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In English, please

Get ready for the new flying season Practice for the FCL.055 exam

WITH THE NEW FLYING SEASON **LOOMING** A LITTLE BIT CLOSER EVERY DAY, NOW IS THE TIME TO PLAN FOR THE FCL.055 EXAM AND KEEP THE PROSPECT OF FLYING BEYOND THE BORDERS OPEN.

Language proficiency

First, let's **recap** what the language proficiency requirements are under EASA's PART-FCL regulations. The subject has been discussed several times **(1)** in the magazine, but a little **refresher** won't hurt: «Pilots required to use the radio telephone shall not exercise the privileges of their **licences** and **ratings** unless they have a language proficiency **endorsement** on their licence in either English or the language used for radio communications involved in the flight.» **(2)** To get this endorsement, pilots must show their «ability to communicate effectively using standard R/T phraseology; and to deliver and understand messages in plain language in both usual and unusual situations that necessitate departure from standard R/T phraseology» **(3)**. A pilot will show such an ability by being awarded a level 4, 5 or 6 at a FCL.055 exam.

There are three different FCL.055 exams: the FCL.055 (d), the FCL.055 IFR and the FCL.055 VFR. The first two are intended for holders of an IR. We'll **focus** here on the FCL.055 VFR exam, as implemented by the DGAC **(3)**.

FCL.055 VFR

Not much has changed in the DGAC FCL.055 VFR exam since October 2013, when a presentation of the exam was made in the «In English, please» column **(1)**. The only **noteworthy** difference

is found in the unusual situation test, where applicants now have 90 seconds (instead of only 30) to read their card before explaining their trouble. At the end of this test, the examiner also asks one or two questions, to better **assess** the candidate's level. While the fictional flight covers routine situations (request of ATIS, taxi or joining instructions, change of frequencies, traffic information, go around, diversion...) to check the candidate's **grasp** of standard phraseology, the unusual situation test (medical incident, bad weather, navigation or technical problems, ...) is rather centered on the candidate's ability to express him/herself on a more spontaneous basis when an unexpected situation occurs. The final test evaluates the applicant's listening comprehension abilities.

Listening comprehension practice

The listening comprehension evaluation is based on a fill-in-the-blanks exercise. It consists of 9 pilot/controller messages and 1 ATIS recording. Some words and expressions have been removed from the answer sheet. Each message is played twice, with a short pause between two repetitions, and a 10 second pause between two messages. Below is an exercise built along these lines. Listen to the audio version on www.anglais-pour-voler.com/in-english-please/ and find the missing parts.

1 - G-CB cleared () 1)
2-5, the () 2) wind
3-2-0 degrees, 7 knots
2 - () 3) on taxiway
Charlie, taxi to runway 2-4
3 - Runways are () 4)
4 - () 5) heading 2-7-0,
() 6) Farmington
5 - () 7) runway 2-4,
contact tower () 8),
good day
6 - Information Bravo is now
() 9). The altimeter is
3-0-0-0.
7 - Requesting clearance,
() 10), please
8 - wind 2-0-0 at 5, () 11)
runway 3-3, runway 2-4
() 12)
9 - Tower, G-VM is () 13)
G-VM () 14), I'll call you
10 - This is Geneva information
Charlie runway in use 2-3, ILS
approach () 15) closed
met report Geneva 0-6-5-0
wind 2-9-0 degrees, 2 knots
visibility () 16) meters,
() 17) 6 kilometers
() 18) of snow
cloud few () 19) feet,
scattered () 20) feet,
broken 4500 feet temperature
minus 1, dewpoint minus 3
QNH 1-0-2-5
() 21) forecast between
() 22) and FL 1-0-0.
Knowing the format of each
test constituting the exam will
maximize your chances of
success, so prepare thoroughly
for the various exercises you
will encounter. www.lingaero.com
www.lingaero.com offers free practice covering

all the aspects of the exam, and you'll find more live traffic listening comprehension exercises at www.anglais-pour-voler.com/in-english-please/ **(4)**.

- (1)** www.anglais-pour-voler.com/in-english-please/ : **IP 691** October 2013 - The FCL 1.028 is dead, long live the FCL.055; **IP 684** March 2013 - Language proficiency requirements, a few changes; **IP 660** March 2011 - FCL 1.028, don't leave France without it.
(2) Regulation (EU) N°1178/2011 and EASA Part-FCL Subpart A, AMC and GM, V1 June 2016, FCL.055 Language proficiency
(3) www.ecologie-solidaire.gouv.fr/contrôle-compétences-linguistiques
(4) www.anglais-pour-voler.com/in-english-please/ : **IP 712** July 2015 - FCL.055 VFR exam, listening comprehension practice; **IP 692** November 2013 - Listening comprehension ... as if you were there.

Vocabulary

to loom se profiler
to recap récapituler
a refresher une remise à niveau
a licence une licence
a rating une qualification
an endorsement une mention
..... de qualification
to focus se concentrer
noteworthy notable, significatif
to assess évaluer
to grasp saisir



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.

1 - touch and go; 2 - surface; 3 - turn right; 4 - wet; 5 - suggest; 6 - radar vector; 7 - cross; 8 - when you are ready; 9 - current; 10 - say it again; 11 - traffic short final; 12 - cleared to land; 13 - ready for departure; 14 - hold position; 15 - grass runway; 16 - 4500; 17 - touchdown zone; 18 - light showers; 19 - 1500; 20 - 2000; 21 - moderate icing; 22 - surface.

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