

3 – Exemples de dialogues

DIALOGUE N° 1

- PIL. Marignane ground. This is from CT. How do you read ? Over.
- TWR. C.T. Reading you five. Go ahead.
- PIL. This is from F BACT. Piper Cherokee. On Lima parking. Request taxi clearance and take-off instructions for VFR flight to Madrid. Over.
- TWR. Roger C.T. Runway in use 14 right. QFE 1010. QNH 1014. Report before crossing main runway. Acknowledge.
- PIL. C.T. Roger. Runway in use 14 Right. QFE 1010. QNH 1014. Next call before crossing. Out.
- PIL. C.T. Clearance to cross main runway. Over.
- TWR. Negative C.T. Stand-by. I'll call you back.
- TWR. C.T. Cleared to cross main runway. Report short of runway 14 right.
- PIL. Roger C.T. Crossing runway.
- TWR. C.T. Contact Marignane Airport on 119.5 Out.
- PIL. Marignane Airport from C.T. Holding point. Ready for immediate take-off. Over.
- TWR. C.T. Cleared to line up and take off. Surface wind 150 degrees at 6 knots. Turn left after take-off. Proceed via Echo one/Echo. Report Echo point.
- Marignane sol. De C.T. Comment me recevez-vous ? A vous.
- C.T. Je vous reçois 5 sur 5. Allez-y.
- De F BACT. Piper Cherokee. Au parking Lima. Demande autorisation de rouler et consignes décollage pour un vol VFR à destination de Madrid. A vous.
- Piste en service 14 droite. QFE 1010. QNH 1014. Rappelez avant de traverser la principale. Accusez réception.
- Piste en service 14 droite. QFE 1010. QNH 1014. Prochain appel avant de traverser. Terminé.
- C.T. Autorisation de traverser la principale. A vous.
- Négatif C.T. Stand-by. Je vous rappellerai.
- C.T. Autorisé à traverser la principale. Rappelez juste avant la 14 droite.
- Bien compris C.T. Je traverse la piste.
- C.T. Contactez Marignane Airport sur 119.5. Terminé.
- Marignane Airport de C.T. Au point d'arrêt. Prêt pour un décollage immédiat. A vous.
- C.T. autorisé à vous aligner et à décoller. Vent au sol 150° pour 6 nœuds. Virage à gauche après décollage. Passez par Echo unité/ Echo. Rappelez au point Echo.

- PIL. C.T. Roger. Left turn out. Echo one/Echo. Taking off.
- PIL. C.T. Over Echo point. Clearance to leave your frequency. Over.
- TWR. Cleared to leave my frequency. Out.

DIALOGUE N° 2

- PIL. Montpellier Airport. This is from J.K. How do you read ? Over.
- TWR. J.K. from Montpellier Airport. I read you loud and clear. Over.
- PIL. This is from F GAJK. Beechcraft Musketeer. VFR flight from Rome to your field. Position over Echo point. 200 metres above ground. Request clearance to join circuit and landing instructions. Over.
- TWR. J.K. Say again your departure.
- PIL. J.K. Departure from Rome, in Italy. VFR flight.
- TWR. Roger J.K. Cleared to enter traffic circuit. Runway in use 13. QFE 1012. QNH 1014. Proceed to left-hand downwind 1,000 feet via Echo one. Acknowledge.
- PIL. Roger. QFU 13. QFE 1012. Proceeding to downwind via Echo one.
- PIL. J.K. Downwind for 13. 1,000 feet. Over.
- C.T. Bien compris. Sortie par virage à gauche. Echo unité/Echo. Je décolle.
- C.T. Verticale point Echo. Autorisation de quitter votre fréquence. A vous.
- C.T. autorisé à quitter ma fréquence. Terminé.
- Montpellier Airport. De J.K. Comment me recevez-vous ? A vous.
- J.K. de Montpellier Airport. Je vous reçois fort et clair. A vous.
- De F GAJK. Beechcraft Musketeer. Vol VFR de Rome à votre terrain. Position verticale du point Echo. 200 mètres sol. Demande autorisation de pénétrer dans le circuit et consignes pour l'atterrissage. A vous
- J.K. Répétez votre point de départ.
- J.K. En provenance de Rome, en Italie. Vol VFR.
- Bien compris J.K. Autorisé à pénétrer dans le circuit. Piste en service 13. QFE 1012. QNH 1014. Passez par Echo unité pour rejoindre le vent arrière par la gauche à 1 000 pieds.
- Bien compris. QFU 13. QFE 1012. Je me dirige vers le vent arrière par Echo unité.
- J.K. vent arrière pour la 13. 1000 pieds. A vous

