

UNIT 1 - Announcing a present action or state

To talk about permanent situations, regular actions, habits and routines in the present we use the present simple.

Positive: Subject + verb in basic form, -s ending for 3rd person singular (he, she, it)

I fly the 737.

He regularly flies from Heathrow.

Negative: Subject + do not (don't) or does not (doesn't) for 3rd person singular (he, she, it) + verb in basic form

I don't use the glass cockpit.

He doesn't know how to use the fly-by-wire.

They don't use jetways at this airport.

Questions: (Optional question word - What, Why, When etc.) + do or does for 3rd person singular (he, she, it) + verb in basic form (we don't add -s to the main verb in questions and negatives).

Where do you work?

What does he do?

What aircraft do they usually use?

Do you know this aircraft?

To talk about actions happening now or around now, changes and trends in the present we use the present continues.

Positive: Subject + to be (I am, you are, he/she/it is) + the main verb with -ing ending

I am (I'm) looking at the altimeter now.

We are (We're) taxing to the gate at the moment.

You're crossing an active runway.

Negative: Subject + to be (I am, you are, he/she/it is) + not (usually contracted, eg.: he isn't, we aren't) + the main verb with -ing ending

We aren't taxing. or We're not taxing.

The systems aren't responding.

Questions: (Optional question word - What, Why, When etc.) + to be (am, are, is) + subject + main verb with -ing ending

What is the PFD showing?

What is the ATCO saying?

What are the emergency services doing?

With some verbs we cannot use the continuous form (-ing ending) even if we talk about actions happening now. These are the verbs which describe states rather than actions. They include ways of thinking or feeling, eg. like, love, hate, understand, know, have (possess), seem, appear, prefer, recognize, remember etc.

We don't understand what you're saying. not We're not understanding what you're saying

The verb to be does not follow the rules for other verbs in the present simple. Instead it uses the following pattern:

I am you are he/she/it is we/you/they are

To make questions we put the verb in front of the subject.

We're on final.

Are you ready for departure?

PRACTICE SECTION

Fill in the gaps below with the present simple or present continuous form of the verbs in brackets.

1. We _____ (evacuate) because of the fire in the cargo hold. Call the fire brigade!
2. There's an airport with longer runway 50 miles north of your position. _____ (you/have) enough fuel?
3. LOT 234, confirm your present altitude; we _____ (show) you at FL 100 at this time.
4. We _____ (not/know) what happened. We _____ (troubleshoot) the problem at the moment.
5. _____ you (be/scheduled) to fly tomorrow?
6. ATCOs _____ (use) call signs to identify individual aircraft.
7. The tire pressure _____ (look) rather low. We _____ (require) assistance from maintenance.
8. LOT 678, Moscow Control, we _____ (pick up) a lot of ice on our wings at our altitude. The wing anti-icing _____ (not/appear) to be very effective. We request lower.

Over to you: Tell your partner about your routine day as a trainee pilot. Add some information about something (e.g. skill, revising for an exam, building up your hours) you are working on at the moment.

UNIT 2 – Expressing rules and obligations.

To say that something is necessary or is a rule we use *have to* or *must*.

Positive: Subject + have to (has to for *he, she, it*) + verb in basic form

You have to stop at the stop bar.

You must wait for clearance.

Negative (lack of obligation): Subject + do not (don't) or does not (doesn't for *he, she, it*) + have to + verb in basic form

You don't have to call the dispatcher.

Questions: (Optional question word - What, Why, When etc.) + do + subject + have to + verb in basic form

Why do we have to contact the departure?

Must is more common with written instructions.

All incidents must be reported.

We also use must to give strong advice.

You must talk to the cabin crew about the situation.

Note: *mustn't* is NOT the negative form of *must*. *Mustn't* means that something is forbidden.

You mustn't smoke in the cabin.

Other ways of expressing negative rules include *can't* and *not allowed to*

You can't wait at the gate.

You are not allowed to taxi.

