



State ATM Corporation in Russian Federation
“South Air Navigation”
Training Centre

Aviation English

Listening Resource Bank

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«State ATM Corporation in Russian Federation»

«South Air Navigation»

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Aviation Listening Resource Bank

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INTRODUCTION

Listening Bank presents Part 2 in a series of Aviation English Resource Books containing photocopiable materials for supplementary classroom work. This listening course contains two parts: for Upper and Lower Airspace. Each part has 25 activities with real radio communications between pilots and controllers. The bank provides original and stimulating listening practice. The varied activities are intended to assist air traffic controllers in maintaining a robust ICAO Operational Level 4. Each activity consists of a page for a teacher and a photocopiable page for students.

We hope you will enjoy the course and improve your English!

Olga Gordeeva and Yulia Kharkovskaya

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Part 1

Upper Airspace

SCRIPT

Pilot: Rostov, Virgin 300
 ATC: Virgin 300, Rostov Control
 Pilot: VIR 300, we've suffered a hydraulic failure and we need to return to London and we'd like to reverse our track.
 ATC: Virgin 300, say again, please, your problem.
 Pilot: We have had a major hydraulic fluid leak and we now need to return to London, we would like to turn round and go back the other way, please.
 ATC: Virgin 300, do you return to London? Confirm?
 Pilot: Affirm, return to London, reverse track.
 ATC: 300, roger, do you declare emergency?
 Pilot: Say again, VIR 300
 ATC: VIR 300, do you declare emergency?
 Pilot: VIR 300, Negative, no declaring emergency, but we just need to turn round, return to London.
 ATC: VIR 300, roger, turn left, heading 360 initially
 Pilot: Left heading 360 initially, VIR 300. Thank you!
 ATC: VIR 300, descend to FL 360
 Pilot: Descend to FL 360, VIR 300
 ATC: VIR 300, from your position cleared direct to NALEM
 Pilot: Direct to NALEM, VIR 300, could you spell that, please?
 ATC: VIR 300, say again your request
 Pilot: VIR 300, just confirm that waypoint
 ATC: VIR 300, from your position direct to NALEM. I'm spelling: November Alpha Lima Echo Mike
 Pilot: OK, direct NALEM, Thank you! - November Alpha Lima Echo Mike, VIR 300

ANSWERS

1. London
2. to turn around
3. hydraulic system
4. fluid leak
5. descending to FL 360
6. NALEM
7. no emergency

FULL REPORT

Virgin 300 had a hydraulic fluid leak. The crew didn't declare emergency, they intended to come back to London. The controller instructed the pilot to descend to FL360 and fly heading 360 initially and proceed direct to NALEM.

Listen to the radio communication and choose the correct option:

1 Virgin 300 was flying from ...

- Moscow
- London
- Vienna

2 The crew intended ...

- to go around
- to turn around
- to land as soon as possible

3 The plane suffered a failure in ...

- hydraulic system
- pressurization system
- right engine

4 There was a major ...

- fuel leak
- oil leak
- fluid leak

5 At that moment they were ...

- climbing to FL 360
- descending to FL 360
- maintaining FL 360

6 ATC instructed the pilots to fly direct ...

- LORDA
- TUDEK
- NALEM

7 The crew declared

- ... PAN
- MAYDAY
- no emergency



USEFUL WORDS:

- to suffer a failure – испытать неполадку
- a major fluid leak – сильная утечка
- to revert track – возвращаться

SCRIPT

1. Did previous sector tell you we may have a medical... well, we have a medical situation, we may need to divert.
2. 0546, just for your information, we only have 200 kg fuel left for the decision. We have 200 kg fuel left for the decision.
3. We need to overfly GNV and make an update of our position.
4. Confirm, sir, confirm, we have an electrical generator out of service, engine generator out of service. We need to go back to our technical base in Moscow to have the generator charged.
5. We will not be able to fly for too long at FL 280, otherwise we will not have fuel for our destination.

ANSWERS

1. True
2. False (tankage)
3. True
4. False (Moscow)
5. True

ACTIVITY 2

PHOTOCOPIABLE

Listen to 5 pilot's reports and mark the following statements true or false:

1 The pilot checks if the previous sector has relayed information about their medical emergency and a possible diversion.

