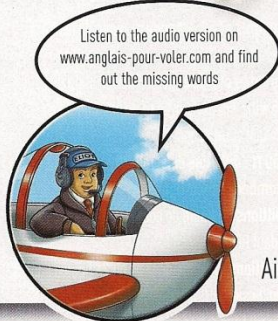


In English, please



LISTENING COMPREHENSION PRACTICE WOULD YOU LIKE LOWER? PART 2

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Summary of part 1 - 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, in contact with Denver center, has had to climb to 17 000 feet because of the mountainous terrain. Soon, the controller realizes that something is off and suspects the pilot to be experiencing hypoxia: at first, his voice sounds strange, then he just doesn't answer any more. A bit later the passenger, a woman with no flying experience, has to take control of the aircraft. She does so with the help of Lakes Air 762 who tries to coach her through the use of the autopilot. At the end of part 1, the passenger of N591WA is trying to get down to 15 000 feet, and the controller gives her vectors to turn the aircraft towards an area with lower terrain so that it can continue its descent, in order to relieve the effects of hypoxia on the pilot.

CTL Lakes Air 7-62 that ... Cirrus now is at your one o'clock, and about 25 miles, she is ... (1) at 1-6 thousand. Looks like she is (2) now.

PIL2 OK, Lakes Air 7-62, roger, can we start our descent down there?

CTL Lakes Air 7-62 you have a (3) traffic 11 o'clock and eight miles (4) direction out of 21 for 23. I'll have (5) for you in a minute.

CTL N2SW change to my frequency 1-1-8 point 5-7, when you (6)... when you go over there please don't (6).

N2SW Roger.

CTL Lakes Air 7-62 descend at pilot's (7) maintain 1-6 thousand.

PIL2 (8) 1-6 thousand, Lakes Air 7-62.

CTL N1WA if you turn (9) the southeast, we

can get you even (5) altitude, about a 1-10 heading will (10) help you.

PSG We'll (11), 1-1-0.

CTL Lakes Air 7-62, right below you 12 o'clock at 2 miles, is the Cirrus at 1-4 thousand. ... 1-4 thousand.

PIL2 ... We're still looking, Lakes Air 7-62, it looks like there is a (12) (13), there, ... maybe around 17 thousand or something, they might be in that.

CTL OK.

CTL N1WA can you turn right to (14) a 1-80 heading?

CTL NIWA the (15) (16) if you, ... if you continue northbound it's quite a bit higher, I need you to start turning southbound as soon as you can ... A (17) rate of turn should be fine, about a 1-80 heading will help you (18). You need to do that (19) (15).

CTL Lakes Air 7-62 descend at pilot's (7) maintain 1-3 thousand.

PIL2 Pilot's (7) 1-3 thousand Lakes Air 7-62.

CTL Lakes Air 7-62, do you want to try and (20) that aircraft?

PIL2 ... yeah, we can do that for you, Lakes Air 7-62.

CTL Lakes Air 7-62, (21) the altitude, maintain 1-4 thousand, turn left heading 0-1-0.

PIL2 1-4 thousand, heading 0-1-0, Lakes Air 7-62.

As the aircraft descends and maintains a lower altitude, the pilot progressively regains consciousness. The air traffic controller tries to convince him to land on a nearby airport to recover ...

CTL N1WA are you in the (22)?

PIL Negative.

PSG No, we just (23).

CTL N1WA, is the pilot talking now, I thought I heard his voice.

CTL N1WA are you still flying the aircraft or is the pilot (24) now?

CTL N1WA have you got the pilot getting bet-

ter or are you able to breathe?

PIL Yes I am, but I have got the autopilot (25), I don't (26).

CTL N1WA OK, on that heading we can leave you down at that (5) altitude that will help you with the breathing and then let me know what your (27) are as soon as you get (28).

CTL N1WA also Farmington airport is (29) at your ... about a 2-60 heading and 26 miles. If you want to try and make it to Farmington it would be a ... right heading about 2-5-0.

PIL 2-5-0 IWA.

... but the pilot has another plan in mind, which worries a lot the pilot of Lakes Air 762.

PIL You know, I think I am better (29) going to Colorado Springs, ..., I am better (29) going to Colorado Springs, I am not (30) to land the airplane.

CTL N1WA, OK, the problem with going to Colorado Springs is you've got to go all the way up to 17 thousand feet and then we are in the hypoxia again. Your best (31) is to maneuver around the Farmington area where it's nice and low even if you are not (30) to land.

CTL N1WA, OK, you're still not (32) like you're very (33). Suggest heading 2-7-0 radar vector Farmington.

PIL All right.

Eventually the Cirrus pilot agrees to divert and lands safely at Farmington airport.

CTL N1WA Farmington airport 12 o'clock 5 miles.

PSG I see it.

CTL N1WA are you (30) to land or do you want to (34)?

PIL Negative, I would like to set it up to land.

CTL N1WA cleared (35) (36) runway 2-5, Farmington airport.

PIL IWA.

CTL N1WA, contact Farmington tower 1-1-8 point 9.

PIL 1-1-8 point 9 IWA.

Answers

1 - southbound, 2 - level, 3 - company, 4 - opposite, 5 - lower, 6 - check in, 7 - discretion, 8 - P.D., 9 - towards, 10 - probably, 11 - try, 12 - solid, 13 - layer, 14 - about, 15 - terrain, 16 - rises, 17 - shallow, 18 - though, 19 - reference, 20 - fly by, 21 - amend, 22 - clouds, 23 - came out, 24 - awake, 25 - disabled, 26 - understand, 27 - intentions, 28 - situated, 29 - off, 30 - ready, 31 - bet, 32 - sounding, 33 - coherent, 34 - fly around, 35 - visual, 36 - approach