

## IN ENGLISH, PLEASE



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[www.anglais-pour-voler.com](http://www.anglais-pour-voler.com)

## Practice for the FCL.055 - n°7 Non-standard operations

There is a fine line between standard and non-standard operations, and between non-standard operations and emergencies, the latter to be addressed next month in Practice for the FCL.055 - n°8. Needless to add that a situation can shift from one status to the other in a matter of minutes, or even less. The criteria here will be the level of discomfort an unusual situation can cause a pilot. The higher the induced stress, the more likely the occurrence is going to be classed in the «emergencies» category. Listen to the audio files at [www.anglais-pour-voler.com](http://www.anglais-pour-voler.com), under the «In English, please» dropdown menu, and find the missing words in the text below. For additional training, some numbers and frequencies have been deleted as well.

### Technical problems - aircraft

**PIL** We've got a (\_\_\_\_ 1), we need to (\_\_\_\_ 2).  
**CTL** Can I (\_\_\_\_ 3) what the problem is?  
**CTL** Do you (\_\_\_\_ 4)?  
**PIL** Maintaining 7-0 at the moment, ... negative ... negative emergency, most (\_\_\_\_ 5), everything's normal, it's just that we lost one of our (\_\_\_\_ 6), possibly through a (\_\_\_\_ 7).  
**PIL** It's just a (\_\_\_\_ 8) problem, ... it shouldn't (\_\_\_\_ 4).  
**CTL** Looks like there is a (\_\_\_\_ 9) on the left main.

### Technical problems - airports

**CTL** (\_\_\_\_ 10), Flint tower is (\_\_\_\_ 11) due to an emergency, class Charlie services are (\_\_\_\_ 12), contact Cleveland center on (\_\_\_\_ 13) for services.

**CTL** (\_\_\_\_ 14) we are (\_\_\_\_ 15), we don't know the (\_\_\_\_ 16) of it but the tower is (\_\_\_\_ 17), OK?  
**CTL** Stand by for now, we just (\_\_\_\_ 18).

### Delays

**CTL** Tower first told me that the runway would be cleared in about 5 minutes, they just called and gave me an (\_\_\_\_ 19) and said that the ops people said they need about 15 minutes to get everything (\_\_\_\_ 20), ... so it'll probably be about 20 or 25 minutes before I can (\_\_\_\_ 21) land, unless you want to land sooner, and I can (\_\_\_\_ 21) 3-4 right.  
**CTL** Climb and maintain (\_\_\_\_ 22), (\_\_\_\_ 23), expect further clearance at 1-4-3-0 Zulu.  
**CTL** There is going to be a (\_\_\_\_ 24) on departures here.  
**CTL** I am going to actually ... have you (\_\_\_\_ 25), there's currently an (\_\_\_\_ 26) on the field that the police are working with, I am not sure (\_\_\_\_ 27) this is going to be.

### Airspace and navigation

**CTL** You are (\_\_\_\_ 28) in Charlie airspace, please, for the love of god, (\_\_\_\_ 29).  
**CTL** And E-MU, just confirm to (\_\_\_\_ 30) with no transponder.  
**PIL** My position is (\_\_\_\_ 31), but I believe I am in the area of Rouen.  
**PIL** ... roger ... we got ... (\_\_\_\_ 32) and we've (\_\_\_\_ 33) Minneapolis. We are overhead Eau Claire and would like (\_\_\_\_ 34).

*L'anglais pour voler*  
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Available on the Appstore, the collection of «In English, please» articles with the audio recordings when available. The application has recently been updated with the articles up to May 2019, offering more than 140 pages of aviation-related English practice right at your fingertips.



### Encounters of various types

**CTL** (\_\_\_\_ 14), one of our (\_\_\_\_ 35) reported a drone in the Floyd Bennett Cansarie area at (\_\_\_\_ 36), and you might see some helicopters in that area at this time. They are (\_\_\_\_ 37) for the drone.  
**PIL** While we were (\_\_\_\_ 38), the (\_\_\_\_ 39) got (\_\_\_\_ 40).  
**PIL** Yeah, we think we had (\_\_\_\_ 41) on take-off, we'd like to come back around and land.  
**PIL** Multiple (\_\_\_\_ 42) (\_\_\_\_ 43) the taxiway here from right to left - OK, we'll get someone out there - thank you.

### Radio

**CTL** NOGB, Flint approach (\_\_\_\_ 44)?  
**ATIS** Edinburgh radar and tower is being provided as a (\_\_\_\_ 45) with (\_\_\_\_ 46).  
**CTL** Aircraft midfield downwind runway 2-2 cleared to land, no traffic, (\_\_\_\_ 47) in response - tchh ... tchh - Thank you.  
**CTL** I'm afraid that (\_\_\_\_ 48) again.  
**CTL** Somebody on (\_\_\_\_ 49), (\_\_\_\_ 50), (\_\_\_\_ 51) out there.

### Procedures

**CTL** (\_\_\_\_ 52), fly present heading, climb and maintain (\_\_\_\_ 53).  
**CTL** Clearance (\_\_\_\_ 54) if not (\_\_\_\_ 55) before 1-7-0-0.  
**CTL** And Envoy 36-0-3, a possible (\_\_\_\_ 56), be ready to copy a number here to call the tower.

Look out for more exercises on non-standard operations in PP #43 to be posted at [www.anglais-pour-voler.com/practice/](http://www.anglais-pour-voler.com/practice/) around March 15<sup>th</sup>.

### Answers

1 - technical problem; 2 - return to the gate; 3 - get an idea of; 4 - require any assistance; 5 - special handling; 6 - engine bleed; 7 - contaminated valve; 8 - flap indicator; 9 - flat; 10 - attention all aircraft; 11 - evacuating; 12 - terminated; 13 - 1-2-6 point 7-5; 14 - use caution; 15 - experiencing an earthquake; 16 - magnitude; 17 - sharing pretty good; 18 - lost our radar; 19 - update; 20 - cleared off; 21 - bring you in to; 22 - 4000; 23 - hold as published; 24 - lengthy stop; 25 - hold west of the field; 26 - unauthorized vehicle; 27 - how long of a delay; 28 - almost; 29 - turn crossing; 30 - remain clear of controlled airspace; 31 - slightly unknown; 32 - distracted; 33 - overflown; 34 - to make a 1-80; 35 - previous arrivals; 36 - 13-00; 37 - searching; 38 - reading our checklist; 39 - right hand windfield; 40 - smashed by stones; 41 - a bird strike; 42 - plastic bags; 43 - blowing across; 44 - how do you hear; 45 - combined service; 46 - coupled frequencies; 47 - click your microphone twice; 48 - sounds far away; 49 - 1-2-6 point 3; 50 - stuck mike; 51 - check your mikes; 52 - go around; 53 - 9000; 54 - cancelled; 55 - airborne; 56 - pilot deviation