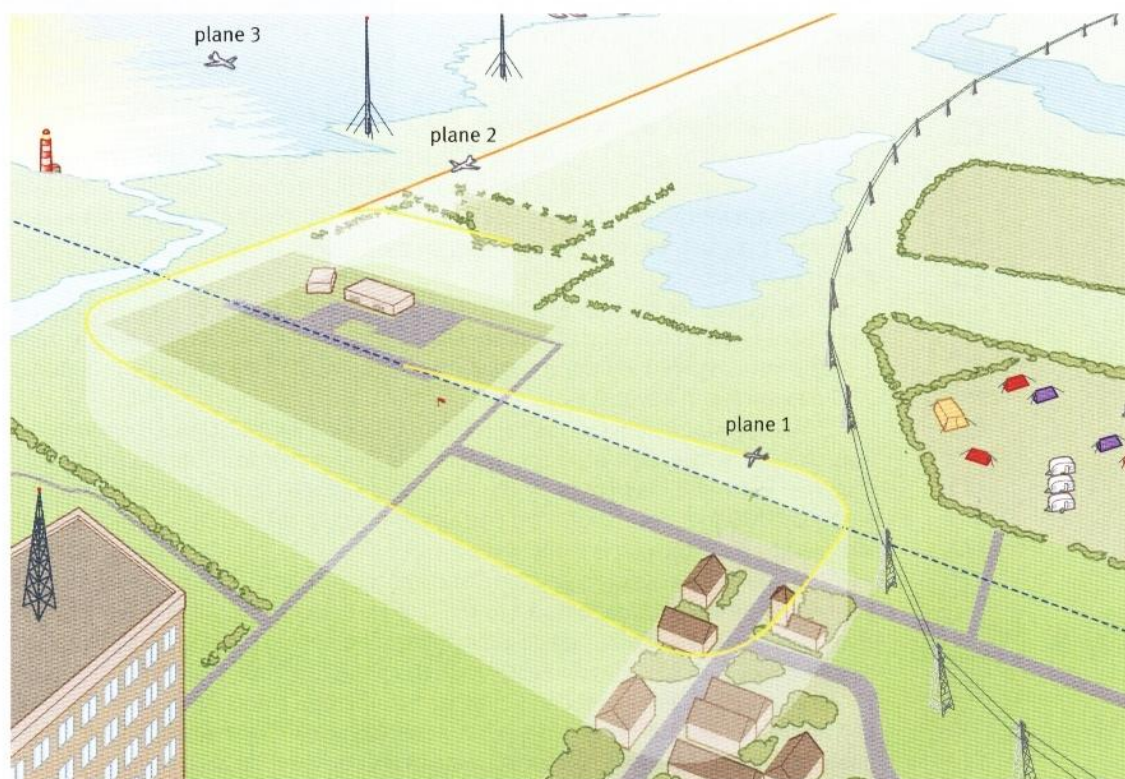
11 Read the second part of the pilot's story. Then answer the questions.

The plane shuddered, but everything seemed to be working. I was pretty scared and just wanted to land, which I did without any problems. While I was still on the taxiway, ATC told me to stop and shut down. No one was sure what had happened, but we could see Fire and Rescue coming, so we got right out of the plane. Outside, of course, we could see the damage.

The whole of the upper fin on the tail was ripped apart. I guessed straightaway what had happened. I'd clipped the wires on the pylons. Someone had seen it happen – we'd gone between the two wires hanging from the electricity pylons.

The top of the fin had hit the top wire between the pylons – if I'd been about ten feet lower, I'd have missed them!

- 1 The diagram below shows his plane (3) over the water, about to join the circuit. Mark the route that the pilot took.
- 2 Mark any possible alternative route.
- 3 What other options did the pilot have?



VOCABULARY

12 Check you understand the meaning of the following landing problems and hazards. Have you experienced any? Which do you think are the most common?

- | | |
|------------------------------------|---|
| 1 lighting systems failure | 7 technical problems (e.g., engine failure) |
| 2 speed control problems | 8 braking problems |
| 3 medical emergency | 9 bad surface conditions |
| 4 diversion | 10 bad weather |
| 5 tail strike | 11 delays |
| 6 runway incursions and excursions | 12 flock of birds on the runway |



Listen to five landing exchanges. For each exchange, write the problem or hazard.

- 1 _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____

What's different about the final incident?

OUTPUT

Read the article and answer the questions.

PICHÉ'S GIANT GLIDER

Flight TS 236 left Toronto at 8.52 p.m. on 23 August 2001 with 293 passengers and 13 crew members onboard. The 362-seat Airbus A330 carried 47.9 tonnes of fuel – 5.5 tonnes more than required by regulations. The plane, manufactured in 1999, had been placed in service by Air Transat in April 1999.

