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PRE-SOLO SELF STUDY 1

CHAPTER 1 – INTRODUCTION

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INTRODUCTION

This book, with associated listening files, is intended as a self study package to help you pass the Pre-Solo Aviation Listening and Reading Test as laid down in the Flight Training Adelaide Standard Operating Procedures.

PRE SOLO TEST DETAILS

The pre solo test will consist of a reading and listening section.
An 80% pass required in both sections.

The results from the listening test will be included in monthly reports sent to your company.
That means you should take the test seriously and prepare accordingly.

Listening test: Multi choice questions

- ◆ Ready calls
- ◆ Taxi calls
- ◆ Downwind calls – choose the diagram which explains the instruction.
- ◆ Traffic calls
- ◆ Runway changes
- ◆ Inbound calls
- ◆ Other calls

Reading test: Multi choice questions

Forty multi-choice questions about the language you have studied—choose the best answer—and ten multi-choice questions on the read backs or responses you would make according to the situations described.

NOTE

This book is about exposing you to the type of language and accents you will encounter around Parafield, typical ATC instructions and correct ICAO pilot read backs.

Pilot transmissions are in this style of writing

Controller transmissions are in this style of writing

Pilot read backs or responses are in this style of writing

I suggest you work through the book from the beginning. Generally you will find the answers to the exercises, on the page after the exercise is introduced.

We use recordings of actual student flights. If in doubt of the correct procedure, consult the reference guide at the back of the book.

I suggest for the listening exercises that you first read through the answer section and note the Controller's language and the required read backs or pilot response. Then using the listening workbook, listen to the calls and write down your read backs. Check your answers after you have finished and listen again to any information you missed.

If you listen and read the answers only, there is a good chance that you think you understand, but under test conditions you will probably perform poorly. You need to practice writing down your read backs without looking at the answers. This is the only way you can confirm you actually hear and understand all of the instructions.

The listening files are examples of:

- ◆ The Parafield ATIS
- ◆ Parafield taxi calls
- ◆ Parafield ready calls
- ◆ Parafield downwind calls
- ◆ Going around calls
- ◆ Parafield inbound calls
- ◆ Traffic calls
- ◆ Parafield runway change calls
- ◆ Other calls

There is a simple WAV file program called Pocket WavePad on your iPad, which will open these listening files. This will greatly assist in locating individual calls and replaying any you need to listen to again.

TRANSMITTING TECHNIQUE

The following transmitting techniques will assist in ensuring that transmitted speech is clearly and satisfactorily received:

- ➔ Ensure the volume is set at a comfortable level and the radio is tuned to the correct frequency.
- ➔ Make sure the mike is close to but not touching your mouth. (Avoid holding it)
- ➔ Listen out before you transmit to ensure you don't cut in on someone's conversation.
- ➔ Think about what you are going to say. Then press the transmit button, pause then speak clearly and distinctly. Keep the volume of speech at a constant level.
- ➔ Speak at normal conversation tone, no more than 100 words / minute
- ➔ Keep transmit button depressed during transmission.
- ➔ Finish talking then release transmit button.

- ✓ Use standard words and phrases.
- ✓ At least 10 seconds should elapse before a second call is made should there be no response.
- ✓ Do not turn your head away from the microphone or vary the distance from your mouth.
- ✓ If the recipient has to write down elements of the message, speak a little slower than usual.
- ✓ If the recipient is using English as a second language, speak a little slower than usual.
- ✓ A slight pause before and after numbers will make them easier to understand.
- ✓ Avoid using hesitation sounds, such as 'err'.
- ✓ Avoid excessive use of courtesies and entering into non-operational conversations.

There are 2 common problems that frequently result in transmissions having to be repeated:

1. Interrupting other stations or over-transmitting (resulting in both messages being missed)
2. The clipping of transmissions, whereby the opening syllables of a message including the call sign are missed.

ESTABLISHING COMMUNICATIONS

When establishing communication, stations should use the full call sign of both stations and request the service required on initial contact with the ground station.

The two parts of the Aeronautical Ground Station Call sign are:

Location is first, E.g. Parafield The service being provided is second. E.g. Ground

When a station is uncertain of the station calling or aircraft calling, the station should be requested to repeat its call sign until identification is established.

"Station calling inbound at Outer Harbor, say again your call sign"

Once communication is established it is not required for the name of the location to be repeated providing it will not be confusing.

READ BACKS

Read back of critical information has evolved over the findings of many aircraft accidents over many years. A Read back of a clearance or instruction indicates you have understood the instruction and will comply with it. It is the pilot's responsibility to understand the content, and if not, to request clarification.

If unable to meet the requirements of a clearance or instruction then the pilot **MUST** advise ATC using the phrase **UNABLE**, giving reasons and also give an indication of when they intend to comply.

Checking the accuracy of a read back is far easier if the information is read back in the same order as given.

All read backs will finish with the aircraft call sign.

Acknowledgement of information should be signified by using the receiving station's call sign or callsign + Roger

The following ATC messages must be read back fully by the pilot.

- ➔ An ATC route clearance in its entirety and any amendments
- ➔ Any Airways or Approach clearances
- ➔ Any route and holding point specified in a taxi clearance
- ➔ Level instructions, directions of turn
- ➔ Heading and speed instructions
- ➔ En route holding instructions
- ➔ Assigned runway
- ➔ Any clearances, conditional clearances or instructions to hold short of, enter, land on, conditional line-up on, wait, take off from, cross, taxi or backtrack on any runway
- ➔ SSR codes
- ➔ Altimeter settings directed to specific aircraft
- ➔ Radio and radio navigation aid frequency instructions.

If the pilot reads back a clearance or instruction which is incorrect, the word 'Negative' must be used followed by the correct instruction.

Items not on the list may be acknowledged with an abbreviated read back

Note that the word 'Wilco' can be useful when reading back a lengthy clearance, or even a simple instruction which does not require the whole transmission to be read back.

It is not always necessary to read back every word transmitted provided no ambiguity or confusion will result. The following may be omitted:

- a. Surface and knots in relation to wind direction and speed
- b. Degrees in relation to surface wind direction
- c. Visibility, cloud and height in MET reports.