

IN ENGLISH, PLEASE



by **Dominique Defosse**,
author of *L'anglais pour voler*
www.anglais-pour-voler.com

Practice for the FCL.055 - n°10 **FCL.055 full exam**

Congratulations! You have reached the ultimate step of the program. Surely, if you have stuck to it – practice papers included – you must have noticed an improvement in your language skills. This tenth iteration is going to get you once more through the three phases of the FCL.055 VFR exam. Understanding the structure of a specific test is a big help: knowing what to expect when sitting for an exam keeps candidates one step ahead and allows them to focus on substance rather than form.

For more explanation on how each part works, revert to last month's "In English, please" page, or to former articles (1).

Simulated flight

The simulated flight test takes the form of a role play in which candidates act as pilots, and examiners act as air traffic controllers. Candidates have 5 minutes to study a scenario in French, then the examiner makes sure the equipment is in working order with radio checks. Once the test is on its way, it is up to each pilot to follow their scenario, keeping in mind their best radio communication practices.

This month's simulated flight will feature an arrival in Vannes, which will provide the opportunity to review AFIS phraseology while being acquainted with high intensity parachuting activity.

F-BASF, DR400 de l'île d'Yeu à Vannes

Contactez Vannes Information.

Annoncez-vous en provenance de l'île d'Yeu, à destination de Vannes pour un atterrissage complet, à 3 NM de SE, 3 POB.

Rappelez SE.

Rappelez vent arrière, rappelez base, rappelez finale.

Annoncez que vous remettez les gaz.

At www.anglais-pour-voler.com/iep/iep-2021 select the "simulated flight (1 – scenario)" line. The audio file is a recording of the controller's messages. Pass your first message, click on the start button, listen to the controller's answer, hit the pause button at the end of his transmis-

sion, and read back the instructions. Repeat this process until you have reached the end of the scenario.

The "simulated flight (2 – full script and recording)" entry offers one example for the solution.

Unusual situation

Candidates have 90 seconds to read a card where an unusual situation is described in French, before relating it in English to the examiner. The test is completed with two questions asked by the examiner.

Au cours d'un vol entre Nevers et Chartres, j'ai dû faire plusieurs altérations de cap pour contourner des formations nuageuses. A un moment, j'ai réalisé que je ne savais plus trop où j'étais. J'ai décidé de me mettre en attente à proximité d'un parc éolien – un repère facile à décrire aux services ATS – avant de contacter Seine Info pour demander de l'aide.

Two additional questions:

- Were you worried about fuel endurance at the time?

- What is one of the dangers of continuing flying when you are unsure of your position? Go to the "unusual situation" entry at the above-mentioned address to check one possible way of explaining your situation in the audio file and PDF document.

Listening comprehension

Infopilote readers addicted to the "In English, please" page are familiar with this fill-in-the-blanks type exercise. There are 9 messages and one ATIS, each played twice. The audio file and the full script are available at the usual internet address.

A tip from an examiner: if after the second time listening you still have not understood the missing word(s) in a message, skip that message and concentrate on the next one so that you don't lose track.

1 – KM roger, report when you are (), the aerodrome QNH 1-0-2-7.

2 – D-ME, you are () controlled airspace, radar control service will (), squawk 7000.

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.



3 – There is definitely some activity (), I see 3 aircraft in that area with (), maybe 4.

4 – Mooney 2-7S () runway 2-9R, 2-9R ().

5 – Central () BIR3 closed ().

6 – G-MY (), flight information service, I have () to affect you at the moment, you are cleared to enter controlled airspace, VFR () altitude 2000 feet, QNH 1-0-2-5, route direct to the () for left base 0-9.

7 – 21-80 We'll (), standby.

8 – For your information at the end of (), left of (), there is a () on the runway, a ().

9 – Just keep on the () north eastbound, it will be () runway 2-7, () tower ().

ATIS - This is Geneva information X-ray at 1-0-5-0,

ILS approach runway 0-4, Transition level 8-0,

Wind 0-2-0 degrees 5 knots,

Visibility 1-0 km or more, () 1-0 km or more, (),

Clouds scattered () 1000 feet, broken 4000 feet,

Temperature 8, dewpoint 4, QNH 1-0-1-9,

() (), NOSIG.

As a rule, there is always an ATIS to jot down in the simulated flight and another one to listen to in the listening comprehension part. Remember that it is easy to practice jotting down ATIS elements with the use of Skype, and the list of ATIS available by phone in the UK (2).

Remember also that what the test is evaluating is your English level, not your flying skills or your aeronautical knowledge.

More FCL.055 full exams (1) are available in Eliot's Practice Papers at www.anglais-pour-voler.com/practice/. Sign up for Eliot's newsletter to be informed as soon as PP #46 is online.

(1) www.anglais-pour-voler.com : IP 691 The FCL.055 - a user's guide @PP #31; IP757 @PP #35; IP758 @PP #36, and IP759 @PP#45

(2) p.32 of the GetMet PDF document downloadable freely from www.metoffice.gov.uk.