To talk about obligations and rules in the past we use *had to*

We had to wait at the gate.

PRACTICE SECTION

Fill in the gaps below with the appropriate phrase from the list below.

be disturbed, get used to, do much less flying, be operated, have a mindset to, go around, take newspapers, enter the restricted airspace, obey, have a rest

1. Unmanned aircraft (drones) are not allowed to _____ within the area of this airport.
2. There are some rules pilots have to _____ in the cockpit.
3. One mustn't _____ under penalty of losing one's certificate.
4. Surprisingly, pilots have to _____ and much more paperwork these days.

5. Pilots in our company are allowed to _____ into the cockpits but not books.
6. If you want to be a pilot you must _____ learn new things everyday till your retirement.
7. After what number of hours of flying do pilots have to _____ in your company?
8. Pilots mustn't _____ during the flight.
9. Due to a heavy storm the pilot had to _____ and divert to Vancouver.
10. Many student pilots must _____ be away from families and other close ones as it is a part of their future job.

Over to you: Describe rules and obligations commercial pilots have to obey in their everyday work. Are there any rules and obligations you find unnecessary or obsolete? Are there any rules you think should be modified? Discuss.

UNIT 3 – Offering to act and requesting action

Whenever standard phraseology is not applicable, to request action in most situations we use **can**.

Can + subject + verb in basic form

Can you give us the vectors?

Can we have the frequency please?

To make more polite or formal requests we use **could** or **would**.

Could you describe the debris on the runway?

Would you tell us how to get to the apron?

To make a request more casual, we often use **will**. Using **will** for requests is more common with people we are familiar with.

Will you vacate the runway, please?

Will you call the approach, please?

To make offers we use **will**

Subject + will + verb in basic form

We will (We'll) vector you.

We will (We'll) check your landing gear.

PRACTICE SECTION

Fill in the gaps below with CAN, WILL, COULD or WOULD.

1. _____ you vacate the active runway immediately, please?
2. We're not familiar with the airport. _____ we ask for progressives?
3. _____ you put on your oxygen mask, please?
4. We're a bit delayed. _____ we get a slot within next 3 minutes?
5. I _____ tell passengers to fasten their seatbelts as soon as you say so.

Over to you:

Student A: Report the following incidents and then answer the ATCO's questions.

- a) debris on the runway
- b) stray animal
- c) a drone on take-off
- d) laser on approach

Student B: You are the ATC. Request more specific information, such as:

1. nature of the object
2. size
3. location
4. direction (movement)

UNIT 4 – Stating intentions

When you want to express decisions made at the moment of speaking use will.

Positive: Subject + will (I'll, he'll etc.) + verb in the basic form

FO: We have 10 minutes of fuel.

CPT: We will (We'll) land immediately then.

CPT: I'm afraid we need to go back.

FO: I will (I'll) contact departure then.

FO: We need to land as soon as possible.

CPT: We will (We'll) fly to Luton then.

Negative: Subject + will + not + verb in the basic form

We will not (won't) land immediately

I will not (won't) contact departure.

We will not (won't) fly to Luton then.

Question: Will + subject + verb in the basic form

Will you land immediately?

Will we fly to Luton?

When you want to talk about intentions made some time before the moment of speaking, use be going to.

ATC: BA 3456, say intentions.

Pilot: We are (We're) going to try and land.

PRACTICE SECTION

Fill in the gaps below with the correct form of WILL or BE GOING TO. Use negative form if necessary. In some cases both forms are possible. If both forms are possible, justify your answer.

1. I don't know the answer now. I _____ call you back in 5.

2. We _____ jettison fuel until we get to the ocean.

3. LOT 235, can you maintain altitude 3000? We _____ vector you for immediate approach to RWY 27L.

4. ATC: LOT 134, say intentions.

CPT: We _____ troubleshoot the problem. Standby.

5.If we don't make the touchdown, we _____ go around immediately.

Over to you: What do you intend to do within your pilot training in next 6 months / a year / two years' time? What do you intend to do with your career in two years / five years / ten years' time?