- TWR. J.K. You appear to be too high. Confirm altimeter setting. Over.
- PIL. J.K. Altimeter setting QFE 1002
- TWR. Negative JK. Reset altimeter. QFE 1012. I say again 1012. Over.
- PIL. J.K. Roger. QFE 1012. I am now turning base-leg
- TWR. J.K. That is correct. Report turning final.
- PIL. J.K. Roger. Next call turning final for 13.
- PIL. J.K. Turning final for 13
- TWR. J.K. Number one to land. Wind 090 degrees at 10 knots. Report short final.
- PIL. J.K. Roger. 090 . 10 knots.
- PIL. J.K. On short final. Over.
- TWR. J.K. Cleared to land. Crosswind from your left at 10 to 12 knots.
- PIL. J.K. Roger. Out.
- J.K. Il semble que vous soyez trop haut. Confirmez votre calage altimétrique. A vous
- J.K. Calage altimétrique QFE 1002.
- Négatif JK. Recalez votre altimètre. QFE 1012. Je repète 1012. A vous.
- J.K. Bien compris. QFE 1012. Je tourne maintenant en base.
- J.K. C'est correct. Rappelez en dernier virage.
- J.K. Bien compris. Prochain appel en dernier virage pour la 13.
- J.K. Dernier virage pour la 13.
- J.K. Numéro un à l'atterrissage. Vent du 090° pour 10 nœuds. Rappelez en courte finale.
- J.K. bien compris. 090. 10 nœuds.
- J.K. En courte finale. A vous.
- J.K. Autorisé à atterrir. Vent de travers gauche pour 10 à 12 nœuds.
- J.K. Bien compris. Terminé.

DIALOGUE N° 3

- PIL. Les Milles Airport from O.D. How do you read ? Over.
- TWR. O.D. from Les Milles Airport. I read you five. Go ahead.
- PIL. This is from F GBOD. Beechcraft Twin Bonanza. Back from Geneva. Request clearance to join circuit and landing instructions. Over.
- 8 TWR. O.D. What is your present position ?
- Les Milles Airport de O.D. Comment me recevez-vous ? A vous.
- O.D. des Milles Airport. Je vous reçois 5 sur 5. Allez-y.
- De F GBOD. Beechcraft twin Bonanza. Retour de Genève. Demande autorisation de pénétrer dans le circuit et consignes pour l'atterrissage. A vous.
- O.D. Quelle est votre position actuelle ?

- PIL. O.D. North of your field. Estimating November point in 3 minutes.
- TWR. Roger O.D. Runway in use 15. QFE 996. QNH 1009. Report downwind 1,000 feet. Over.
- PIL. O.D. Roger. Runway in use 15. QFE 996. Request clearance for a straight-in approach.
- TWR. O.D. Straight-in approach approved. Report long final, gear down and locked. Number two to land. Number one is turning final.
- PIL. O.D. Roger. Number two. Next call long final. Out.
- PIL. O.D. Long final for 15. Number one not in sight. Request its position.
- TWR. Number one is on short final for touch-and-go. Report short final.
- PIL. O.D. Roger. Number one is now in sight.
- PIL. O.D. Short final. Gear down and locked.
- TWR. O.D. Visual on you. Cleared to land. Surface wind 130 degrees at 8 knots.
- PIL. O.D. One green is blinking. Nose-wheel doesn't appear to be in place. Request clearance to make a low pass abeam tower for landing gear check. Over.
- TWR. O.D. Low pass approved. Go ahead and keep visual on departing aircraft.
- O.D. Au Nord de votre terrain. Estime point Novembre dans 3 minutes.
- Bien compris O.D. Piste en service 15. QFE 996. QNH 1009. Rappelez en vent arrière 1 000 pieds. A vous.
- O.D. Bien compris. La 15 en service. QFE 996. Demande autorisation pour une approche directe.
- O.D. Autorisé pour une directe. Rappelez en longue finale, train sorti verrouillé. Numéro deux à l'atterrissage. Le numéro un est en dernier virage.
- O.D. Bien compris. Numéro deux. Prochain appel en longue finale. Terminé.
- O.D. En longue finale pour la 15. Je n'ai pas visuel sur le numéro un. Demande sa position.
- Le numéro un est en courte finale pour un touch-and-go. Rappelez en courte.
- O.D. Bien compris. J'ai maintenant visuel sur le numéro un.
- O.D. Courte finale. Train sorti verrouillé.
- O.D. Visuel sur vous. Autorisé à atterrir. Vent au sol du 130 pour 8 nœuds.
- O.D. Une verte est en train de clignoter. La roue avant ne semble pas être en place. Demande autorisation de faire un passage à basse altitude par le travers tour pour vérification du train. A vous.
- O.D. Autorisé pour un passage à basse altitude. Allez-y et gardez visuel sur l'appareil qui s'en va.

