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Listening comprehension practice

Taxiing around an airport, an orienteering exercise



Pilots can sometimes have a hard time finding their way around an airport they don't know well. Ground charts give indications but looking at an itinerary on a map is not the same as living the real thing behind the stick. When looking at an airport **layout**, you sometimes have the feeling that a **maze wizard** has devised a tool to test pilots' orientation skills, and nerves.

Some aerodromes are quite simple in design : an apron, a runway, and a taxiway to link one to the other. Others are a **tad** more complicated. Aerodromes don't **sprout** out of the ground overnight. In most cases, they are the result of some sort of aeronautical Darwinian evolution over the course of time. Pieces are added one after the other according to needs : a hangar here, after the war, to accommodate the newly-born aeroclub ; a second runway there, intersecting the already existing one to make operations easier whatever the wind ; and new **winding** taxiways to join all the dots.

Since evolution has been at work outside the airport as well, expansion possibilities have been restricted and taxiing from point A to point B doesn't necessarily take the shortest way. Eventually, when you think you have solved the taxiway **riddle**, you still have to clear the **hurdles** placed here and there to spice up the game. Here are a few

examples, including in brackets the unspoken comments from the pilot or the controller :

CTL Taxiway Bravo closed, due to work in progress, to reach holding point Alpha, taxi via... [the whole damned alphabet!]

CTL Hold position, the [biiiiiiiig] A320 is pushing back from stand Charlie 3, caution jet blast.

CTL Hold at Golf 1, give way to the landing helicopter, [you don't want to be flipped over by the rotor blast, do you?]

CTL Expedite taxiing, [you are kind of holding up traffic, here!]

CTL You were supposed to turn left just after the fire station, [so, what, go back to Alpha?]

CTL Say position, [... no comment!]

When in despair, look on the bright side : as a VFR pilot, you don't have to play the game in poor visibility.

Below are a few recordings of ground frequencies. Listen to the audio version on www.anglais-pour-voler.com and find the missing words.

CTL Delta 2 heavy, turn right, taxi via Juliet, (- 1) of 2-2 Right, stay with me.

PIL OK, right on to Juliet, short of 2-2 right, stay with you, Delta 2 heavy.

CTL Virgin 9 heavy, (- 2) 2-2 right, taxi (- 3) into the (- 4), (- 5)

on my frequency.

PIL (- 2) 2-2 right, into the (- 4), on the frequency, Virgin 9 heavy, thanks.

CTL Comair 5-68, (- 2) 2-2 right, taxi left on Alpha, just (- 6) (- 7) the Virgin heavy jet that will (- 6) left to right on Juliet.

CTL All right, Comair 5-68 (- 8) a right turn Yankee, left at Hotel and (- 1) of 2-2 Right.

PIL All Right, right Yankee, left Hotel, short 2-2 Right, with you Comair 5-68.

CTL ... 76, turn right, (- 9) Zulu to Golf, short of 2-2 right, stay with me.

PIL Zulu, Golf, short 2-2 right, with you, 76.

CTL Comair 5-68, If you still (- 10) to be (- 11) (- - 12) the Delta heavy jet.

PIL (-- 13) 1-80, (- 14) 2-8 (- 15), Delta, (- 16) Charlie 3...

PIL Tower, this is Cessna 2-3-5-8-1, holding short of runway 7 at Golf, for (- - 17).

CTL Cessna 2-3-5-8-1, Tower, via Golf (- 2) runway 7, (- - 1) of runway 1-2 right.

PIL (- 2) runway 7, (- - 1) of 1-2 right, Cessna 2-3-5-8-1.

PIL 9DM, copy, sir. We'd like to make a (- 18), go back to West Air, but I am going to have to go

just (- - - 19) past the (- - 20) to do that.

CTL 9DM, roger, stand by just a second.

CTL Cessna 2-3-5-8-1, can you (- - - 21) there?

PIL I don't think we'll be able to (- - - 21) without going up to the runway, Sir.

CTL Seminole, (- 22), Cessna 5-8-1 proceed on runway 1-2 right, (- - - 21), then hold short of runway 7 at Golf.

PIL Proceed onto 1-2 right for a 1-80, hold short runway 7 at Golf, 5-8-1.

PIL Tower, 1-1-8AT.

CTL Seminole 1-1-8AT, stand by just a second, the Arrow (- 23) is going to proceed on runway 7, do a quick 1-80, and exit, just hold your position right there.

CTL Cessna 2-3-5-8-1, just (- - 24) into the (- - 25) there up to your right side.

Vocabulary

TO BE FLIPPED OVER.....	ÊTRE RETOURNÉ
TO HOLD UP TRAFFIC... CRÉER UN EMBOUTILLAGE	
A HURDLE.....	UN OBSTACLE
A LAYOUT.....	UN PLAN
A MAZE.....	UN LABYRINTHE
A RIDDLE.....	UNE ÉNIGME, UNE CHARADE
TO SPROUT.....	POUSSER (ICI, COMME UN CHAMPIGNON)
A TAD.....	UN TANTINET
WINDING.....	SINUEUX, TORTUEUX
A WIZARD.....	UN SORCIER