Four hours into the flight, the pilots received warning of a fuel imbalance. They tried to correct it by diverting fuel from the left-hand wing tanks to the right-hand wing tanks, which were almost empty. Unknown to them, there was a leak in the right-hand tank, so even more fuel was lost. Even though the crew had not diagnosed the leak, it was clear that fuel was dangerously low, so they made the decision to divert to Lajes Airport in the Azores.

28 minutes after an emergency was declared, engine number 2 on the right wing was out of fuel and flamed out. Captain Piché ordered full thrust from engine number 1 on the left wing. With only one engine, the plane couldn't stay at cruising altitude. TS 236 descended to 30 000 feet.

13 minutes later, engine number 1 flamed out. Flight 236 was now a glider. A ram air turbine, the only back up, supplied limited power to hydraulic and electrical systems. Piché did his best to fly the plane and Dejager monitored the descent rate – about 2000 feet per minute. He calculated it would take 15 to 20 minutes before they had to ditch the plane in the water.

When the air base was in sight, the plane was too high and too fast, so Piché executed a series of side-slipping manoeuvres to lose altitude and slow the plane. They successfully lined up with runway 15/33, unlocked the slats and deployed the landing gear, but the airspeed was 200 knots, much faster than the preferred 130–140 knots.

20 minutes after the second engine failure, the plane landed at about 370 kilometres per hour. Several tyres burst when the brakes were applied, but the plane finally stopped in the middle of the runway. During evacuation, 16 passengers and two crew members were injured. Two passengers suffered serious, but not life-threatening, injuries. Most of the injuries were minor or very minor.

In 2002, Captain Piché was given the Quebec National Assembly's Medal of Honour for his heroic flight and landing of the giant glider that was TS 236.



OVER TO YOU

Do you know any other stories of a pilot using great skill to land a plane safely?

What was the situation?

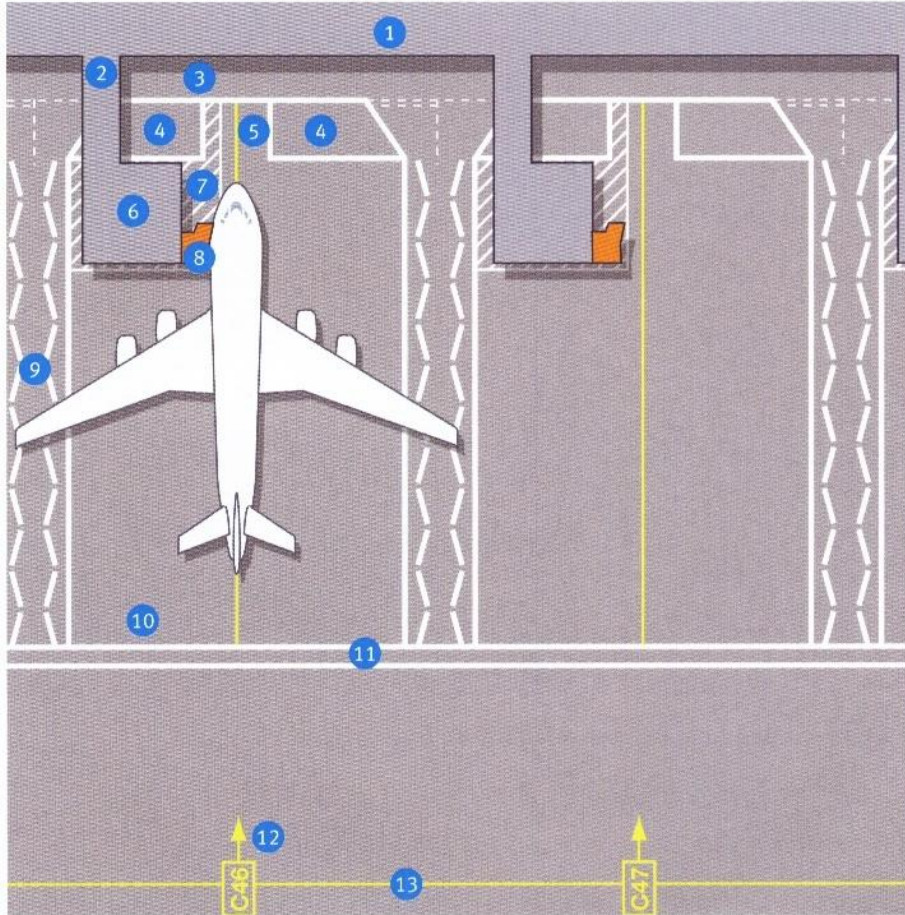
Do you know any other stories of 'lucky escapes'?

8

On the ground

TARTER

Look at the diagram. Match the list of names to the numbers on the diagram.



