

IN ENGLISH, PLEASE



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Practice for the FCL.055 - n°9 FCL.055 full exam

Here comes the final stage of the 10-month program initiated in September last year to help get you ready to take the FCL.055 exam by summer. The FCL.055 exam is the test you must pass to get the language proficiency endorsement in English on your licence, an endorsement required to fly beyond French borders. The FCL.055 VFR exam, as implemented by the DGAC, is designed in three parts: a simulated flight, an unusual situation, and a listening comprehension evaluation. Below is an exercise built along these lines. All the audios, full scripts, and possible solutions are available at www.anglais-pour-voler.com under the «In English, please» dropdown menu.

Simulated flight

The simulated flight covers routine situations to check the ability of the candidates to handle standard operations and phraseology. Participants, who will be acting as pilots, are each handed a different scenario in French. Pilots must follow the scenario when interacting with the examiner, who is acting as an air traffic controller. The examiner initiates the first contact with a radio check. Then it is up to the pilots to kick in whenever they want, keeping in mind not to step on each other's communication. Pilots must read back all messages to show that they have understood. Below is a scenario in French. Go to www.anglais-pour-voler.com/iep/iep-2021/ and select the "simulated flight - 1" line. Study the scenario for 5 minutes with the help of Kerry's visual approach and aerodrome charts (found next to the recording). The audio file is a recording of the controller's messages. Remember that it is up to the pilot to start communicating after the radio check. So, pass your first message, listen to the controller's answer, hit the stop button at the end of his transmission, and then readback his instructions. Repeat this interaction until you have reached the end of the scenario.

F-BASF, DR400 de Cork à Kerry, en Irlande

Contactez la tour, annoncez votre intention d'atterrir,
Annoncez-vous 3000' vertical Millstreet, 2 POB,
Demandez la météo,
Rappelez vertical Killarney,
Rappelez vent arrière, rappelez finale,
Rappelez piste dégagée.

The "simulated flight - 2" audio file covers the messages from both pilot and controller, and the "simulated flight - 2" PDF document is a transcription of the whole exercise.

Unusual situation

The unusual situation test is centered on the ability of the candidates to express themselves in a more spontaneous way when an unexpected situation occurs. Candidates pick a card where an unusual situation is described in French. They have 90 seconds to read it and then relay their trouble in English to the examiner. At the end, the examiner will also ask two questions to better assess each candidate's level.

Peu de temps après le décollage pour un vol local, le contrôleur m'informe que des débris de pneus ont été trouvés sur la piste. Je reviens vers le terrain et je demande un atterrissage sur la piste en herbe. Celle-ci n'ayant pas encore été réouverte, j'ai dû attendre à la verticale du terrain le temps que l'inspection de piste soit effectuée.

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

- What is the main cause of blown tyres on take-off?
- What else could you have done prior to landing?

Check out one of the ways of describing your problem at www.anglais-pour-voler.com/iep/iep-2021/, «unusual situation» audio file and PDF document.

Listening comprehension

The final test evaluates the applicant's listening comprehension ability. It is based

L'anglais pour voler
available on



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.



on a fill-in-the-blanks exercise. It consists of 9 pilot/controller messages and 1 ATIS recording. Each message is played twice, with a short pause between the two repetitions, and a 10-second pause between two messages. The full script is available at the internet address mentioned above.

- 1 - And H-YH, to (_____) information Zulu (_____), QNH 1-0-1-3.
 - 2 - Singapore 3-4-5, stop take-off, I say again stop take-off, a (_____) is (_____) the runway.
 - 3 - Speedbird 7-1-1, turn left into Echo 5 and contact the (_____) (_____).
 - 4 - Just for your information we (_____) what looked like a (_____) off our left-hand side at 5000 feet on the ILS.
 - 5 - We have no flight plan in our (_____), confirm (_____).
 - 6 - ... If it (_____), we can climb and (_____).
 - 7 - You are n°2 (_____) traffic on a (_____).
 - 8 - Traffic 2 miles (_____) is a twin Cessna, 2500 on a (_____) for runway 1-3 right.
 - 9 - 4-8BG (_____) (_____).
- ATIS** - This is Lydd information Yankee, time 0-9-5-0, runway in use 0-3, surface wind 3-6-0 1-3 knots, visibility 4000 meters, (_____), (_____) 600 feet, temperature +1-0, dewpoint +1-0, QNH 1-0-0-7, (_____) 0-4-4 (_____), (_____) 1-4-1 (_____), acknowledge (_____) of information Yankee on first contact.

The candidate's level is evaluated in accordance with the ICAO language proficiency rating scale, which has 6 levels. The minimum level of proficiency required is the level 4, which must be reassessed every 4 years. Level 5 is valid 6 years, and level 6 - the expert level - is valid indefinitely. Over the years, a lot of practice for the FCL.055 has been made available through the "In English, please" articles. Some of them have been integrated into Eliot's Practice Papers, especially in PP #31 to #36 - Shelter-In-Place Special Editions n°1 to n°6 - accessible at www.anglais-pour-voler.com/practice/. In addition, PP #45 - to be posted around May 15th - will provide even more exercises. Sign up for Eliot's newsletter to be informed as soon as it is online.