- PIL. O.D. Will look out.
- TWR. O.D. Everything seems all right. You may have an electrical failure.
- PIL. O.D. Third gear down check. Three green steady now. Request clearance to shorten my circuit. Over
- TWR. O.D. Short circuit approved. Report turning base-leg.
- PIL. O.D. Roger. Thank you.
- PIL. O.D. Turning base-leg. I confirm three green.
- TWR. O.D. Number one to land. Wind 120° at 10 knots.
- O.D. Roger. 120° at 10 knots.
- O.D. Je ferai attention.
- O.D. Tout semble correct. Il se peut que vous ayez une panne électrique.
- O.D. Troisième vérification de sortie du train. Les trois vertes stables maintenant. Demande autorisation de raccourcir mon circuit. A vous.
- O.D. Autorisé pour un circuit court. Rappelez tournant en base.
- O.D. Bien compris. Merci.
- O.D. Je tourne en base. Je confirme les trois vertes.
- O.D. Numéro un à l'atterrissage. Vent du 120 pour 10 nœuds.
- O.D. Roger. 120° pour 10 nœuds. Terminé.

4 - Exercices de répétition

Repeat both the pilot's and the controller's parts.

N° 1

- PIL. Nice Airport. This is from NH. Preflight check. How do you read ? Over. /...../
- TWR. N.H. I read you loud and clear. Go ahead. /...../
- PIL. This is from F BANH. Cessna 172. On parking area. /...../ Request clearance to taxi and take-off instructions for a VFR flight to Tunis. Over. /...../
- TWR. NH Roger. Cleared to taxi. Runway in use 05 Left. /...../ QFE 1010. QNH 1011. Report holding point. /...../
- PIL. N.H. Roger. Runway in use 05 left. QFE 1010. QNH 1011. /...../ I'll call you back holding point. Out. /...../
- PIL. N.H. Holding point. Request clearance to line up and take off. Over. /...../

- TWR. N.H. Cleared to line up behind landing aircraft. /...../ I'll call you back to take off. /...../
- PIL. N.H. Roger. Lining up. /...../
- TRW. Cleared to take off. Surface wind calm. /...../ Right turn out. /...../
- PIL. N.H. Roger. right turn out. Taking off. /...../

N°2

- PIL. Marignane Airport from P.C. How do you read ? Over. /...../
- TWR. P.C. From Marignane Airport. I read you five. Go ahead. /...../
- PIL. This is from F GAPC. VFR Flight from Geneva. Position North-East of Salon. /...../ Estimating your field in 10 minutes. Request clearance to join circuit and landing instructions. Over./...../
- TWR. P.C. What is your type of aircraft /...../
- PIL. P.C. Piper Seneca. Over. /...../
- TWR. Roger. P.C. Cleared to join circuit. Runway in use 32 Left. /...../ QFE 985. QNH 989. Report over November point 600 feet QNH. Over./...../
- PIL. P.C. Roger. Runway in use 32 Left. QFE 985. QNH 989. /...../ Next call November point 600 feet. Out. /...../
- PIL. P.C. November point 600 feet. Over. /...../
- TWR. Roger P.C. Proceed to downwind via November two and November three. /...../ Report November three 600 feet. Acknowledge. /...../
- PIL. P.C. November point 600 feet. Over. /...../
- TWR Roger P.C. proceed to downwind via November two and November three. /...../ Report November three 600 feet. Acknowledge. /...../
- PIL. P.C. Roger. Proceeding to downwind via N2 and N3. /...../ Next call N3 600 feet. Out. /...../
- PIL. P.C. November 3. 600 feet. Proceeding to downwind for 32 left. /...../
- TWR. Roger P.C. Report turning base-leg. Out. /...../
- PIL. P.C. Turning base-leg for 32 left. /...../
- TWR. Roger P.C. Number one to land. Wind 330°. 7 knots. /...../ Make a long landing /...../ and clear runway as soon as possible. /...../
- PIL. P.C. Roger. Number one. Long landing. Out. /...../

