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## Practice for the FCL.055 VFR Act II

Needing a reminder of the principles and rules of the FCL.055 VFR exam? Read the «In English, please» articles published in this year's April and March copies of the magazine. You can also refer to the article from the October 2013 issue, detailing the FCL.055 exam at the moment of its implementation. Very few things have changed since then. As for the following full exam, the recordings for the fictional flight and the listening comprehension papers are - as usual - available at [www.anglais-pour-voler.com/in-english-please/](http://www.anglais-pour-voler.com/in-english-please/), where you'll also find the correction for the unusual situation exercise (text and audio) and the full transcription and recording (pilot and controller) of the fictional flight.

### Part 1 - fictional flight

Study this scenario for 5 minutes, then go to the above-mentioned site and select the «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.

*F-BASF, DR400 LFQQ - EBOS*

*Contactez le sol, annoncez-vous au parking aviation générale.*

*Assurez-vous que l'ATS a bien reçu votre plan de vol à destination d'Ostende, EBOS.*

*Demandez confirmation de l'ATIS, qui semble être incomplet sur la fréquence.*

*Annoncez que vous êtes prêt au roulage.*

*Annoncez que vous voulez remonter la piste.*

*Demandez des instructions de roulage car vous n'êtes pas un habitué du terrain.*

*Annoncez que vous êtes prêt au départ au point d'arrêt.*

*Annoncez que vous êtes aligné.*

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.

*J'avais préparé un vol entre Reims et Strasbourg.*

*Je n'ai pas pu décoller à l'heure prévue car l'avion n'était pas disponible. Pendant le vol, le vent de face a été plus fort que ce qui avait été annoncé par la météo et j'ai aussi été obligé de contourner une zone militaire active.*

*Plus le temps passait, plus il devenait évident que je ne pourrais pas atteindre ma destination avant la tombée de la nuit, et j'ai décidé de me dérouter à Louvigny.*

The exercise is completed with two additional questions from the examiner:

- What is the official definition of night in France?
- What made the situation even worse?

### Part 3 - listening comprehension

Listen to the audio recording of 9 pilot-controller exchanges and 1 ATIS and fill in the blanks in the text below. The messages are played twice. The answers are at the bottom of the page.

- 1 - Traffic information there is a Cherokee \_\_\_\_\_ north of \_\_\_\_\_, VFR, contact Jersey tower \_\_\_\_\_, good bye.
- 2 - \_\_\_\_\_ to the Aer Lingus 3-30 at link 4 then \_\_\_\_\_ taxi H1 into 1-6 \_\_\_\_\_ 2-8.
- 3 - Could you \_\_\_\_\_, please?
- 4 - 1-6 J you are n°2, traffic is a Cessna \_\_\_\_\_ for 2-2, you can make a \_\_\_\_\_ runway 2-2, report 4 miles final.
- 5 - North Las Vegas tower, Cessna 9-1-4JM, \_\_\_\_\_, holding short at 7G.
- 6 - EO \_\_\_\_\_ from 1-0-1S to B is \_\_\_\_\_,

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 December 2018, offering almost 140 pages of aviation-related English practice right at your fingertips.



report in B.

7 - SC \_\_\_\_\_ 3000 feet and \_\_\_\_\_?

8 - \_\_\_\_\_ calling tower \_\_\_\_\_?

9 - \_\_\_\_\_ your position is 5-5 miles south-east of JOSAS?

10 - Guernsey information N time 0-5-4-1 runway in use 0-9, runway 0-9: touchdown wet, midpoint wet, \_\_\_\_\_ wet transition level: flight level 6-0 surface wind 0-3-0, 8 knots \_\_\_\_\_ between \_\_\_\_\_ degrees visibility 3000 meters, \_\_\_\_\_ few 600 feet, broken 800 feet temperature +7, dewpoint +6, QNH 1-0-1-5 forecast Alderney airport \_\_\_\_\_.

The three papers constituting the FCL.055 exam are very specific and you should prepare for each specifically. In an ideal world, you would practice in a pair, preferably with a native English speaker to interact with you. However, you don't practice your English only to pass the FCL.055. True, you need the endorsement to fly abroad, but as was the case when you got your pilot's licence, it's more a permit to learn than an end in itself. Maintaining an adequate level of English is an - almost - daily commitment, not something to think about every 4 or 6 years, just a few months before sitting for the exam.

Tips for working on your English, general and aeronautical, on a regular basis have been given in this column on several occasions, the latest in November 2017 (1). A recent addition to the list is Eliot's practice papers, posted once a month at [www.anglais-pour-voler/practice/](http://www.anglais-pour-voler/practice/). Sign up for Eliot's newsletter to be informed each time a new one is available. You can also follow him on Facebook, at Eliot d'Infopilote, for regular updates.

### ANSWERS

1 - holding, the TV mast, 1-1-9 decimal 4-5-0; 2 - Give way, behind him, hold short; 3 - activate my flight plan; 4 - turning right base, straight-in; 5 - student pilot; approved; 6 - tow, approved; 7 - radar contact, report intentions; 8 - other aircraft, say again; 9 - verify; 10 - stop end, varying; 3-6-0 and 0-6-0, moderate drizzle mist, unavailable.