UNIT 5 – Giving directions and describing position.

We use *into* to describe movement to the inside of something

Let's go into the terminal

We use *onto* to describe movement to a surface or line.

The aircraft went onto the active runway.

We use *off* as the opposite of *onto*

The passengers must get off the plane immediately.

We use *along* when we follow the length of something (e.g. a flightpath, airway, road etc.)

We're flying along the M5.

We use *past* when we approach something and then pass it.

We went past the terminal.

We use *through* when we move from one side of something to the other side (e. g. airspace)

We are flying through Russian airspace.

We use *across* when we want to describe movement from one side to the other side when touching the surface (e. g. taxiway or runway)

The tug went across the active runway.

We use *over* when we describe movement from one side to the other without directly touching the surface.

We flew over Paris 15 minutes ago.

We use *to* to show direction to a particular place in order to reach it.

Taxi to position on runway 22R.

We use *towards* to describe movement in the direction of something.

The aircraft is taxiing towards the terminal.

We use *at* to describe the place where something is or happens.

We are at the intersection with Bravo.

We use *via* to describe movement through a waypoint.

We taxied to the apron via Delta.

PRACTICE SECTION

Fill in the gaps below with appropriate prepositions.

1. When will you arrive _____ the dispatcher's office?
2. In case of ditching, passengers ought to open the emergency exit and climb _____ the wing.
3. The aircraft made a low pass _____ the lake.
4. Two cabin crew members _____ the rear of the aircraft saw the flames coming out of the right engine.
5. Eva Air Boeing 777 clipped another aircraft when taxiing _____ the de-icing area in the darkness.
6. If you look at the airport diagram you will see that taxiway Alpha is parallel _____ RWY 19.
7. Due to heavy rain, shortly after touching down, the aircraft skidded _____ the left side of the runway.
8. 'Taxi _____ holding point Charlie _____ Golf' is a common taxi instruction at big international airports.
9. Immediately after touchdown, the left main gear entered an area of deep snow and the aircraft veered _____ a snow bank, sustaining substantial damage.
10. We were clearly instructed to head _____ the threshold of RWY 25.

