

- C: *golf charlie delta*, Right turn *approved*, runway 0 6 *cleared for take-off*.
P: runway 0 6 *cleared for take-off*, Right turn, *golf charlie delta*.
- (b) C: Citron Air 3 2 4 5, multidirectional *departure runway 2 8*, at 800 feet *turn Right heading 3 1 0*, *climb 3000 feet QNH*.
P: multidirectional *departure runway 2 8*, at 800 feet *turning Right heading 3 1 0*, *climb 3000 feet QNH*, Citron Air 3 2 4 5.
- (c) P: Blagnac Tower, good morning, *foxtrot bravo x-ray*.
C: *foxtrot bravo x-ray*, good morning, *pass your message*.
P: *foxtrot bravo golf bravo x-ray*, PA28, *VFR from Albi to Blagnac for touch-and-go*, Agen next, 1500 feet, echo time 1 0 0 5, with information *India*. Requesting joining instructions.
C: *foxtrot bravo x-ray*, roger, *report echo*.
P: *will report echo*, *foxtrot bravo x-ray*.

Phraseology's specific and very particular characteristics – which make it obscure for everyone but experts – have been previously described as (DGAC, 2007; Mell, 1992; Philips, 1989, 1991; Rubenbauer, 2009):

- The omnipresence of the imperative form in the controller's messages (due to his role as an administrator who provides pilots with manoeuvre instructions and authorisations):
e.g. "*turn Right*" and "*climb 3000 feet*" in example (b) above, "*report echo*" in (c), etc. – rather than "*we would like to turn*", "*you should climb*" or "*could you report*", etc.
- The rarity of the interrogative and negative forms.
- The almost complete absence of modals.
- The deletion of determiners:
e.g. "*request Ø Right turn*" in (a), "*Ø heading 3 1 0*" in (b), etc. – rather than "*I request a Right turn*" or "*the/your heading is 310*".
- The deletion of subject pronouns:
e.g. "*Ø request Right turn*" in (a), "*Ø turning Right*" in (b), "*Ø will report*" in (c), etc. – rather than "*I request*", "*we are turning*" or "*we/I will report*", etc.
- The deletion of prepositions:
e.g. "*departure Ø runway 2 8*" and "*climb Ø 3000 feet*" in (b), etc. – rather than, "*departure from runway 28*" or "*climb to 3000 feet*", etc.
- The deletion of auxiliaries *be* and *have* in [*be + past participle*] forms, [*be + -ing*] forms and [*have + past participle*] forms:
e.g. "*Right turn Ø approved*" and "*Ø cleared for take-off*" in (a), "*Ø turning Right*" in (b), etc. – rather than "*Right turn is approved*", "*you are cleared for take-off*" or "*we are turning Right*", etc.
- The nominalisation of concepts:
e.g. "*Right turn*" in (a), "*multidirectional departure*" in (b), etc. – rather than "*you should turn Right*" or "*you will follow the multidirectional route*", etc.
- A highly specialised, univocal and finite lexicon (less than 1000 different words):
e.g. "*QNH*" in (b), "*VFR*" and "*touch-and-go*" in (c), etc.
- An alphabet proper to the aeronautical domain:
e.g. "*golf charlie delta*" in (a), "*foxtrot bravo x-ray*" and "*information India*" in (c), etc. – rather than "*GCD*", "*FBX*" or "*information I*".
- The specific spelling and pronunciation of numbers:
e.g. "*runway 0 6*" in (a), "*Citron Air 3 2 4 5*" (with "3" pronounced as "tree") in (b), etc. – rather than "*runway 6*" (without "0") or "*Citron Air 3245*" (with "3" pronounced as "3").