

2

Pre-flight

STARTER

It is important for controllers and pilots to be able to identify an aircraft type so they know what it is capable of. How many of these aircraft can you identify?



VOCABULARY

1 Match the words to make plane parts. Then find the parts in the pictures above.

A		
1	tail	a door
2	cargo	b assembly
3	engine	c cowling

B		
1	trailing	a light
2	access	b hatch
3	navigation	c edge

C		
1	under	a edge
2	landing	b light
3	leading	c carriage

2 Use the words in the box to label the picture below.

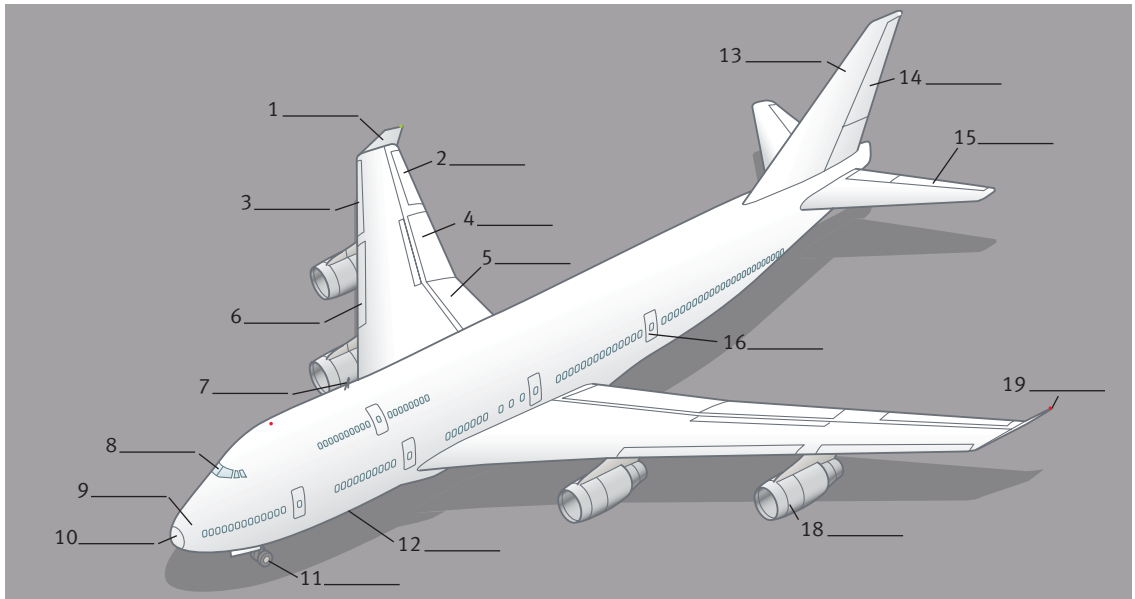
- | | |
|--------------|------------------|
| a nose | j rudder |
| b windscreen | k elevator |
| c aerial | l tail fin |
| d aileron | m tyre |
| e spoiler | n engine |
| f flap | o emergency exit |
| g slat | p radome |
| h winglet | q light |
| i fuselage | r outboard slats |