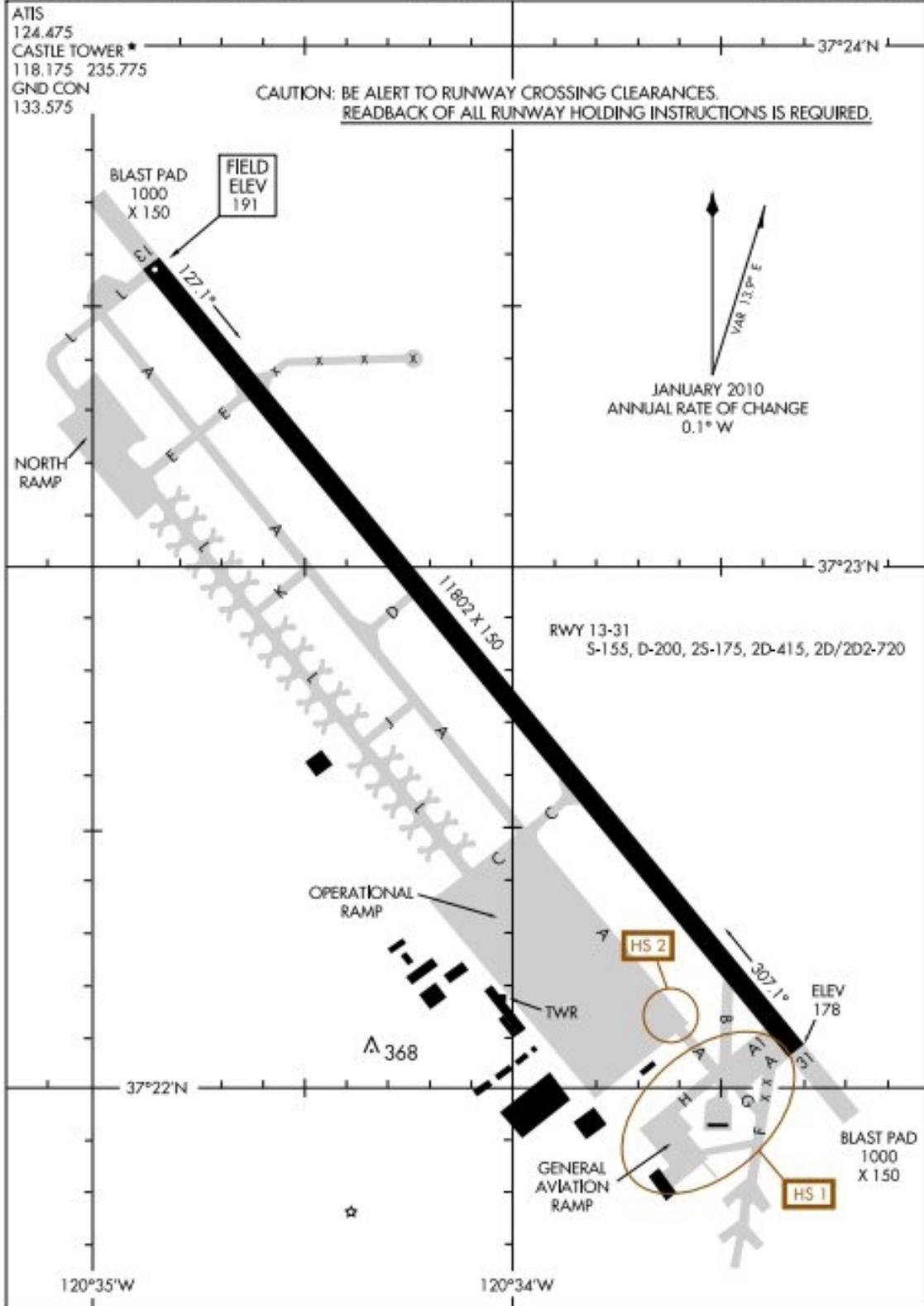
Over to you: Use the airport diagram below and give directions from General Aviation Ramp to the threshold of RWY 13.

12096

AIRPORT DIAGRAM

AL-568 (FAA)

ATWATER/CASTLE (M.E.R.)
ATWATER, CALIFORNIA



SW-2, 03 MAY 2012 to 31 MAY 2012

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AIRPORT DIAGRAM

12096

ATWATER, CALIFORNIA
ATWATER/CASTLE (M.E.R.)

UNIT 6 – Speculating

When we are certain our speculation is correct, we use *must* or *can't*.

This must be our exit.

We can't be low on fuel. We only took off 15 minutes ago.

When we are less certain that our speculation is correct, we use *may (not)*, *might (not)* or *could*.

It might be the fuse. Perhaps it's blown.

It could be the frozen pitot tube.

When we want to speculate about the future, we use *may (not)*, *might (not)* or *could*.

There could be a delay due to severe weather conditions.

We might experience some turbulence on our way.

To express our expectations or strong feeling that speculation is correct, we use *should* or *shouldn't*.

We should arrive at Heathrow on time.

There shouldn't be any delays.

PRACTICE SECTION

Fill in the gaps below with appropriate modal verb to express speculation. In some cases more than one option is possible.

1. Significant icing _____ block the flight control surfaces leading to a disaster.
2. We're troubleshooting the problem right now but it _____ be fuel contamination.
3. We _____ deal with the problem quite soon, otherwise we will let you know we need more time for maintenance.
4. Can you check if there is any traffic ahead of us? We _____ need better separation.
5. Can you smell it? There _____ be some fire on board.
6. Increased noise level in the cockpit in an emergency situation _____ make communications less effective.
7. It is important to practice plain English as you _____ need it if some unexpected situation happens during the flight.
8. It _____ be our flight. After all, we are scheduled to depart in 45min.
9. There _____ be something wrong with FMS. It's not responding.