- a airside road
- b stand number and centre line
- c gate room
- d tug area
- e jetty/jetway
- f no parking area
- g interstand clearway

- h low bridge
- i pier
- j stand
- k boundary between apron and taxiway
- l taxilane centreline
- m equipment parking area

What incidents might occur between landing and arrival at the stand?

VOCABULARY

1 Look at the pictures of situations on the ground. Match each picture to the correct word or phrase.

- 1 congestion
- 2 giving way
- 3 a major incident
- 4 no stand available
- 5 police/customs inspection
- 6 a truck going the wrong way
- 7 a technical problem
- 8 work in progress



2 Now match each of the comments with a picture above.

1 Can you believe this traffic today!
It's like the streets of Bangkok!

2 Man, we got red lights all over
the place out here.

3 It's always this way. I can never
find a parking space!

4 I'm just letting the big guy get
out of the way.

5 Whoa! Looks like we got an incursion coming up!
Who does he think he is?!

6 Looks like that guy's gonna need to see
a mechanic before he goes anywhere.

7 Hey, you know you got some guys
digging a hole out here?

8 Looks like he's got some interesting passengers
on board – wonder where he's come from.

Can you paraphrase the above statements using more standard English?

The airport is congested today.

FLUENCY

3 Read this incident report. Then answer the questions.

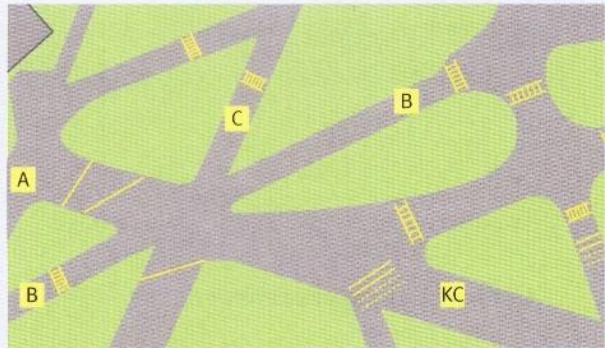
An aircraft with two crew and 48 passengers landed on runway 24R and vacated the runway onto the rapid exit taxiway KC which is 46 metres wide. The weather conditions were clear; it was 50 minutes before sunrise and thus it was dark.

The captain brought the aircraft to a stop at the first junction along the rapid exit taxiway, the intersection with taxiway K and awaited taxi instructions. The tower said, *Proceed via taxiway C hold at C1*.

The captain taxied ahead and at the next junction, where he was expecting to turn right onto C, he saw a sign board to his right indicating taxiway A ahead. There are five paved surfaces which intersect at this junction; they are, in anticlockwise direction from the runway exit: KC, B (23m wide), C (23m wide) KC and B (see plan below).

The captain knew the airport and knew taxiway A was beyond taxiway C. Confused by the sign board and thinking that he had somehow passed taxiway C, he advised his co-pilot that he had missed the taxiway and turned hard right to get back to where he thought it was. While he was turning ATC issued further taxi instructions which the co-pilot needed to write down, taking his attention away from monitoring the aircraft's position. The captain in turning sharply thought he had cleared the edge of the paved area with the nose gear by about 2 metres and believing the aircraft was safely round, he reduced the turning angle.

ATC now advised that he had taken a wrong turn onto taxiway B, so the captain brought the aircraft to a stop. ATC then instructed the aircraft to proceed but as the captain applied power, he realized that the aircraft was stuck; the left main gear had sunk into the edge of the grass between taxiway B and taxiway C.



Plan of taxiway intersection KC, C, B

- 1 It was dark. Was this a factor in the incident?
- 2 Mark on the diagram:
 - a X for where the aircraft first stopped;
 - b an arrow showing the route from this point to the intersection;
 - c A for the likely position of the sign board;
 - d an arrow showing the route from the intersection onto the incorrect taxiway;
 - e O for the position of the left main gear when the pilot finally stopped.
- 3 Suggest an alternative position for this sign:



- 4 What do you think were the main recommendations of the incident report?

PRONUNCIATION

- 4 There are three ways to say **-ed** as a past tense ending. The words in the box all come from the above report. Put each word in the correct column.