TRUE

FALSE

2 The pilot informs the controller about endurance.

TRUE

FALSE

3 The pilots request an update of their position .

TRUE

FALSE

4 The engine generator is inoperative; the plane is heading to the technical base in Warsaw.

TRUE

FALSE

5 The pilot requests higher level due fuel consumption.

TRUE

FALSE

USEFUL WORDS:

we may need – нам может понадобиться

an update – обновление

out of service – неисправный

SCRIPT

Pilot: Rostov Control, from Tirol Ambulance 351.

ATC: Tirol Ambulance 351, go ahead.

Pilot: We have an engine problem on the right-hand side, we have to shut down one engine and we have to turn back and go to Rostov URRR, that's Rostov.

ATC: Tirol Ambulance 351, roger. Did you declare emergency?

Pilot: Affirm, we're declaring now an emergency, we have to shut down the right hand number 2 engine, and we're turning back, and we need a descent to approximately level 300 initially.

ATC: Tirol Ambulance 351, roger. Turn left and descend to FL 300.

Pilot: Turning left 90° and descending 300, Tirol Ambulance 351.

ATC: Tirol Ambulance 351, do you need any assistance upon arrival?

Pilot: Negative, we're just doing a single-engine landing and the reason for the shutdown is - we have oil pressure problem on the right-hand engine.

ATC: Tirol Ambulance 351, what engines do you have?

Pilot: We have only the left-hand, №1, left-hand engine is operative and the right-hand engine is shut down due to oil pressure problem.

ATC: Roger, Tirol Ambulance 351, roger.

ANSWERS

The correct order of statements:

2, 6, 3, 5, 1, 4.

FULL REPORT

Tirol Ambulance 351 had problems with engine № 2. The crew shut down the engine and requested a diversion to URRR. The pilot declared an emergency and requested to descend to FL 300. The problem was with the right-hand-side engine. The crew shut down the engine due to oil pressure problems. Engine number 1 was still operating, so the crew intended to do a single engine landing. However, they didn't require any assistance upon landing. The ATC instructed the pilot to turn left 90 and to descend to FL 300.

ACTIVITY 3

PHOTOCOPIABLE

Listen to the radio communication and then number the pilot's statements in the order you hear them:

We have an engine problem on the right-hand side, we have to shut down one engine, we have to turn back and go to Rostov... URRR, that's Rostov.

We have only the left-hand, №1, left-hand engine is operative and the right-hand engine is shut down due to oil pressure problem.

Affirm, we're declaring now an emergency, we have to shut down the right hand number 2 engine, and we're turning back, and we need a descent to approximately level 300 initially.

Negative, we're just doing a single-engine landing and the reason for the shutdown is - we have oil pressure problem on the right-hand engine.

1

Rostov Control, from Tirol Ambulance 351.

Turning left 90° and descending 300, Tirol Ambulance 351.

USEFUL WORDS:

to turn back – вернуться

on the right-hand / left-hand / side – с правой (левой) стороны

a single engine landing – посадка с одним двигателем

the engine is operative – двигатель работает

SCRIPT

1. Sky Dubai 727, further descent FL 280. The reason - we have a minor medical situation on board, we want to lower cabin altitude, that's the reason for the descent, Sky Dubai 727.
2. Virgin 376, Yes, sir, we have some computer problem. So we'll be a little bit offsetting from the original route. So, we're requesting direct to DIMRAS, please. A computer problem.
3. 122M, I need your radar vectors. I'm getting some indication problems with my compass system. Can you tell me, give me radar vectors and tell me when to stop turning?
4. Roger, sir. It appears our pneumatic system, pneumatic system has been blocked and we're getting unreliable airspeed indication. We'll have to go back to land, sir.
5. DLH 3207, we just lost one of our navigational systems, and due to lost redundancy we cannot continue our flight, but everything right now is normal for a normal approach at Domodedovo.