British English

aerial
tyre
windscreen
fin
tailplane

American English

antenna
tire
windshield
vertical stabilizer
horizontal stabilizer



FLUENCY

3 Unscramble the words in the parentheses to complete the description of a pre-flight check.

Pre-flight

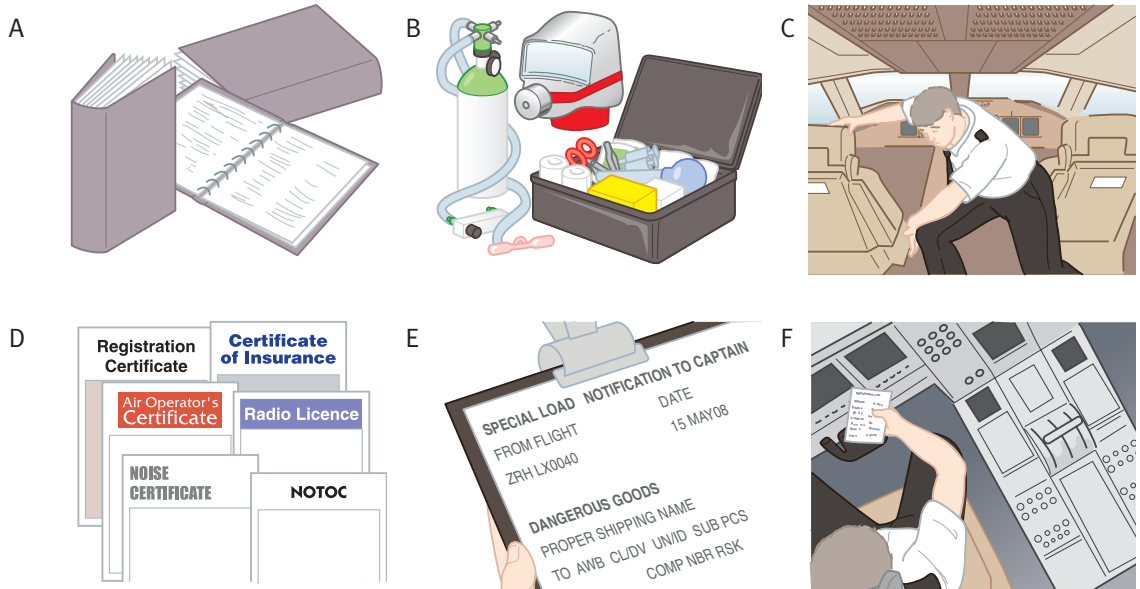
Before flying, the pilot carefully (khcecs) _____¹ the aircraft. He looks at the external (causrfes) _____² for signs of damage. A plane may be damaged by a bird (ritske) _____³ or (gnilghti) _____⁴ strike or contact with any other (gorfein) _____⁵ object, or by service (sveichle) _____⁶ on the ground. Bent or distorted panels may be a visual indication of hidden (madgae) _____⁷ to the airframe.

He then checks the nose (crundagerirae) _____⁸ for excessive (arew) _____⁹ or cuts on the tyres.

He inspects the (deliagn) _____¹⁰ edge of the wing for damage and checks the fastenings on the (eeginn) _____¹¹ cowling. He examines the visible fan (sladeb) _____¹² on the engines.

Moving along the (slegeafu) _____¹³ to the tail he does the same visual checks over all surfaces before ensuring that all cargo (rodos) _____¹⁴ and access (stacheh) _____¹⁵ are securely fastened.

4 Pre-flight checks continue on the flight deck. Name as many items as you can in these pictures.



5 Match the sentence halves. Then match each sentence to a picture above.

- | | |
|--|---|
| 1 Certificates and other documents | a equipment are safely stowed away. |
| 2 Documentation for any unusual cargo or | b be carried on the flight. |
| 3 Instruction manuals may be needed for | c dangerous substances must be checked. |
| 4 Oxygen bottles, first aid kit, and other | d gets missed from the routine actions. |
| 5 Checklists ensure nothing | e troubleshooting if a fault occurs. |
| 6 A security search ensures no suspicions | f items have been smuggled on board. |

6 List items which the aircraft must carry on each flight. Which items must the aircraft not carry?

VOCABULARY

British English torch	American English flashlight
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7 Find words in exercise 5 to match the meanings.

- finding and correcting a fault
- items for emergency medical treatment
- materials that cause harm
- operations carried out regularly
- packed/stored in a tidy way
- brought secretly

Look again at the pictures in exercise 4. Answer the questions.

- picture a Why are these books carried on the flight?
 picture b When/how would the items in the picture be used?
 picture c What precautions are taken at airports to keep prohibited items off of planes?
 picture d What other documents may be carried on the flight?
 picture e Can you give an example of a load that requires a NOTOC?
 picture f In your experience, what problem found on a pre-flight check has delayed departure?