- PIL. P.C. Runway cleared. Over. /...../
- TWR. P.C. Contact ground on 121.7. Out. /...../
- PIL. Marignane ground from P.C. Runway cleared. Request taxi instructions. Over. /...../
- TWR. P.C. Taxi straight ahead. Report before crossing main runway.
- PIL. IXP.C. Roger. Before crossing. /...../
- PIL. P.C. Clearance to cross runway. /...../
- TWR. P.C. Cleared to cross runway. Taxi straight ahead. /...../ Lima parking area is on the left. /...../
- PIL. P.C. Roger. parking area on the left. /...../
- PIL. P.C. On parking stand. Clearance to close down. /...../
- TWR. P.C. Cleared to close down.

N° 3

- PIL. Marignane ground. This is from P.C. on Lima parking area. Over. /...../
- TWR. P.C. I read you loud and clear. Go ahead. /...../
- PIL. This is from F GAPC. Piper Seneca. /...../ Request clearance to taxi and take off instructions for a VFR flight to Rome. Over. /...../
- TWR. P.C. Say again your destination. /...../
- PIL. P.C. My destination is Rome, in Italy. VFR flight. /...../
- TWR. P.C. Roger. Cleared to taxi. Runway in use 32 right. /...../ QFE 1000. QNH 1004. /...../
- PIL. P.C. Roger. Runway in use 32 right. QFE 1000. Request taxi instructions. /...../
- TWR. P.C. Follow sign-boards. I'll call you back. Out. /...../
- TWR. P.C. Turn right at next intersection. Contact Marignane Airport on 119.5. /...../
- PIL. P.C. Roger. Next intersection. Out. /...../
- PIL. Marignane Airport. This is from P.C. Holding point. /...../ Ready for immediate take-off. Over. /...../
- TWR. P.C. Hold position. Jetliner on final. /...../
- PIL. P.C. Holding position. /...../

- TWR. P.C. You are now cleared to line up and take off. /...../ Crosswind from your left at 6 knots. /...../ Mind wake turbulence. /...../
- PIL. P.C. Roger. Taking off. /...../
- TWR. P.C. Turn right immediately after take-off. /...../ Report Echo one, not above 600 feet QNH. /...../
- PIL. P.C. Roger. Right turn out. /...../ Echo one. Not above 600 feet. /...../
- PIL. P.C. Echo one. 600 feet. /...../
- TWR. P.C. Cleared to climb. Report Echo point. /...../
- PIL. P.C. Echo point. Outbound. /...../ Clearance to change to Marseille information on 120.55. Over. /...../
- TWR. P.C. Cleared to leave my frequency. Out. /...../
- PIL. P.C. Echo point. Outbound. /...../ Clearance to change to Marseille Information on 120.55. Over /...../
- TWR. P.C. Cleared to leave my frequency. Out.

5 - Exercices de traduction

Translate only the pilot's part and repeat the correct answers.

