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Practice for the FCL.055 VFR
Act III

You are now supposed to be fully knowledgeable about the ways and means of the FCL 055 VFR. If not, the last three «In English, please» articles will give you answers to questions you may not have even asked yet. You can also refer to the article in the October 2013 issue, available at www.anglais-pour-voler.com/in-english-please/ along with the audios of all the exercises. With these resources you'll find a few additional tips as well, to prepare for the exam and help improve your English on a general basis. In the meantime, find below a full set of papers giving you an example of what you can expect from the exam.

Part 1- fictional flight

Study this scenario for 5 minutes, then go to the above-mentioned site and select the June 2019 «fictional flight - 1» audio file. Pass your first message, start playing the recording, listen to the controller's answer, hit the stop button at the end of his/her transmission, then read back the instructions. Repeat this interaction until you have reached the end of the scenario.

C172, F-BASF en provenance de Caen à destination de Deauville.

Appelez la tour, annoncez-vous à 5 minutes du point WG, 1300 pieds, pour un atterrissage complet.

Faites-vous confirmer l'ATIS, vous n'avez rien reçu sur 119,175.

Rappelez WG.

Rappelez vent arrière.

Annoncez que vous avez le trafic précédent en vue.

Rappelez finale.

Rappelez courte finale. La piste n'est pas dégagée, l'ATS vous demande de remettre les gaz.

Rappelez vent arrière puis finale.

The «fictional flight - 2» audio file covers the messages from both pilot and controller, and the «fictional flight» PDF document is a transcription of the whole exercise.

Part 2 - unusual situation

Study for 90 seconds this unusual situation described in French, then relate your trouble in English to the examiner. There is not only one way to explain your problems. You'll find one of the possible explanations under the «Part 2 - unusual situation» audio on the Anglais Pour Voler site.

De retour d'un vol local, j'ai essayé de contacter la tour 5 minutes avant l'entrée de la CTR. J'entendais le contrôleur, mais lui ne me recevait pas. J'ai affiché le code transpondeur 7600, et je me suis mis en attente sur un des points d'entrée de la CTR jusqu'à ce que la tour m'appelle. J'ai pu rejoindre le circuit et atterrir en accusant réception des messages par «ident».

Two additional questions from the examiner:
- What kind of radio failure is this?
- What would you have done if it had been a two-way radio failure?

Part 3 - listening comprehension

This month, the listening comprehension will be FCL 055 IFR-style, with 18 pilot-controller exchanges and 1 ATIS. Listen to the audio recording and fill in the blanks in the text below. The messages are played twice each. The answers are at the bottom of the page.

1 - You either need to (_____) a little bit or you are going to be (_____).
2 - Cleared for the (_____).
3 - Cross runway 1-6 right and beh- (_____) to the Piaggio taxiing to the parking via Bravo.
4 - 4WL, roger, number 3 and have (_____) traffic in sight.
5 - I am ready for (_____) - All right, stand

by just a (_____), please.
6 - Is runway 1-0 the (_____)?
7 - We have the traffic on final in sight - Roger, Sir, start your base to (_____).
8 - Make (_____) runway 1-2, report at 3-mile final, squawk (_____).
9 - CW, VFR from LFEB to ... to Jersey, and request (_____) of your airspace.
10 - Turn left when you can and how was the (_____)?
11 - Readback is correct, and there was a little bit of (_____) there just at the end of the transmission, confirm advise when (_____)?
12 - SC, roger, (_____) clear of controlled airspace.
13 - Turn (_____) now, please.
14 - OK, SC, would you advise that to Dublin on (_____), please.
15 - Left turn on to Yankee, hold short of runway 1-5, (_____) 1-0 and ... just (_____) there.
16 - (_____) approved, maintain 3000, maintain 3000.
17 - No (_____) at the moment.
18 - Did you have another (_____)?
ATIS - Belfast City information Uniform, time 0-8-5-0, automatic.
0-4 departure should (_____) 0-3-3 degrees for (_____).
Runway in use 0-4; transition level, flight level 7-5.
Check (_____) callsign.
Surface wind 1-0-0, 1-0 knots.
Visibility 1-0 km or more.
Broken (_____) feet, cloud type unknown.
Temperature +9, dewpoint +7, QNH 1-0-1-1.
The primary radar is (_____).
Acknowledge receipt of information Uniform.

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