



L'anglais pour voler
disponible sur



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• www.anglais-pour-voler.com



Listening comprehension practice EVEN "PROS" DON'T ALWAYS GET IT!

The aviation world is, by definition, a truly global one, and it is crucial for the safety of flights that all members of the community understand each other.

Hence the efforts of ICAO over the years to promote English as the official aviation language and to implement standardized phraseology for radio communications⁽¹⁾. Yet, not every situation can be covered by phraseology : in some circumstances general English has to take over.

It can be a challenge, sometimes, especially for non-native speakers.

Listen to a few extracts on www.anglais-pour-voler.com and try to find the missing words in the transcription below. You'll hear different accents, some misunderstandings, and pilots or controllers asking for a repeat. You'll also have the opportunity to review some basic vocabulary. The first recording is from www.liveatc.net.

PIL 1 Kennedy tower, TAM 8-0-8-2, (- 1) (- 2), final 4 right.

CTL (- - 3)?

PIL 1 8-0-8-2 heavy, (- 1) (- 2), 4 right.

CTL TAM 8-0-8-2 heavy, I am having (- 4) understanding you, you are cleared to land 4 right, please (- - 3), (- - 5).

PIL 1 OK, no problem.

PIL 2 Cleared to land runway 4 right, TAM

8-0-8-2, (- 1) hot (- 2)..., ... final runway 4 right, about 500 feet.

CTL (- 1) a (- 6), is that what you are saying?... Tell me when you get on the (- 7).

PIL 2 OK.

CTL The wind is 3-2-0 at 1-0.

CTL 8-0-8-2 heavy turn left on foxtrot bravo, and did you have (- 8), is that what you were saying?

PIL 2 No, leaving fox bravo, TAM 8-0-8-2, (- 1) hot air (- 2) on final 4 right, about 500 feet.

CTL (- 2), you said?

PIL 2 (- 2).

CTL United 8-0-8, traffic (- 9) report (- 2) about 500 feet, (- - 10).

PIL 3 OK, we are looking for the (- 2).

CTL TAM 8-0-8-2 heavy, sorry about that (- 11), (- 12) on foxtrot bravo, (- - 13) before runway 2-2 right, (- 14) this frequency, please.

PIL 2 (- 12) foxtrot bravo, (- - 13) 2-2 right, no problem, TAM 8-0-8-2 heavy.

CTL Cactus 15-29 turn right 2-8-0, you can land runway 1 at Teterboro.

PIL We can't do it.

CTL OK, which runway would you like at Teterboro?

PIL We're gonna be in the Hudson.

CTL I am sorry, (- - 3) Cactus?

PIL Good morning clearance, Eagle Flight

8-82, we have alpha, going to Dallas Fort Worth, please.

CTL Requesting clearance, (- - - 15), please?

PIL That's Eagle 8-82 with alpha, going to Dallas, please.

CTL Eagle Flight 8... 8-82, Lexington clearance, good morning, cleared to Dallas Fort Worth airport (- - 16), maintain 6000, expect flight level 3-6-0, 1-0 minutes after departure, departure frequency is 1-2-0 point 7-5, squawk 6-6-4-3.

PIL Cleared (- - 16) up to 6000, expect 3-6-0 in 10 minutes 1-2-0 point 7-5 and 6-6-4-3.

CTL Eagle Flight 8-82, read back (- 17).

PIL Tower, I think you have a plane go off of 3-4 right on the left side.

CTL (- - - 15)?

PIL Looks like an aircraft went off of 3-4 right on the left side.

PIL Can you (- 18) that (- 19), please?

PIL Executive tower, BSO9 I'd like to (- 20).

CTL I am sorry, (- - 3)?

PIL Request to (- 20).

CTL Who is requesting to (- 20)?

PIL Cleared to (- 20) BSO9.

PIL... bravo...

CTL Sorry, (- - 21)?