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Listening Comprehension... A FEW KEY MESSAGES AND USEFUL WORDS

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First contact

- PIL** GCXGU, (- - 1).
PIL GFFWD is (- - 2) just passing flight level 7-7 (- - - 3) flight level 9-0 (- 4) direct Dinard.
PIL GBZIJ, a (- - 5) just (- - 6) Rochetouve, from Guernsey destination Lannion, maintaining 1900 feet 1-0-2-4.
PIL GRWST, Cessna 1-7-2 from Jersey to Dinard just (- - - 7), climbing to altitude 1800 feet QNH 1-0-2-5.
PIL (- - 8) GDAYS (- - 2) squawking 4-7-4-6.
PIL N678J is a BE5A (- - 9) from EGJJ to LFEY (- 10) just climbing (- 11) 3500 for 4500, VFR.
PIL Bonjour, Lufthansa1-3U (- 12) flight level 6-0.
PIL N35LF (- - - 13).

Departure

- PIL** Seminole 2-1-8-1A, C1 for 29 left, (- - - 14).
CTL G-XL cleared for take off, (- - 15), 3-0-0/6 knots.
PIL1 Tower, G-VM is (- - - 14).
CTL G-VM (- - 16), I'll call you.
PIL1 G-VM, we'll hold.
PIL2 G-CB final (- - - 17).
CTL G-CB cleared (- - - 17) 2-5, the (- - 18) 3-2-0 degrees/ 7 knots.
PIL 2 Cleared (- - - 17), G-CB.
CTL GVM after the landing 1-5-2, (- - 19).

- PIL1** G-VM (- - 19) after the landing 1-2-5, thank you.
CTL G-VM cleared for take off, (- - 15), the (- - 18) 3-2-0 degrees/ 5 knots.
PIL1 G-VM cleared for take off, (- - 15), thank you.

Cruise

- PIL** We're (- - 20) now for further climb and back (- - 9) to Munich.
PIL Squawk 7-0-4-3 and we'll report (- - - 21), QNH 1-0-2-4, G-ZD.
PIL Ayline 1-2-5, (- - 22).
PIL Just (- 23) flight level 5-5, G-YS.

Arrival

- CTL** Cherokee 9234V runway 2-9 left, report (- - - 24).
PIL1 Report (- - - 24) for 2-9 left 3-4V.
CTL Seminole 2095Q report 8 DME, (- 25) Cherokee south east (- 26) VFR for the left base.
PIL 2 Report 8 DME we're looking for (- 25) 9-5Q.
CTL Cherokee 3-4V (- 25) Seminole south east (- 26) the DME approach.

CTL Cherokee 0-3B (- 27) runway 2-9 left approved, report on final.
CTL Cherokee 0-3B not (- - 28), continue (- 27).
PIL Continue (- 27), 0-3B.
CTL Cherokee 0-3B is (- - 28), cleared to land.

- PIL** cleared to land, 0-3B.

Frequency change

- CTL** Speedbird 319 contact Heathrow 1-3-4 decimal 9-7, (- 29).
PIL N370S we're maintaining 3000 feet; (- - - - - 30) Jersey zone 1-2-5 decimal 2.
CTL Seneca 3-9-4, (- - - 31), good day.

A few useful words

- PIL** (- 32), G-LX.
PIL Thank you, (- 33), G-LX.
PIL DEKCG (- - - 34).
CTL Delta 2-53 (- - 35) just a second, Sir.
PIL (- - 36), G-ZD.
PIL (- 37), G-GU.
PIL 5TC, (- - 38).

ATIS

- Edinburgh, information Papa.
Time 1-1-2-0,
(- - 39) to localizer-DME approach,
Runway in use 2-4,
(- - 18) 2-7-0/4 knots (- 40) 2-2-0 to 3-0-0 degrees,
Visibility 9 kilometer,
Broken 4500 feet,
Temperature + 1-1,
Dew point +6,
QNH 1-0-2-1,
(- - 41) 100 feet,
Acknowledge (- 42) of information Papa and advise aircraft type on first contact.

1 - ON FREQUENCY; 2 - WITH YOU; 3 - IN THE CLIMB; 4 - ROUTING; 5 - ROBIN AIRCRAFT; 6 - COMING UP; 7 - ENTERING YOUR FIR; 8 - THIS IS; 9 - EN ROUTE; 10 - CURRENTLY; 11 - THROUGH; 12 - MAINTAINING; 13 - GOOD DAY AGAIN; 14 - READY FOR DEPARTURE; 15 - NOISE ABATEMENT; 16 - HOLD POSITION; 17 - TOUCH AND GO; 18 - SURFACE WIND; 19 - LINE UP; 20 - FULLY READY; 21 - FIELD IN SIGHT; 22 - REQUESTS-APPROACHING; 23 - APPROACHING; 24 - 2-MILE LEFT BASE; 25 - TRAFFIC; 26 - INBOUND; 27 - STRAIGHT-IN; 28 - IN SIGHT; 29 - CHEERS; 30 - WE'D LIKE TO GO NOW TO; 31 - FREQUENCY CHANGE APPROVED; 32 - APOLOGIES; 33 - LOOKING; 34 - TRAFFIC IN SIGHT; 35 - STAND BY; 36 - SAY AGAIN; 37 - AFFIRM; 38 - WILL DO; 39 - RADAR VECTORS; 40 - WARNING; 41 - THRESHOLD ELEVATION; 42 - RECEIPT.

Answers