



Departamento de Controle do Espaço Aéreo



# **Are the LPRs focusing on ‘real life’ communication issues?**

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# How far have we moved from ...?

- ✓ overused - example of lack of proficiency and lack of accommodation
- ✓ after almost 10 years, how far have we come?
- ✓ are our problems still the same?





WE HAVE AN THE AIRCRAFT IS TO DUMP FUEL RE GONNA NEED WE WOULD LIKE JUST LET ME UH STAND BY TO ONE TWO THE RIGHT SIDE YOU NEED ANY HAVE A GOOD WE CAN DO YOU RE ON BACK TO YOU FOR YOUR HELP WHEN YOU HAVE A LOOK AT YOU LIKE TO DO YOU WANNA I NEED YOU LL CALL YOU YOU DON T LL LET YOU THANK YOU DELTA OF THE AIRCRAFT TAKE A LOOK LL LET YOU THANK YOU DELTA OF THE AIRCRAFT TAKE A LOOK LL CALL YOU YOU DON T DON T SEE YOU WANT US WE HAVE UH IF YOU COULD OKAY WE LL YOU ABLE TO AS SOON AS LL GIVE YOU OF THE RUNWAY AND I M WANT US TO YOU LL BE ROGER THANK YOU UH WE HAVE IF YOU RE SIR WE RE OUT OF THE YOU RE READY RE GOING TO THAT S WHAT RE ON THE IT LOOKS LIKE THANK YOU SIR HOLD YOUR POSITION THERE IS A OFF THE RUNWAY OKAY THANK YOU PAN PAN PAN I NEED TO IN FRONT OF YOU WANT TO THANK YOU VERY TO THE RIGHT I LL HAVE YOU HAVE A DO YOU WANT DO YOU WANT WHEN YOU RE SO WE RE YOU HAVE ANY GONNA HAVE TO I M SORRY LET ME KNOW AT THIS TIME WE LL GET AND I LL WE VE GOT UH WE RE D LIKE TO YOU RE GONNA AND IT S DON T KNOW UH DO YOU AND UH WE ON THE RUNWAY IF YOU CAN YOU HAVE THE UH WE LL YOU HAVE THE WE RE GONNA BE ABLE TO IF YOU NEED HOLD SHORT OF UH IT S YEAH WE RE WE HAVE NO TO THE RAMP DO YOU NEED WE DON T WE HAVE THE TO THE GATE WE LL BE YOU NEED TO I DON T I M GONNA A LITTLE BIT IT S UH SOULS ON BOARD WE D LIKE AND WE LL IT S A IT S GONNA OKAY WE RE THAT S FINE TAXI TO THE NEED YOU TO LET YOU KNOW YOU VERY MUCH I LL CALL TO THE LEFT TO GO TO AND WE RE WHEN YOU GET WE NEED TO WOULD YOU LIKE TO SEE IF WE HAVE A WE RE GOING WHAT S YOUR UH WE ARE WE LL CALL WE RE ON YOU KNOW WHAT DECLARING AN EMERGENCY GIVE YOU A WE RE LOOKING IF YOU WANT YOU CAN PROCEED RE GONNA HAVE ONE ONE FIVE CALL YOU BACK WOULD LIKE TO IN THE COCKPIT DON T HAVE ME KNOW WHEN TO MAKE SURE ON THE GROUND ARE YOU ABLE UH IF YOU WE RE STILL IS THAT CORRECT SMOKE IN THE S GONNA BE RE GONNA BE WE RE JUST THAT S AFFIRMATIVE RE READY TO SIR THANK YOU YOU CAN T TO LAND ONE YOU RE DOING AT THE MOMENT YOU D LIKE IF YOU ARE YOU WANNA DO AT YOUR DISCRETION APPEARS TO BE YOU RE GOING OKAY THAT S TEN O CLOCK THANKS FOR THE RE GONNA DO



N	Word	Freq.	N	Word	Freq.	N	Word	Freq.
1	WE RE GONNA	106	13	AND UH WE	33	25	YOU WANT TO	27
2	HOLD SHORT OF	71	14	DO YOU WANT	33	26	TO THE RAMP	26
3	ON THE RUNWAY	56	15	I M SORRY	33	27	DON T KNOW	25
4	I DON T	47	16	SOULS ON BOARD	33	28	OKAY WE RE	24
5	D LIKE TO	42	17	AT THIS TIME	32	29	WE VE GOT	24
6	LET ME KNOW	41	18	AND WE LL	31	30	BE ABLE TO	23
7	UH WE RE	40	19	TO THE GATE	31	31	DECLARING AN EMERGENCY	23
8	WE D LIKE	39	20	DO YOU NEED	29	32	THAT S FINE	23
9	DO YOU HAVE	38	21	IF YOU CAN	29	33	HOLD YOUR POSITION	22
10	I M GONNA	35	22	WE NEED TO	29	34	IF YOU NEED	22
11	THANK YOU VERY	35	23	YOU RE GONNA	29	35	LET YOU KNOW	22
12	YOU NEED TO	35	24	OKAY THANK YOU	28	36	UH WE LL	22



# Workshop tasks:

- ✓ Analyse 4 extracts from R/T communications
- ✓ No identification of NS, NNS, country or airline
- ✓ Look for:
  - use of modalizers (verbs, expressions)
  - switches from standard phraseology to plain language
  - linguistic complication or negotiation
  - false assumptions of shared knowledge and peer proficiency

How far are we from the “Air China event”?

Join us in this discussion and let's find out together!

We are waiting for you!

Thank you!

Malila and Patricia