

IN ENGLISH, PLEASE



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www.anglais-pour-voler.com

Listening comprehension practice Chronology of a flight

Listen to the audio file at www.anglais-pour-voler.com/iep/iep-2021/ and find the missing words in the script below.

ATIS

Guernsey Information Zulu, time 1-1-1-6
Runway in use 0-9, runway 0-9: (- 1) wet, (- 2) wet, (- 3) wet
Transition level, flight level 6-0
Surface wind (- 4) knots, (- 5) between 3-3-0 and 0-4-0 degrees
Visibility 1-0 km or more
(- 6) 700 feet, (- 7) cumulonimbus 1000 feet
(- 8) showers of rain and (- 9)
Temperature +6, dewpoint +1, QNH 1-0-1-7
The Fort Le Marchant (- 10) is active up to an altitude of 1500 feet
Be (- 11) there is (- 12) bird activity in the vicinity of the aerodrome.

First contact

PIL Girona, FBASF, good morning, (- 1) parking, request taxi for VFR flight to Clermont-Ferrand, LFLC.
PIL Ground, FBASF, DR400, VFR to EDSB with flight plan, request (- 2), information K.
CTL (- 3) say again?
CTL (- 4) your destination?
CTL We have no flight plan in our (- 5), confirm (- 6).
PIL GWACL, (- 7) 29, request (- 8), Sir.

Departure

PIL Ground, F-SF, (- 1).
CTL Just (- 2) there, (- 3).
CTL F-SF taxi to (- 4) runway 0-9 left (- 5) west taxiway.
PIL Tempelhof tower, F-BASF, holding point runway 0-9 left, (- 6).

CTL F-SF, (- 7) runway 0-9 left and (- 8).
CTL F-SF, after departure (- 9) to leave via W routing, 2500 ft or (- 10), squawk 7000, wind 100/5 knots, runway 0-9 left, (- 11).

Cruise

CTL KI what's your (- 1) for Weston?
CTL F-SF, you are heading the (- 2), (- 3) heading 1-2-0 to W2, (- 4).
CTL Do (- 5), there is (- 6) 1 to 2 o'clock and 9 miles, 1000 feet (- 7), (- 8) to be heading (- 9) Executive.
CTL I'll keep you on this frequency until you (- 10) that traffic, Sir, you won't see him (- 11), at 2 o'clock and 6 miles. He is at ... he is at 1000 now, ... if you make 1500, it will put him 500 feet below, you might want to (- 12) that.

Arrival and landing

PIL Cork approach, FBASF, good afternoon, altitude 2000 feet, squawk 1-2-3-4, (- 1).
CTL FBASF, Bern tower, (- 2) via N and E, (- 3) right base for runway 3-2.
CTL F-SF, (- 4), n°2 behind a B7-4-7 on final, wind 2-2-0 degrees/5 knots, report left base, (- 5).
CTL F-SF n°2 to land, n°1 on final, (- 6).
CTL F-SF (- 7) runway 3-2, wind 300 degrees/1-0 knots.

Taxi and parking

PIL F-SF (- 1), requesting (- 2).
CTL F-SF cleared to (- 2), (- 3) first taxiway to the left.
CTL F-SF taxi to the aeroclub via taxiway A, (- 4).
CTL Fraction 8-6-2E, good evening, (- 5) please, your traffic will be an (- 6) Ryanair 7-3 to pass on your right-hand side and (- 7)

cleared that traffic continue (- 8) 6 to (- 9) park B.
CTL F-SF, right turn next taxiway, taxi to the apron, wait for the (- 10).
CTL F-SF, taxi to parking (- 11) Blue 4.
CTL D-JD, taxi on the (- 12), follow the 1-5-2 to the apron and (- 13) any of the (- 14) yellow circles.

Answers

1 - touchdown; 2 - midpoint; 3 - stop end; 4 - 5-6-0/7; 5 - varying; 6 - scattered; 7 - broken; 8 - moderate; 9 - half; 10 - firing range; 11 - advised; 12 - significant.
First contact
1 - general aviation; 2 - engine start; 3 - station calling; 4 - confirm; 5 - system; 6 - POB; 7 - stand; 8 - radio check.
Departure
1 - ready to taxi; 2 - hold position; 3 - I call you back; 4 - holding point; 5 - via; 6 - ready for departure; 7 - line up; 8 - wait; 9 - right turn; 10 - below; 11 - cleared for take-off.
Cruise
1 - estimate; 2 - wrong direction; 3 - suggest; 4 - maintain VMC; 5 - use caution; 6 - traffic; 7 - indicated; 8 - appears; 9 - towards; 10 - pass; 11 - yet; 12 - consider.
Arrival and landing
1 - information E; 2 - proceed; 3 - join; 4 - continue approach; 5 - caution wake turbulence; 6 - report traffic in sight; 7 - cleared to land.
Taxi and parking
1 - speed under control; 2 - backtrack; 3 - vacate; 4 - park on the grass; 5 - hold position; 6 - care; 7 - once; 8 - apron; 9 - light aircraft; 10 - follow-me; 11 - position; 12 - blue mark; 13 - self-parking; 14 - vacant.

L'anglais pour voler
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