(Crystal, 2003; Seidlhofer, 2005) – that international flights are dealt with: it allows dialogue between a controller and a pilot who do not necessarily share the same first language. For instance, an aircraft flying in French controlled airspace can receive control services in French or in English, depending on the pilot's first language. The ICAO's Annex 10 volume 2 (2001) explicitly confirms the function of English as the common language of aeronautical aviation:

> Air-ground radiotelephony communications shall be conducted in the language normally used by the station on the ground or in the English language (5.2.1.2.1).
>
> The English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services (5.2.1.2.2).

English phraseology and the different uses made of it are at the core of our study, conducted within Lopez's doctoral research project. This project has been initiated by the French Civil Aviation University (ENAC), in collaboration with the linguistics institute CLLE-ERSS, in order to try and meet some of the ENAC's specific needs in terms of English radiotelephony teaching[5]. The aim of this research project is to draw up a panorama of the different types of usages made of the English language by French controllers and pilots from all over the world in radiotelephony communications and bring their differences and similarities to light. The method of analysis consists of a comparative study between two corpora (see section 4): one representing the prescribed norm and the other representing the real usages made of it.

In this paper, we aim at presenting to what extent some usages of English by pilots and controllers in real air-ground communications can differ from the prescribed norm by the presence of markers of a subjective individual speaker. To do so, we first introduce the specialised languages used in radiotelephony (sections 2 & 3). We then present the two corpora under study (section 4). Finally, we introduce various comparisons between these two corpora as well as some preliminary results (section 5).

2. English Phraseology

In air traffic control, air-ground communication is mainly performed using a specialised or operative[6] language known as *phraseology*. It was created and has been continually up-dated by the International Civil Aviation Organisation to cover the most common and ordinary situations encountered in air navigation in order to optimise and ensure safety in radiotelephony: "the purpose of phraseologies is to provide clear, concise, unambiguous language to communicate messages of a routine nature" (ICAO, 2010: 1.1.3). Phraseology and the messages that employ it are therefore subject to simplified but strict syntactic, lexical, semantic and phonetic rules. The following examples, extracted from our reference corpus (see section 4), give an idea of what phraseology looks like:

(a) *P: golf charlie delta, **request Right turn** when airborne.*[7]

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[5] The ENAC is in charge of the English training for France's air traffic controllers and pilots and has therefore to comply with ICAO language proficiency requirements.

[6] We use the same term as Falzon (1986) prefers it to "specialised language" to refer to languages shaped by the type of knowledge peculiar to a specific activity, i.e. by "operative knowledge".

[7] Messages beginning with "P:" correspond to pilots' messages while those introduced by "C:" correspond to controllers' messages.