ANSWERS

1. altitude
2. computer
3. compass
4. unreliable
5. redundancy

ACTIVITY 4

PHOTOCOPIABLE

Listen to 5 pilot's reports and complete each of them with an appropriate word:

- 1 Sky Dubai 727, further descent FL 280. The reason - we have a minor medical situation on board, we want to lower cabin that's the reason for the descent.
- 2 Virgin 376, Yes, sir, we have some problem. So we'll be a little bit off-setted from our original route. So, we're requesting direct DIMRAS, please.
- 3 122M, I need your radar vectors. I'm getting some indication problems with my system. Can you tell me, give me radar vectors and tell me when to stop turning?
- 4 Roger, sir. It appears our pneumatic system, pneumatic system has been blocked and we're getting airspeed indication. We'll have to go back to land, sir.
- 5 DLH 3207, we just lost one of our navigational systems, and due to lost we cannot continue our flight, but everything right now is normal for a normal approach at Domodedovo.

computer

unreliable

altitude

redundancy

compass

USEFUL WORDS:

minor – незначительный

cabin altitude – давление в салоне

It appears... – похоже, что...

an unreliable indication – ненадежные показания приборов

redundancy – резерв

**SCRIPT**

ATC: BAW11, say again, please, your information.
Pilot: BAW11, at this time we're declaring a medical, medical emergency, requesting a diversion to Kiev.
ATC: BAW11, roger, medical emergency, turn left and direct to point SOMRO.
Pilot: Left turn direct to point SOMRO, BAW11. BAW11, we'd like to reroute after SOMRO if possible direct to position CY on the arrival for Kiev.
ATC: BAW11, roger, stand by.
Pilot: Standing by.
ATC: BAW11, what FL do you prefer?
Pilot: BAW11, we'd like just for a while to maintain 310 or descend to approximately level 290.
ATC: BAW11, roger.
Pilot: Sorry, BAW11, if even numbers require descend to FL 300
ATC: BAW11, roger, descend to FL 300
Pilot: Descending now FL 300, BAW11. Rostov, BAW11.
ATC: BAW11, go ahead
Pilot: BAW11, we require to jettison fuel, request information to jettison while at FL 300.
ATC: BAW11, do you have descend to 300 and maintain on this FL 300?
Pilot: Roger, BAW11, yes, we maintain FL 300, we request permission to jettison, to dump fuel, we're too heavy for landing, we need to dump fuel, request permission to dump now at FL 300.
ATC: BAW11, expect to fly after point SOMRO to CHARLIE YANKEE.
Pilot: Roger, BAW11, thank you, SOMRO direct to CHARLIE YANKEE.
ATC: BAW11, tell me, please, what type of assistance do you need upon arrival?
Pilot: BAW11, on arrival request medical, medical assistance, ambulance and doctor. We have a passenger with a heart problem, very low heart rate, possible heart attack.
ATC: BAW11, roger.

ANSWERS

1. altitude
2. computer
3. compass
4. unreliable
5. Redundancy

FULL REPORT

BAW 11 declared medical emergency and requested a diversion to Kiev. The ATC instructed the crew to turn left and proceed direct to point SOMRO. After that, BAW 11 requested routing direct to position CY and a descent to FL 300. The aircraft was too heavy for landing, so the pilot requested to jettison fuel at FL 300. On arrival they needed an ambulance and a doctor as there was a passenger on board with a very low heart rate, a possible heart attack.

Listen to the radio communication and choose the correct option:

1 BAW 11 is declaring a medical emergency and requesting a diversion to ...

Kiev
Bucharest
Krakow

2 After SOMRO they require a short cut to ...

OB
CY
OC

3 They request to ...

descend to FL 210
maintain FL 310
descend to FL 280

4 BAW 11 needs permission to ...

jettison fuel
burn off fuel
refuel

5 On arrival they request ...

an ambulance
paramedics
a medical kit

6 Sick passenger has very low...

heart rate
blood pressure
temperature

USEFUL WORDS:

