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LISTENING COMPREHENSION PRACTICE WOULD YOU LIKE LOWER? PART 1

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N591WA is a Cirrus SR22 on a flight from San Bernardino, California, to Colorado Springs, Colorado. The MSA (minimum safe altitude) over the Rocky Mountains is rather high and the aircraft had to climb to 17 000 feet because of the mountainous terrain. The pilot is in contact with Denver center.

- CTL** N1WA (1) to my frequency 1-1-8 point 5-7.
PIL N1WA is 1-1-8-5-7.
CTL N1WA Cortez altimeter is 2-9-8-8, (2) to your route, (3) ready to copy.
PIL 2-9-8-8, 1WA ... 1WA is ready to copy.
CTL N1WA (4) to the Colorado Springs airport via, after FISHER, DEBERRY2 arrival maintain 1-7 thousand.
PIL OK that's after FISHER to DEBERRY2 arrival, maintain 1-7 thousand.
PIL 1WA
CTL N1WA did you have a (5) ?
PIL 1WA ...
CTL 1WA Denver center ... would you like (6)?
PIL 1WA ...
CTL 1WA I think you might be (7) some hypoxia, would you like a (6) altitude?
PIL 1WA ...
CTL 1WA you are (8) (9), would you like (6)?
PIL 1WA, ..., 1WA ...
CTL 1WA descend at (10) maintain 1-3 thousand.
PIL 1WA

The controller tries to vector the Cirrus towards an area with lower terrain. The passenger, a woman, is heard on the radio.

CTL 1WA, ... if you'd like to go to Cortez, (11)

heading 3-5-5.

CTL N1WA If you'd like to head for Cortez, it looks like that what's you're doing, ... 1-3 thousand or 1-2 thousand is what I can get you down to. That might help with the hypoxia.

PSG I am trying to help, (12).

CTL N1WA if you need any kind of (13) don't (14) to let me know.

The pilot of Lakes Air 762, a regional flight commuting between Arizona and New Mexico, offers to help. The controller first sums up the situation ...

CTL OK, I am trying to find out what's going on, there is a female talking in the background, it sounds like there might be a pilot (15), so I am trying to figure out what's going on. I am able to talk to him (16) so I don't need a relay. If I need a turn of course, I'll (17) your help and I'll let you know within the next 3 to 4 minutes.

PSG (12), (12), I am trying to get him to put auto ... autopilot, I don't know how to do this.

... then seeks assistance

CTL Anybody on the frequency (18) with the Cessna 4, ... correction anybody on the frequency (18) with the SR22 Cirrus?

PIL2 Center, Lakes Air 7-62, there should be a vertical speed (19) on that autopilot panel you need to (20), ..., turn the rate (21) down to start a descent on autopilot, ... most likely.

PSG OK, we are going down a little, he clicked the vertical descent (19).

CTL Lakes Air 7-62 you're free to go ahead and use the frequency to talk to her, she ..., the call sign is 1WA.

PSG I can hear you.

PIL2 1WA there should be a (21) on there that you'll turn to the left. Can you find that (21)? ... If the autopilot is on and there is an altitude selected, you might be able to turn that

(21) (22) to select a (6) altitude. The plane should descend and (23) that.

PIL2 1WA are you descending now?

PSG We are going down, I don't know where, I can't tell what's going on

PIL2 Roger 1WA, have you ever flown an aircraft before, do you have any (24)?

PSG No

CTL N1WA you, ... it looks like you're in a good (25) right there, ... you're heading towards an area which is a little bit (26). We'll continue on this heading for another 4 or 5 minutes ... if ... if ... no ... luck there we can turn you back around to the west and it's a little bit (26) out there as well.

PSG I'm just trying to get down to 15

CTL N1WA, roger, we can go lower than 15. In that area we can go all the way down to 11, so as you continue, I'll (27).

CTL Lakes Air 7-62 that Cirrus now is twelve o'clock and about 16 miles and I'll have lower for you in about, ..., actually, Lakes Air 7-62 descend at (10) maintain 1-7 thousand, the Farmington altimeter is 2-9-8-6.

CTL N1WA, you are better off heading towards the southeast, somewhere around a 1-10 heading will be better for you (28) (29)

PSG I've got to get down, I need to (30)

CTL N1WA, affirmative, your heading, ..., If you are going north it's a little bit higher (29) if you can turn the aircraft towards the southeast 1-1-0 heading it's even (6) (29) there, we can continue down to (6) altitude. ●

To be continued

Vocabulary

ATTITUDE	assiette
BARELY	à peine
A BUTTON, A KNOB	un bouton
A FEMALE	une femme
HANG ON!	attendez!
AN ISSUE	un problème
TO SUM UP (≠to resume)	résumer (≠reprendre, recommencer)
TO SEEK	solliciter
TERRAIN (≠relief)	le relief (≠soulagement, aide)
TO VECTOR	donner des caps radar

Answers

(1) change, (2) revision, (3) advise, (4) cleared, (5) request, (6) lower, (7) experiencing, (8) barely, (9) readable, (10) pilot discretion, (11) suggested, (12) hang on, (13) assistance, (14) hesitate, (15) issue, (16) loud and clear, (17) appreciate, (18) familiar, (19) button, (20) select, (21) knob, (22) counter-clockwise, (23) capture, (24) experience, (25) attitude, (26) flatter, (27) keep you advised, (28) reference, (29) terrain, (30) breathe.