N° 1

- PIL. Montpellier Airport de E.O. Comment me recevez-vous ? A vous. /...../
- TWR. EO from Montpellier Airport. I read you loud and clear. Go ahead.
- PIL. Montpellier Airport de F GLEO. Beechcraft Musketeer. Au parking. /...../ Autorisation de rouler et consignes décollage pour un vol VFR à destination de Madrid.
- TWR. E.O. Roger. Cleared to taxi. Runway in use 31. QFE 1011. QNH 1013. Report short of main taxiway on your right. Over.
- Montpellier Airport from E.O. How do you read ? Over. /...../
- Montpellier Airport. This is from F GLEO. Beechcraft Musketeer. On parking area. /...../ Clearance to taxi and take-off instructions for a VFR flight to Madrid. /...../

- PIL. E.O. Bien compris. Je roule pour la piste 31. QFE 1011. QNH 1013. /...../ Je vous rappellerai juste avant le taxiway principal. Terminé. /...../
- PIL. Montpellier Airport d'E.O. Avant le taxiway principal. A vous. /...../
- TWR. E.O. Roger. Give way to twin-engine taxiing to parking area. I'll call you back.
- PIL. E.O. Bien compris. Je cède le passage au bimoteur. /...../
- TWR. E.O. Cleared to resume taxiing. Pay attention to water puddles on the left side of runway.
- PIL. E.O. Je roule sur le côté droit du taxiway. /...../
- PIL. E.O. Au point de manœuvre. Demande autorisation de m'aligner et de décoller. /...../
- TWR. E.O. Cleared to line up and hold.
- PIL. E.O. Je m'aligne. /...../
- TWR. E.O. Cleared to take off. Wind 290° at 10 knots. Turn left after take-off.
- PIL. E.O. Je décolle. Sortie par virage à gauche. /...../
- TWR. E.O. Proceed to Sierra via Sierra two and Sierra one, not above 600 feet above ground. Over.
- PIL. E.O. Bien compris. Je me dirige vers le point Sierra par Sierra 2 et Sierra unité. /...../ Je maintiens 600 pieds sol. /...../
- PIL. E.O. Verticale point Sierra. Demande autorisation de quitter votre fréquence. A vous. /...../
- E.O. Roger. Taxiing to runway 31. QFE 1011. QNH 1013. /...../ I'll call you back short of main taxiway. Out. /...../
- Montpellier Airport from E.O. Short of main taxiway. Over. /...../
- E.O. Roger. Giving way to twin-engine. /...../
- E.O. Taxiing on the right side of taxiway. /...../
- E.O. Holding point. Request clearance to line up and take off. /...../
- E.O. Lining up. /...../
- E.O. Taking off. Left turn out. /...../
- E.O. Roger. Proceeding to Sierra point via Sierra two and Sierra one. /...../ Maintaining 600 feet above ground. /...../
- E.O. Over Sierra point. Request clearance to leave your frequency. Over. /...../

- TWR. E.O. Cleared to leave my frequency. QNH 1013.
- PIL. E.O. Bien compris. QNH 1013. Terminé. /...../

- E.O. Roger. QNH 1013. Out. /...../

N° 2

- PIL. Marignane Airport de U.M. Vérification signaux. A vous. /...../

- Marignane Airport from U.M. Signal check. Over. /...../

TWR. U.M. from Marignane Airport. I read you loud and clear. Over.

- PIL. Marignane Airport de F BAUM. Cessna 310. Vol VFR en provenance d'Ajaccio. /...../

- Marignane Airport from F BAUM. Cessna 310. VFR flight from Ajaccio. /...../

- Estime votre terrain dans 20 minutes. Autorisation de pénétrer dans le circuit et consignes pour l'atterrissage. /...../

- Estimating your field in twenty minutes. Clearance to join circuit and landing instructions. /...../

- TWR. U.M. Cleared to enter my control area. QFE 1015. QNH 1019. Report Echo point 2,000 feet.

- U.M. Roger. QFE 1015. QNH 1019. /...../

- PIL. U.M. Bien compris. QFE 1015. QNH.1019. /...../

- Reporting point Echo point. 2,000 feet. Out. /...../

- Point de report point Echo. 2 000 pieds. Terminé. /...../

- U.M. Over Echo point. 2,000 feet. Over. /...../

- PIL. U.M. Verticale point Echo. 2 000 pieds. A vous. /...../

- TWR. U.M. Cleared to join circuit. Runway in use 32 right. Report Echo one. Acknowledge.

- U.M. Roger. Runway in use 32 right. Reporting point Echo one. /...../

- PIL. U.M. Bien compris. La 32 droite en service. Point de report Echo unité. /...../

- U.M. Over Echo one point. Clearance to join right-hand base. Over. /...../

- PIL. U.M. Verticale point Echo unité. Autorisation d'effectuer une semi-directe par la droite. A vous. /...../