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 • www.anglais-pour-voler.com



Listening strike in Baltimore

Listening comprehension exercise

LiveATC.net is a well-known site among people who like to listen to genuine radio communications between pilots and controllers. Live frequency feeds from worldwide ATC towers or centers are added regularly by aviation enthusiasts who contribute to the site's successful expansion. The archives are also a gold mine of interesting exchanges, incidents, and (sometimes not so) funny stories. Listen to some extracts on www.anglais-pour-voler.com and find the missing words in the transcriptions below.

Baltimore Tower

PIL: Tower, Pilatus 2-9-1DT is cleared on a (1 -) runway 1-5 left.
TWR: 2-9-1DT, (2 -) approach clearance, we are going ATC 0, (3 - -) 3000.
PIL: 3000, 2-9-1DT.
TWR: Eagle Flight 30-40, left turn onto Yankee, hold short of runway 1-5, (4 -) runway 1-0, and ... just (5 -) there.
PIL: Yankee, hold short of Runway 1-0, Eagle Flight 30-40.
TWR: 2-9-1DT (3 - - -) 3000, turn right heading 2-8-0.
PIL: 3000, 2-8-0, 2-9-1DT.

TWR: (6 - - -) on the tower frequency, Baltimore tower is going ATC 0, for anymore (7 -) contact Potomac... for further (7 -).
PIL: Baltimore tower, Eagle 30-40.
TWR: Eagle Flight 30-40, (8 - -) right turn on runway 1-0, left turn on the 4 and then you can... hold (9 -) you get on runway 4.
PIL: All right, right turn 1-0 and... and... hold... on... runway 4.
PIL: Did you get a (10 - -) there on the tower?
TWR: Yes we did.
CTL: (6 - - -), Baltimore tower is ATC 0, no (11 -) are to be (12 -), and I (13 -) you (14 -) frequency 1-2-8 point 7, Potomac on 1-2-8 point 7.

Baltimore Ground

CTL: We are ATC 0, we can't provide any (11 -) as of now due to (15 - -) now in the tower. If you need to move, the..., the ground frequency will be a (16 - - -), so just announce what you are doing so everyone knows what they are doing on the field but (9 -) again, we cannot provide (11 -) on the field and (17 - -).
PIL 1: Baltimore (18 -), Southwest 49-0-5, we are on... we are on Alpha, we are going to taxi.

PIL 1: Tower, Southwest 49-0-5, (19 - - -), we are going to taxi via runway 4... to runway... 10/2-8,... American aircraft holding (20 - -) ... on runway 4/2-2, Sir, could you (21 - - -) the Papa 1 so we can (22 - -)?
PIL 2: Yes, certainly, we could do that.
PIL 1: Thank you very much.
PIL 2: And Baltimore (- 18), Eagle Flight is taxiing off runway 4, left turn Papa 1 onto Papa and remaining short of Al..., Echo, Baltimore.
PIL 1: Baltimore (18 -), 49-0-5 turning right on 10/2-8... (23 -) taxi to Bravo 6.
PIL 1: Baltimore (18 -), 49-0-5 we're turning right onto runway 1-5 right/3-3 left and (24 -) at Romeo.
PIL 1: Baltimore (18 -), 49-0-5, clear of runway 1-5 right.

Potomac Approach

PIL: Potomac, Southwest 20-80.
CTL 1: Southwest 20-80 you are (25 -) at Baltimore, hey?
PIL: Yeah, we are on the ground, holding out at Baltimore. Ramp is open, our gate is open and I understand local ATC is still down, so it's (26 -) (27 -), so we were going

to head on our own to the gate.
CTL 1: Southwest 20-80 I (28 - -) any of that, I (28 - -) any movement on the ground.
CTL 1: Southwest 20-80 (29 -).
PIL: Yeah, I heard you, I was thinking for a moment. Does that mean you cannot authorize it or that ground movement is (30 -)?
CTL 2: Sir, we are not at Baltimore tower, we are about a hundred miles away, we (28 - -) movement, ground movement or otherwise, so just be patient, we'll get to you as soon as the tower is (31 -), there was a controller (32 -) and we'll get back to you as soon possible, OK?
PIL: We are not questioning that at all. My understanding was that with ATC 0, (27 -), it was an (26 -) airport at that point for ground movement.

(almost) Back to normal

CTL: (6 - - -), air traffic control is back at Baltimore tower, and... hold short of all runways, call for (33 -).
CTL: Chopper 13, Baltimore tower, (34 - -).
PIL: All right, Potomac wanted me to see if I could get you on the radio. We've got you 5 by 5, Sir, and you sound great (35 -) here.

ANSWERS: 1 - GPS; 2 - cancel; 3 - climb and maintain; 4 - correction; 5 - remain; 6 - attention all aircraft; 7 - instructions; 8 - make a; 9 - once; 10 - lightning strike; 11 - services; 12 - provided; 13 - suggest; 14 - monitor; 15 - unsafe equipment; 16 - common traffic advisory; 17 - until further advised; 18 - traffic; 19 - in the blind; 20 - head on; 21 - pull up over towards; 22 - taxi by; 23 - progressive; 24 - exit; 25 - probably; 26 - uncontrolled; 27 - basically; 28 - can't authorize; 29 - acknowledge; 30 - prohibited; 31 - manned; 32 - issue; 33 - crossing; 34 - say request; 35 - out.