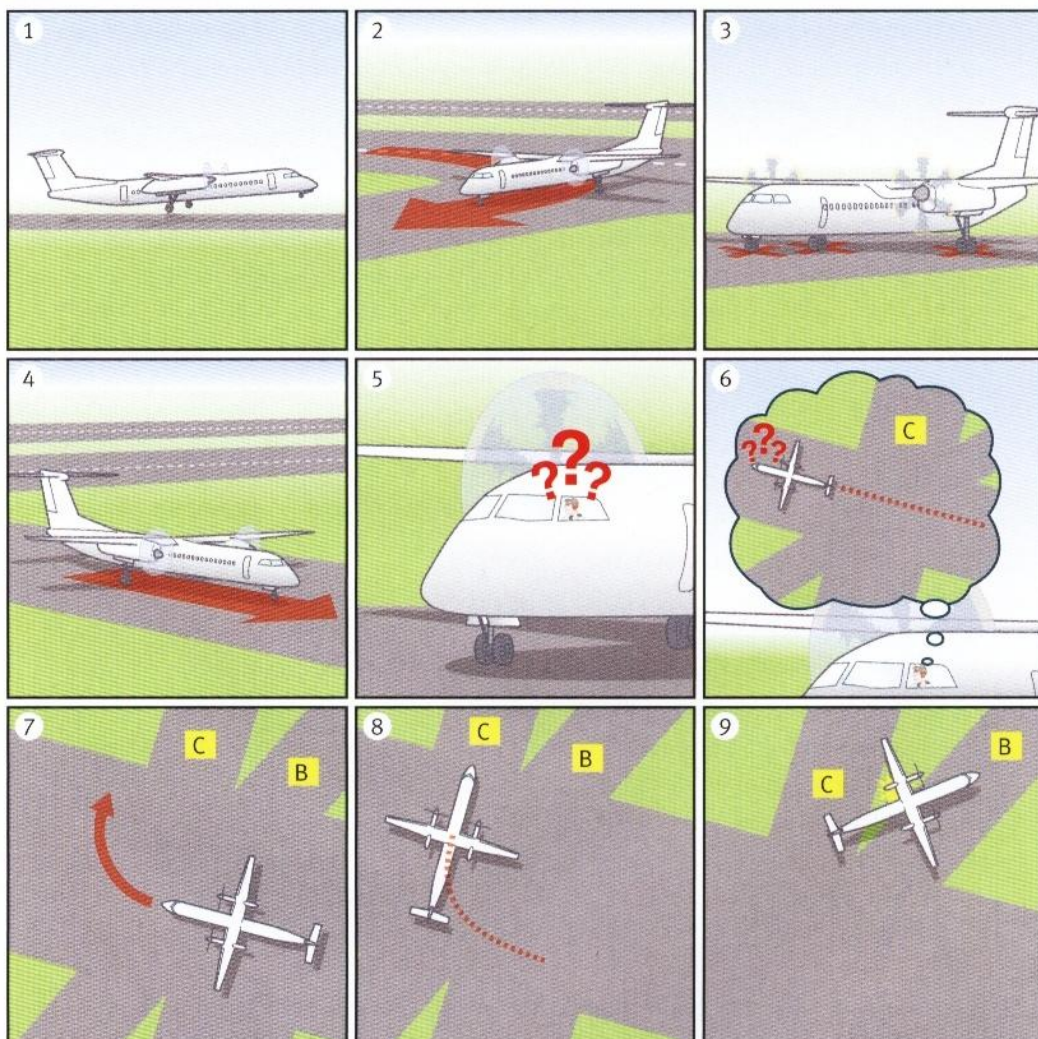
reduced • landed • taxied • vacated • turned • missed
 • confused • awaited • realized • instructed

/ɪd/	/t/	/d/
wanted	walked	called

Listen and check your answers.

STRUCTURE

- 5 Now use the pictures to re-tell the story. For each picture, use a word from the box.



AUDIO



51

6 What do you think will happen next? How will the passengers get to the gate? What problems might they have?

SAYING WHAT WILL HAPPEN

First, the pilot will tell Ground that he needs assistance.
 Then, a truck will come out and help to move the plane.
 They'll need to be careful ...
 They might have a problem with ...
 After that, ...
 Finally ...

INTERACTIONS

7 Work with a partner to practise saying what will happen.

COMPREHENSION

PARTNER FILES

Partners A and B File 6, p. 71

8 Listen. First note the call signs of the aircraft or other vehicle. Then listen again and note their location and any other information mentioned.

	Call sign	Location and other information
1	_____	_____
2	_____	_____
3	_____	_____
4	_____	_____
5	_____	_____
6	_____	_____
7	_____	_____

Answer the questions.

- How many aircraft are communicating with ATC?
- What other vehicle requests permission to taxi?

FLUENCY

9 Clear communication is the key to safety – even getting to the gate. Do you agree or disagree with these six recommendations for clear RT communication?

	Agree	Disagree
1 Speak slowly.	<input type="checkbox"/>	<input type="checkbox"/>
2 Find different ways of explaining the same thing.	<input type="checkbox"/>	<input type="checkbox"/>
3 Always have a dictionary close to you.	<input type="checkbox"/>	<input type="checkbox"/>
4 Don't worry about grammatical errors.	<input type="checkbox"/>	<input type="checkbox"/>
5 If you don't understand, say so.	<input type="checkbox"/>	<input type="checkbox"/>
6 Use only standard ICAO phraseology.	<input type="checkbox"/>	<input type="checkbox"/>

Discuss your answers with a partner. Say why you agree or disagree.