

PRACTICE FOR THE FCL.055

In English, please



Listening Comprehension...

...AS IF YOU WERE THERE

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As reported in last month's "In English, please", the live traffic listening comprehension is probably the most challenging of the three tests constituting the FCL.055 exam. It can make the difference between passing and **flunking**. For the VFR exam, the test is made up of 10 recordings: 9 pilot/controller messages and 1 ATIS. The overall difficulty does not increase **gradually**: the first message could be very difficult to understand, while the next ones could be very easy. Sometimes, a blank can be filled with more than one word.

On www.anglais-pour-voler.com, the audio version of the exercises below has been recorded as in the real test situation: each message is played twice, with a 3 second pause before repetition and a 10 second pause between two different messages. To get an accurate idea of your level, and estimate the amount of practice you need to improve your chances of success, play by the rules. Launch the recording, and don't stop before the exercise is finished. **A few tips**: write down what you hear on the first listening, check your answer on the second one, and if after the second hearing you still have not understood the missing word(s), don't **dwell** on the message or you might **lose ground**. Just **move on** to the next recording.

Each message is worth between 0 and 2 points. **Received** abbreviations are accepted. Try to be a **tough grader**: when in doubt, consider it wrong. The tougher you are now, the less disappointed you'll be when facing the real thing.

Practice 1

- 1 - CTL DEIME, Jersey approach, squawk ident, , QNH 1-0-2-5.
- 2 - CTL D-ME, roger, 2000 feet, special VFR, on track Pointe de Rosel.
- 3 - CTL D-ME, You are , radar control service will terminate, squawk 7000.
- 4 - CTL D-ME, D-AU is at 1400 feet at Pointe de Rosel, I have no other traffic for you.
- 5 - CTL Roger, , at the moment shortly turning on the coast, and flight information is available from Brest on 1-3-4 decimal 2.
- 6 - CTL D-BB, leaving controlled airspace, radar control service is terminated, , squawk 7000.
- 7 - CTL D-BB, the Channel Islands Control Zone, and free call Brest for information on 1-3-4 decimal 2.
- 8 - CTL KL, Jersey approach, cleared not above altitude 2000 feet, VFR, in the south east training area, ?
PIL Negative, KL.
- 9 - CTL On that heading, you'll be leaving controlled airspace in a mile, there is VFR traffic up the coast in the vicinity of Granville up to Lessay,
- 10 - ATIS
Lydd information Mike at 1-3-2-0
Runway in use 2-1 0-4-4 active
ILS
Surface wind 2-6-0°, 1-2 knots
Visibility 10 kilometers
Cloud few at 1500 feet, at 4200 feet
Temperature 1-3, dew point 9
QNH 1008

Report information Mike and QNH on contact with Lydd approach 1-2-0 decimal 7

Practice 2

- 1 - CTL G-MB, roger, flight information service, , maintain altitude 3000 feet, special VFR, to the northwest corner for left base runway 0-9.
- 2 - PIL G-TA,
CTL G-TA, roger, nothing further for you, you can Deauville information 1-2-0 decimal 3-5-0 or Brest information on 1-3-4 decimal 2.
- 3 - CTL G-MB, now, radar control service, descend to altitude 2000 feet.
- 4 - CTL GJMMY, Jersey approach, hello, of controlled airspace, squawk 3-6-3-5 and report your level.
- 5 - PIL G-MB at the northwest corner and contact tower on 1-1-9 decimal 4-5.
- 6 - CTL Ay Line 1-2-4, Dinard.
- 7 - PIL Jersey approach, GAXZD, , 1000 feet.
CTL GAXZD, Jersey approach, altitude 2000 feet, own navigation Dinard.
- 8 - CTL G-OT, free call Deauville information 1-2-1 decimal 4-2-5.
- 9 - PIL Ah, that's copied, ?
- 10 - ATIS
Humberside information Lima time 1-4-0-1
Runway in use 0-2
Surface wind 0-9-0, 1-0 knots
Visibility 1-0 kilometer or more
..... in the vicinity
Scattered 1200 feet, broken 2200 feet
Temperature +1-2, + 1-0
QNH 1-0-0-7 Runway 0-2

Vocabulary

TO DWELL ON : s'attarder - A FEW TIPS : quelques conseils - TO FLUNK : échouer - GRADUALLY : progressivement - TO LOSE GROUND : perdre pied - TO MOVE ON TO SOMETHING ELSE : passer à autre chose
RECEIVED : reconnu - TO BE A TOUGH GRADER : noter sévèrement.

Answers

Practice 1 : 1 - report your level; 2 - cleared not above altitude; 3 - shortly leaving controlled airspace; 4 - shortly crossing the coast ahead of you; 5 - just to the left of your 12 o'clock; 6 - I have no known traffic to affect you; 7 - remain clear of; 8 - and does your mode Charlie work; 9 - there is parachuting and sky diving in progress there as well; 10 - Airfield information, Danger area, out of service, or more, scattered, Hectopascals.
Practice 2 : 1 - cleared to enter controlled airspace, direct track; 2 - visual of the traffic, free call; 3 - entering controlled airspace; 4 - remain outside; 5 - expect a hold; 6 - resume own navigation; 7 - with you, cleared not above; 8 - 11 ... correction; 9 - are we ok to orbit in this area here; 10 - Moderate showers of rain, dew point, damp damp damp.