AUDIO



COMPREHENSION


8 Listen to the two audio exchanges. Answer the questions.


- Which one uses plain English? Which one uses standard phraseology?
- Why is plain English used?


9 Choose the best ATC responses in the box to complete each exchange.

Exchange 1

- Sorry – you're totally unreadable.
- Say again, calling.

 *Ground, Speedbird 305 radio check box 1 on 119.4.*


 1 _____


 *Speedbird 305. I want to do a radio check on box 1. 119.4, please.*


 2 _____

Exchange 2


- Fedex 36, go ahead, sir
- Fedex 36 no, it's fine sir. You don't need any documents for Malaysia now.
- Fedex 36, no sir. There's no special documentation needed.


 *Er, yes. Ground, I want to check on the load today. Fedex 36.*

 1 _____

 *I've got a quantity of aerosols – for insect spraying. They're OK, but I've got a live snake on board, and there's no documentation. Fedex 36.*


 2 _____


 *You're sure? Won't I need documents on arrival in Kuala Lumpur? Fedex 36.*

 3 _____


Exchange 3


- B344. My apologies. The computer has failed again so that's obviously the reason.
- OK – er – B344. I have your flight plan. Start up approved. The temperature is plus 17.
- Sorry B344. I've no flight plan for B344. Stand by. I'll check you out.
- B344. Standby. I'll get back to you very shortly.

 *Ground, request start-up, B344.*

 1 _____

 *Ground, the plan was filed over an hour ago. B344.*

 2 _____

 *While we're waiting for our clearance, is there a clear area we can taxi to? I want to do a run-up. B344.*

 _____

 4 _____

AUDIO



Listen and check your answers. Then answer the questions.

- In exchange 1, what problem does the pilot have?
- In exchange 2, why was the Sydney pilot concerned?
- In exchange 3, did the pilot file his flight plan on time? Why does he have to wait?

PRONUNCIATION

10 Put the words in the correct column.

cargo • control • unload • problem • something • pitot • delay

• •	• •
cargo	control



Listen and check your answers

INTERACTIONS

11 Work with a partner. Look at the pictures. Ask ATC for a delay in start up. Explain why.

USEFUL PHRASES

Asking for more time

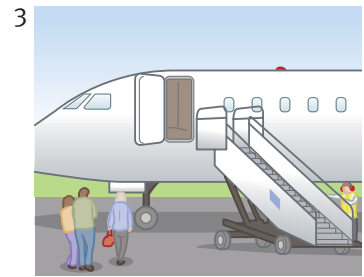
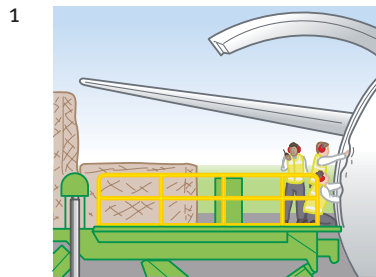
Can we have more time?
Can we delay until 05?
We need 20 minutes.

Giving a reason

We have a problem with the cargo door.
There's something wrong with the air conditioning.

Saying what you're going to do

We're going to try to fix it.
We're going to unload the plane.



You are a controller. Give advice to the pilot.

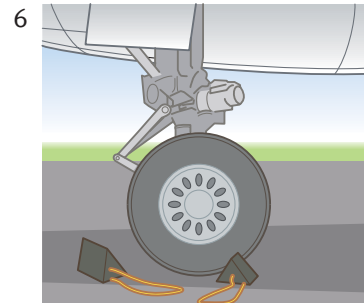
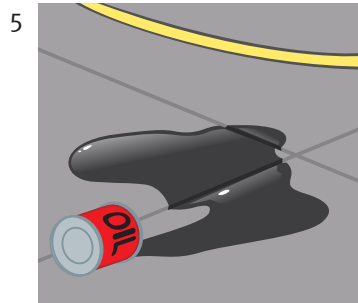
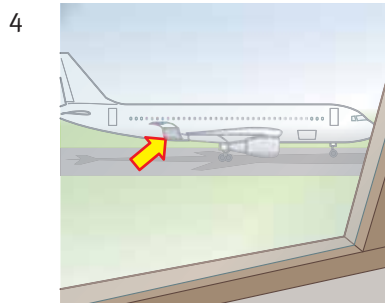
USEFUL PHRASES

Saying there's a problem.