Over to you: Speculate about hazards in the following situations:

1. icing
2. volcano ash
3. industrial action

4.unruly passengers

5.bomb threat

UNIT 7 – Announcing a past action

To talk about a single completed action in the past, repeated actions in the past, a sequence of actions in the past and situations in the past we use the past simple, e.g.:

Positive: Subject + verb with -ed ending or the past form of the irregular verb (for the list of common irregular verbs [click here](#))

I deployed flaps a moment ago. (a single action in the past)

He flew the A380 when he worked for British Airways. (repeated actions in the past)

We landed at 10 am and arrived at the stand at 10.10 am. (a sequence of past actions)

We had enough fuel for the holding pattern. (past state)

Negative: Subject + did not (didn't) + basic form of verb (no -ed)

I didn't deploy flaps on time.

He didn't fly the A380 when he worked for British Airways.

We didn't have enough fuel for the holding pattern.

Questions: (Optional question word - What, Why, When etc.) + did + basic form of verb (no -ed)

Did you deploy flaps on time?

What aircraft did you fly when you worked for British Airways?

Did you have enough fuel for the holding pattern?

Common time expressions used with the past simple include: (two days, five minutes etc.) ago, last(week, Monday etc.), after(departure, landing etc.), eg.:

We had a fuel leak last Tuesday.

We saw traffic one minute ago.

To talk about actions in progress at or around a particular moment in the past (incomplete at a particular moment) we use the past continuous, eg.:

Positive: Subject + to be (I, he, she, it was, you, we they were) + the main verb with -ing ending

At 11.20 we were lining up on RWY26L. (we were in the middle of the action)

At the time of accident I was talking to a cabin crew.

Yesterday at 11.00 we were waiting for departure clearance.

Negative: Subject + to be (I, he, she, it was, you, we they were) + not (usually contracted to wasn't/weren't) + the main verb with -ing ending

At 11.20 we weren't lining up.

At the time of accident I wasn't talking to a cabin crew.

Yesterday at 11.00 we weren't waiting for departure clearance.

Questions: (Optional question word - What, Why, When etc.) + to be (was/were) + subject + main verb with *-ing* ending

What were you doing at 11.20?

Who was he talking to at the time of accident?

Were you waiting for departure clearance at 11.00?

We often describe completed actions and actions in progress using one sentence. When this happens, action in progress is longer than the completed action, eg.:

When we were waiting for departure clearance we lost pressure in the hydraulic system.

The verb to be does not follow the rules for other verbs. Instead it uses the following pattern: I/he/she/it was, you/we were. To make questions we put the verb in front of the subject. To make it negative we put not after was/were, eg.:

We were in London yesterday.

I was in the briefing room at 7.00.

Were you in the cockpit when you hit skidded off the taxiway?

PRACTICE SECTION

Complete the sentences with the correct form of the verbs in brackets. In some cases more than option is possible.

1. At 1230, as the pilot of Cessna 152 _____ (return) from the training area, he _____ (make) 3 attempts to contact the tower.
2. Some passengers _____ (collapse) during the flight.
3. They _____ (dump) fuel before landing when the communication _____ (be) lost.
4. They _____ (divert) the aircraft to the nearest airport.
5. Why _____ (you/abort) the take-off?
6. We _____ (not/understand) the last transmission.
7. We _____ (have) a bird strike while we _____ (land).
8. What _____ (you/do) when you _____ (hit) the ramp.

Over to you: Think of the problem(s) that you had at the beginning of your career/training and discuss the questions in pairs.

1. What was/were the problem/problems?
2. How did you deal with it/them?
3. Did anybody help you?
4. What did you learn from that experience?

UNIT 8 – Announcing ability and incapacity

To say that something is possible or that somebody or something has an ability to do something we use *can* or *be able to*.

We can see traffic in front of us.

We are able to lower the gear manually.

To express lack of ability we use *can't* or *not be able to*.

We can't land at the moment. We have too much fuel.

