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Flight Information Service
Listening comprehension practice

In its Annex 11 - establishing international standards and recommended practices for Air Traffic Services - ICAO defines Flight Information Service (FIS) as 'a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights'. Annex 11, which has been transposed into European Law through Implementing Regulation (EU) No. 923/2012, defines in its chapter 4 the scope of Flight Information Service. The broad denomination «any information likely to affect safety» covers a number of items, among them: serviceability of navigation aids, condition of aerodromes, volcanic activity, significant weather, and collision hazards. Annex 11's chapter 4 also states that: «where air traffic services units provide both flight information service and air traffic control service, the provision of air traffic control service shall have precedence over the provision of flight information service whenever the provision of air traffic control service so requires». Additionally, it says that the information on collision hazards is only in reference to known aircraft and might sometimes be incomplete.

Listen to recordings of flight information messages at www.anglais-pour-voler.com/in-english-please/2020-iep/ and find the missing words in the transcript below. One dash is a word.

Weather

This recording from www.liveatc.net shows a perfect example of what significant weather information means to a pilot. It is an exchange between Kennedy tower and Piper N9379N.

CTL   Piper 79N ... there is a (- - - 1) in Central Jersey that (- - 2) into Pennsylvania, are you (- 3) of that?

PIL   I (- 4) weather about an hour ago and they said that it was (- - 5) until about 6 o'clock ... It's about that now, isn't it? ... (- - 6) is it?

CTL 1   All right ... well ... I mean, the (- - 7) here in the tower (- 8) a (- - - 1) from just about west of Newark and ... it ... there is some (- 9) involved ... and it (- - - - 10) the northern part of Central Jersey and into the central part of Eastern Pennsylvania.

PIL   Right where I am going, what you are telling me, 79N.

CTL 1   That's kind of what I am trying to (- 11)!

PIL   ... You know what, I'd like to (- - 12) and may be go to Republic if that's OK, 79N.

CTL 1   Yeah, 79N, at the moment I am showing a ... like ... a (- - - 13), just southwest of Allentown and that weather is (- - 14) now.

PIL   OK, well, we'll (- - 15a) and (- - 16), and I do have radar on the plane, and I don't see it yet, but I probably would have (- - 15b), only half an hour later, that's all ... I'am going back to Republic if that's OK.

CTL 1   All right, 79N, (- - - 17) but I just wanted to (- 18) you of the situation (- - 19), so you are heading eastbound toward where?

PIL   I am going to (- - 20) to Republic airport, 79N.

CTL 1   OK, 79N, that's fine, you can (- - - 21) until ... (- - 22) ... the Jones Beach monument.

PIL   Thank you, I (- 23) that information, Sir.

CTL 1   Piper 79U, ... 79N, you can (- - - - 24) 1400 (- - 25) Republic at this time, if you'd like.

PIL   I'll do that, sir, 1400, (- - 25) to Republic, 9379N.

CTL 2   Piper 79N do you have Republic (- - 26)?

PIL   ... little (- 27) out there, I am having a little (- 28) seeing it, I'll probably need another mile or two before I (- - 29).

CTL 2   Thanks, (- - - 21), (- - - 30a) when you have it (- - 26).

PIL   I'll (- - - 30b), 79N.

PIL   Kennedy tower, 9379N, ... I have Republic (- - 26).

CTL 2   Right, 79N, (- - 31), (- - - 32), (- - - 33), have a good evening.

PIL   (- - 31), (- - - 33), thank you very much for your (- 34) and have a good evening, 79N.

CTL 2   (- - 35), that's what I am here for.

Traffic information

CTL   Traffic is 5 miles (- 36), 1500 feet.

PIL   (- - 37) 38-O-3.

CTL   Traffic Cherokee southeast (- - 38) for the (- - 39).

CTL   Do you have the traffic (- - 26)?

PIL   222D1 (- 40).

CTL   4 miles (- - - 41) northeast bound is ... a ... let's see, helicopter, at 1400 feet.

PIL   09E is (- - - - 42).

PIL   (- - 26), Delta 20-36, (- - 43).

Other

CTL   (- - 44) reported over the highway, around DOOIN, reported (- 45) at about 1500, should be (- - - - - 46), and it is reported to be (- - - - 47), (- - 48).

CTL   Report of 3 (- - - 49) (- - 50) around 7000 feet.

CTL   No (- - - - - 51) (- 52) at the (- 53).

CTL   (- - 54) (- - 55) 1-0 miles southwest of San Francisco airport 1-0 thousand, (- 56) D-C 10, (- - 57).

CTL   (- - 58), (- - 59), 5 minutes ago, reported a (- - - - 60) between 6-0 miles from BABAT to 100 miles from BABAT at 7600 meters.

And if you haven't had enough, go to Eliot's Practice Paper #11 at https://anglais-pour-voler.com/practice/practice-2018/ for more practice on the subject.