

## IN ENGLISH, PLEASE



L'anglais pour voler  
disponible sur



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Now available on the **Appstore**, the collection of "In English, please" articles from June 2007 to December 2016, with audio recordings when available.

## LISTENING COMPREHENSION PRACTICE RUNWAY SAFETY

This month's support for the listening comprehension practice will be found at the AOPA site at [www.aopa.org](http://www.aopa.org)

This month's support for the listening comprehension practice will be found at the AOPA site at [www.aopa.org](http://www.aopa.org). The Aircraft Owners and Pilots Association is a non-profit organization – the largest in the world for aviation – that promotes general aviation in the US. Their site is a real bonus in improving both your aeronautical English and your flying skills simultaneously.

The exercises below use only free-access videos and posts, but if you want to go further and benefit from the site's full content, you can become a member. For the international rate of \$89 a year, you'll enjoy all the membership advantages, including a 12-month subscription to a magazine (either AOPA Pilot or Flight Training) and access to their online learning tools from the Air Safety Institute. You'll also support their actions in favor of general aviation. As a US organization, the AOPA addresses US problems, but knowing that what happens in the States is more than likely to spread to the rest of the world rather quickly, their work can be worth keeping an eye on.

### RUNWAY SAFETY

The generic expression "runway safety" covers a wide range of occurrences, such as foreign object debris (FOD) and wildlife hazard; but the most worrisome issues are runway excursions (RE) and runway incursions (RI). The latest are defined by ICAO as «Any occurrences at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft.»

Runway safety has been identified as a significant risk to aircraft operations

and plans to mitigate this risk have been implemented at national levels around the world under ICAO guidance. Programs – most of them including videos – have been developed to increase awareness among pilots, controllers, and airside drivers on the importance of being vigilant.

### LISTENING COMPREHENSION PRACTICE

Google "AOPA safety spotlights" in your favorite search engine, click on the first result, then scroll down the page to "runway safety". You need to log in for the online course and the safety quizzes, which are for members only, but the access to the videos – including in the "Safety Alliance" paragraph – and the Runway Flash Cards is free. Watch the videos and answer the multiple-choice questions. Some questions will be easier to answer than others as a few of the videos have subtitles that cannot be removed.

#### 1 - Critical Difference

What is the critical difference between the two incidents?

- a – in incident #1, the Long EZ had not received a landing clearance
- b – in incident #2, the pilot on the ground checked the final approach path, saw the aircraft on final, and held his position
- c – in incident #2, the controller saw that the landing aircraft was on final on the wrong runway

#### 2 - Untimely Distraction

What was the most critical factor that contributed to the incident?

- a – the crew working on the T-38
- b – the airport layout
- c – the lack of supervision by the instructor

who was head-down programming avionics while the student was taxiing past the assigned runway

#### 3 - The Big Picture

At a non-towered airport, you can get more familiar with local traffic flows by:

- a – observing aircraft landing or taking off
- b – listening to previous ATC clearances given to other aircraft
- c – talking to the local FBO
- d – a and c

#### 4 - Rundown Feeling, Phone Home, Multi-Tasking

What is the common element leading to the incidents related in these 3 videos?

- a – multi-tasking
- b – miscommunication
- c – aircraft avionics

#### 5 - Runway safety for pilots presented by Sporty's Pilot Shop (first 2 minutes only)

##### 5.1 - At non-towered airports, runway incursions

- a – don't happen
- b – are not tracked
- c – do occur
- d – b and c

##### 5.2 - You need a specific runway crossing clearance to cross

- a – an active runway
- b – an inactive runway
- c – a closed runway
- d – all of the above

##### 5.3 On which side are the dashes?

- a – the active side
- b – the taxiway side
- c – the runway side
- d – a and c

ANSWERS 1 - b; 2 - c; 3 - d; 4 - a; 5.1 - d; 5.2 - d; 5.3 - d