to jettison / to dump fuel – СЛИТЬ ТОПЛИВО

even numbers – ЧЕТНЫЕ ЧИСЛА

low heart rate – НИЗКИЙ ПУЛЬС

SCRIPT

Pilot: Radar, BAW16.
 ATC: BAW16, Rostov Control.
 Pilot: Just be advised. We've got a medical emergency currently in the cabin. We turned out to your radios, because we're busy. Just be advised we are dealing with an onboard, onboard medical emergency. If we don't reply, just stay with us for a couple of minutes, we are very busy.
 ATC: BAW16, say again, are you declaring emergency?
 Pilot: Negative, negative, BAW16. We are just coordinating our cabin. So, we're just a little bit busy, just in case we won't reply immediately to a radio call.
 ATC: BAW16, Rostov Control.
 Pilot: Rostov, go ahead.
 ATC: BAW16, could you say again your problem?
 Pilot: Certainly. We have a passenger in the cabin who has become ill. We have one pilot dealing with a satellite phone to our medical center in London, just a little bit busy. We were just letting you know in case we were slow to reply to you.
 ATC: BAW16, we need your decision. Are you going to proceed as filed?
 Pilot: BAW16, Affirm. Situation is resolved and we will continue to destination.
 ATC: Roger, Thank you!
 BAW 11: BAW16 from BAW11 on guard.
 BAW 16: 11, go ahead, 16.
 BAW 11: We've just got a message from someone... asking whether we had contact with you. Is there something you want us to relay?
 BAW 16: 11, thanks! Negative. There was a possibility; we were going to do that. We had a passenger on board, we gave him CPR for about 5 minutes and that was stopped on the advice of MedLink, we're continuing to London.

ANSWERS

1. True
2. True
3. False (BAW 11)
4. False (1 pax)
5. True
6. True

FULL REPORT

BAW 16 didn't reply to the ATC as they were dealing with onboard medical emergency. They had a sick passenger and were busy communicating with their medical center in London. However, they managed to resolve the problem and intended to fly to destination. As BAW 16 was out of communication for some time, the controller requested BAW 11 to establish contact with BAW 16. Pilots of BAW16 relayed information to BAW11 about performing CPR to the sick passenger and their further intention to continue to London.

ACTIVITY 6

PHOTOCOPIABLE

Listen to the radio communication and mark the statements true or false:

1 BAW16 informed the ATC that they might be slow to reply to him due to the medical situation in the cabin.

TRUE

FALSE

2 The pilot was coordinating the situation with the medical service in London.

TRUE

FALSE

3 The ATC asked another pilot KLM 11 to establish contact with BAW and to find out the problem on board.

TRUE

FALSE

4 Two passengers have become ill, and the crew members were busy giving the CPR.

TRUE

FALSE

5 CPR was recommended by the MedLink service.

TRUE

FALSE

6 BAW 16 didn't declare emergency and intended to proceed as filed to London.

TRUE

FALSE

USEFUL WORDS:

currently – в данный момент

CPR (cardiopulmonary resuscitation) – сердечно-легочная реанимация

for a couple of minutes – пару минут

MedLink – медицинская служба на земле

SCRIPT

Pilot: This is BMA 928 engine. We have a problem with our number 2 engine, an engine stall indication. We have not shut it by the time and we will call you back with our intentions shortly.

ATC: BMA 928, roger. BMA 928, are you using only one engine?

Pilot: We have faults with our number 2 engine, and it is working but it is only working at idle. So, yes, effectively, we're running on our number 1 engine, but our number 2 engine is still operating. It is only operating at idle thrust.

ATC: BMA 928, roger. BMA 928, do you need any assistance?

Pilot: BMA 928, we are experiencing problem with our number 2 engine. We aren't declaring an emergency, and we are declaring a PAN and we would like to turn back for reland in Baku.

ATC: BMA 982, roger. Turn right, heading 120.

Pilot: Heading 120.

ANSWERS

1. engine stall
2. shortly
3. faults
4. at idle
5. reland

FULL REPORT

Midland 928 was experiencing problems with number 2 engine. The crew declared PAN and intended to reland in Baku. The ATC instructed the pilot to turn right, heading 120 and clarified the situation. Actually, both engines were still working, but engine number 2 was at idle thrust. As a matter of fact, effectively they were running on engine number 1.