Speedbird 267, departure delayed until 25.
Cessna 945, check your pitot cover.
KE242, I can see a hatch open.

Requesting action

Can someone move the clocks, please?
Is someone going to clean that up?



12 Work with a partner to practice an exchange between a transatlantic pilot and a controller.

PARTNER FILES

Partner A File 2, p. 70
Partner B File 9, p. 72

COMPREHENSION

13 What items do you normally hear in an ATIS broadcast? Make a list.



14 Listen to the ATIS broadcast. Choose the correct answer to each question.

<p>1 What was the ATIS identifier letter?</p> <p>a Z b S c H d R</p>	<p>5 What was the QNH setting?</p> <p>a 997 hPa b 987 hPa c 1027 hPa d 1007 hPa</p>
<p>2 When was the message broadcast?</p> <p>a 1510Z b 1755Z c 1515Z d 1715Z</p>	<p>6 Which was the departure runway?</p> <p>a 22 left b 22 right c 23 left d 23 right</p>
<p>3 What was the direction of the wind?</p> <p>a 230 degrees b 160 degrees c 210 degrees d 260 degrees</p>	<p>7 Which runway was closed?</p> <p>a 29 b 28 c 18 d 19</p>
<p>4 What height is the lowest cloud?</p> <p>a 3500 feet b 2600 feet c 3900 feet d 2500 feet</p>	<p>8 What local hazard was mentioned?</p> <p>a Ice on runway b Workman close to runway c Birds in the area d Runway 22 closed</p>



15 Listen to the ATIS broadcast. Complete the form.

Airport _____¹

ATIS information identifier letter _____²

Time of report _____³

Wind direction/speed _____⁴

Visibility _____⁵

Ceiling _____⁶

Temperature _____⁷

Dew point _____⁸

Altimeter _____⁹

Instrument approach and runways in use _____¹⁰

NOTAMS _____¹¹

Sketch wind direction

VOCABULARY

16 Other broadcasts may contain more information on local conditions. Match the words in the box to each picture.



- a birds
- b CB clouds
- c earth tremors
- d hail
- e heavy rain
- f sandstorm
- g slush
- h snow drifts
- i strong winds
- j volcanic cloud
- k clear air turbulence



COMPREHENSION



17 Listen. Match each message to a picture above.

message 1 _____

message 3 _____

message 5 _____

message 2 _____

message 4 _____

OUTPUT

Read the article and answer the questions.

My first long-haul flight was cancelled

As a flight attendant, I'd flown short haul many times, but this was my first long haul flight. I was quite excited – so it was a bit of a shame that we never even got off the ground!

The captain had just started up – I went onto the flight deck for a minute, and as I opened the door, all the instruments were going crazy – flickering and flashing on and off. There was a funny noise, too. A sort of crackling sound. I didn't know what



was going on, so I made a quick exit back to the cabin. Then, a few seconds later the smoke alarms went off. Nobody did anything at first – there was no smoke, so we just carried on getting everything ready for the safety announcements.

The chief steward went up to the flight deck though, and as soon as he opened the door, there was a sort of electrical burning smell. It was faint, but it was definitely something burning.

That's when it was obvious this wasn't a false alarm. The engines were shut down immediately. The chief steward came back and told us that both the ground crew and ATC had seen smoke coming from the plane.

The captain calmly taxied us back to a nearby stand and we got the passengers off as quickly as possible. It all worked really well. No-one panicked. The fire service arrived straightaway and did a thorough check. Apparently they found quite a lot of damage from electrical arcing. We were very lucky that there hadn't been a fire.

OVER TO YOU

Name another safety feature which could prevent a minor incident becoming a disaster

What is the manufacturer likely to do after this incident?

Have you heard of similar incidents on other aircraft?