We are not able to vacate the runway. Our nose gear is blocked.

To announce future ability that is certain we use *will be able to*.

We will be able to land in fifteen minutes. We must burn some fuel first.

To express past ability we use *could* (only for general abilities)/*couldn't* or *was/were able to* (for general abilities and single events)

We weren't able to see the runway due to the heavy snowfall.

We couldn't land because of the heavy crosswind.

PRACTICE SECTION

Fill in the gaps below with appropriate verb to express ability or lack of ability. In some cases more than one option is possible.

1. Due to a technical failure Captain Wrona _____ deploy the landing gear and had to make a belly landing at Warsaw Chopin airport in 2011.
2. We _____ land until we burn up some more fuel.
3. They have the aerodrome in sight so they _____ continue visually.
4. _____ you confirm number of souls on board?
5. You _____ pass your English test at ICAO level 4 if you don't improve your vocabulary.
6. We had radio interference and _____ (hear) you. Could you repeat the last message?

Over to you: Think about your skills and abilities as a pilot / trainee pilot and discuss them with your partner. What skills and abilities have you mastered? What skills and abilities do you still need to learn or hone?

UNIT 9 – Expressing conditional future

To express the results of a possible future condition we use the following structure:

If + present tense (usually the Present Simple), + future tense (usually the Present Simple)

If the gear does not go down, we will have to do a belly landing.

If FedEx does not vacate the runway soon, we will have a huge delay.

The sequence of the clauses can be reversed. We still use the present tense in the condition clause and the future tense in the result clause.

We will have to do a belly landing if the gear does not go down.

We will have a huge delay if FedEx does not vacate the runway soon.

We can use *unless* instead of *if not* to express a negative condition.

Unless they hurry up, we will miss our slot.

PRACTICE SECTION

Fill in the gaps below with appropriate form of the verbs in brackets.

- 1.If we _____ (fly) into this storm, we _____ (experience) severe turbulence.
- 2.We _____ (have) to pay delayed flight compensation to many passengers if we _____ (miss) this slot.
- 3.You _____ (cross) any runway unless you _____ (be) instructed to do so by the controller.
- 4.If you _____ (squawk) 7500 during your flight, the ATCO _____ (read) always this as ‘seven five – man with knife’, that is your aircraft has been hijacked.
- 5.Ryanair’s pilots _____ (go) on a one-day strike if they _____ (not/get) better paychecks soon.

Over to you:

- 1.You / become a professional pilot / if / ...
- 2.If ... you / earn a lot of money as a pilot.
- 3.If aviation industry / develop further / pilots ...

Compare and discuss your ideas in pairs.

UNIT 10 – Stating needs

To talk about necessary actions we can use need to. It can be used in the past, present and future tenses.

We need to land immediately.

We will need to change the flight level.

We didn't need to de-ice the aircraft.

In order to ask about the necessity, follow the question pattern for a given tense.

Do you need to land immediately?

Will you need to change the flight level?

Did you need to land immediately?

To express about necessary resources, we can use need or require.

We will require emergency services.

We need more fuel.

PRACTICE SECTION

Fill in the gaps below with the correct form of need. In some cases more than one option is possible.

1. There is a thunderstorm ahead. You _____ (turn) to the west HDG 270.
2. What _____ (you/need) land?
3. We've just gone through very severe turbulence. We _____ (get) medical assistance for passengers after landing.
4. During the pre-flight inspection every pilot _____ (check) for any fluid leaks, dents or any other damage outside the airplane.
5. Sorry it took us so long but we _____ (find) a parking position for you.

Over to you: Work in pairs. Student A express your needs in the following situations. Student B respond appropriately.

Situation 1

Student A: You see a warning about cabin depressurization. Your FL is 310. You are 2 hours from your destination airport. State your needs.

Student B: Respond appropriately.

Situation 2

Student A: You are reporting the incident from Situation 1 to the chief pilot. State what your needs were.

Student B: Ask relevant questions.