ACTIVITY 7

PHOTOCOPIABLE

Listen to the radio communication and complete the notes with an appropriate word in each sentence:

Pilot: This is Midland 928. We have a problem with our number 2 engine, an indication. We have not shut it down yet. We will call you back for intentions

ATC: Midland 928, roger. Midland 928, are you using only one engine?

Pilot: Midland 928, we have with our number 2 engine, it is working but it is only working at idle. So, yes, effectively, we're running on our № 1 engine, but our number 2 is still operating, but it is only operating .

ATC: Midland 928, roger. Midland 928, do you need any assistance?

Pilot: Midland 928, we have solved our problem with number 2 engine. We aren't declaring an emergency and we are declaring a PAN and we would like to turn back in Baku.

shortly

faults

for reland

at idle thrust

engine stall

USEFUL WORDS:

an engine stall indication – индикация помпажа двигателя

shortly – вскоре

faults – неисправности

at idle thrust – на малой тяге

SCRIPT

1. In that case according to the ICAO rules, we have the right of way.
2. We have smell in the cabin, as if we have some burning plastic.
3. We need to turn back to the base.
4. Can you advise that Rostov has medical facilities available if we divert there?
5. Can you confirm the latest weather at Ankara and the airport operation hours?

ACTIVITY 8

PHOTOCOPIABLE

Listen to 5 pilot's messages and then click the phrases and the appropriate spaces in the correct order in each sentence:

1					
	we have	in that case	according to	the right of way	the ICAO
2					
	we have smell	as if we have	plastic	some burning	in the cabin
3					
	we need to	we have electrical issue	is in Moscow so	turn back to the base	our technical base
4					
	Rostov has	divert there?	medical facilities available	can you advise that	If we
5					
	at Ankara	can you confirm	the latest weather	operation hours?	and the airport

SCRIPT

1. If able, could you, please, advise to Ufa Ground: our one passenger is sick, and we think that her blood pressure is too low? We need medical assistance, thank you very much, after landing, please, medical...
2. Declaring a medical emergency due one of the passengers suffering a heart attack. But, apparently, she is getting normal, and we would like to resume our normal routing to Islamabad.
3. 1BX, we tried you on a couple of frequencies. It must have been a missed hand-off.
4. We have a woman who is 68 years old, who has suffered a stroke. And we need an ambulance with medical personnel to meet the aircraft.
5. We'd like to deviate slightly right of track to avoid some weather at position KZL. And we'll advise you turning left back on track.

ANSWERS

1. False (low blood pressure)
2. True
3. True
4. True
5. False (right of track)

ACTIVITY 9

PHOTOCOPIABLE

Listen to 5 pilot's reports and mark the following statements true or false:

1 One of the passengers suffered from a heart attack.

TRUE

FALSE

2 The passenger's condition has become better, so the pilots decided to proceed as filed.

TRUE

FALSE

3 The pilot couldn't establish communication with the ATC.

TRUE

FALSE

4 One of the passengers has suffered a stroke.

TRUE

FALSE

5 The pilots were going to avoid some dangerous weather slightly left of track.

TRUE

FALSE

USEFUL WORDS:

to suffer a heart attack – испытать сердечный приступ

a couple of frequencies – несколько частот

a missed hand-off – упущенная передача на смежный сектор

a stroke – инсульт

SCRIPT

Pilot: Control, Etihad 069. Request.
 ATC: Etihad 069, go ahead.
 Pilot: OK, sir, due operational reason requesting FL 300.
 ATC: Etihad 069, descend to FL 320.
 Pilot: OK, descending to FL 320. When available, requesting level 300. We do have an operational pressurization issue, sir.
 ATC: Etihad 0699, turn right 30°.
 Pilot: Turning right 30°, heading 010, Etihad 069.
 ATC: Etihad 069, are you able to maintain at FL 300?
 Pilot: Negative, sir. We would appreciate a lower altitude. We do have a very peculiar pressurization issue; the cabin is clouding to haze. We'd like to maintain a lower altitude if we can at the moment, we'd like to maintain level 280 if we can, please.
 ATC: Etihad 069, descend to FL 280.
 Pilot: OK, sir. Leaving 300 for level 280.
 ATC: Etihad 069, do you declare emergency?
 Pilot: Etihad 069, Mayday Mayday Mayday. We have lost the pressurization system and we are on route direct to position Lamet, descending to 150.
 ATC: Etihad 069, roger, Mayday. Squawk Mayday.
 ATC: Etihad 069, report your intentions.
 Pilot: Etihad 069, we'd like to have radar vectors for URRR airport.
 ATC: Etihad 069, roger. Maintain present heading until advised.
 Pilot: OK, sir. We will maintain present heading as advised and descending initially 150. Requesting lower.
 ATC: Etihad 069, continue descent to FL 120.
 Pilot: Continue descent to FL 120, confirm?
 ATC: Etihad 069, affirm. Continue descent to FL 120.

ANSWERS

The correct order:
 2, 6, 4, 3, 7, 1, 5.

FULL REPORT

At first Etihad 069 requested FL 300 due operational reason. The ATC instructed the crew to turn right, heading 010. After that, the pilot requested to descend to FL 280. Then Etihad 069 declared an emergency, as they lost the pressurization system. Communication became worse due depressurization. Obviously, pilots put the oxygen masks on. The ATC instructed the pilot to set the emergency squawk. The pilot requested a shortcut and vectors to URRR. The ATC gave instruction to descend to FL 150, then to FL 120.



ACTIVITY 10

PHOTOCOPIABLE

Listen to the radio communication and then number the events in the correct order:

The crew appreciated a lower altitude for a while due to a peculiar operational issue.

Pilot requested a shortcut and vectors to URRR.

Communication became worse due depressurization. Pilots put on the oxygen masks.

Etihad 069 declared emergency, as they lost the pressurization system.

ATC cleared descent to FL 150, then to FL120.

1

Etihad 069 requested FL 300 due operational reason.

Pilot copied the actual weather for URRR.

ATC instructed to set emergency squawk.

USEFUL WORDS:

an operational issue – рабочая проблема
peculiar – необычный
to lower cabin altitude – уменьшить перепад давления
to appreciate – быть признательным

SCRIPT

ANSWERS

1. Just like to advise you, sir, we have a slight problem with our right engine, we are not, I repeat, we are not declaring any kind of emergency or PAN PAN at this point. Just to keep you advised, we are looking at the opportunity of diverting.
 2. OK, that's a little bit short, because we have to pick up two patients, and we do not exactly know the condition, but we'll keep you informed about the flight plan.
 3. BAW 27, OK, I confirm military restrictions over the KUDEB area between 03.54 and 04.24. Confirm you want us to hold over AMARAD for 30 minutes. We are going to struggle with fuel with that hold. Could you give us a re-route to the south or the north or a change of level to avoid the hold?
 4. Descending to FL 320, when available, requesting level 300, we do have an operational pressurization issue, sir.
 5. Lufthansa Cargo 8366, may I pass the new in-flight routing to you? Lufthansa Cargo 8366, we received the new flight plan which has apparently not been filed to ATC.
1. slight
 2. pick up
 3. struggle
 4. issue
 5. filed

ACTIVITY 11

PHOTOCOPIABLE

Listen to 5 pilot's reports and complete each of them with an appropriate word:

- 1 Just like to advise you, sir, we have a problem with our right engine, we are not, I repeat, we're not declaring any kind of emergency or PAN PAN at this point. Just keep you advised, we are looking at the option of diverting.
- 2 That's a little bit short, we have to two patients, we do not exactly know the condition, but we'll keep you informed about the flight plan.
- 3 BAW 27, ok, confirm military restrictions over the KUDEB area between 03:54 and 04:24. Confirm you want us to hold over AMARAD for 30 minutes. We are going to with fuel with that hold. Could you give us a re-route to the south or the north or a change of level to avoid the hold?
- 4 Descending to FL 320, when available, requesting FL 300, we do have an operational pressurization , sir.
- 5 Lufthansa Cargo 8366, may I pass the new in-flight routing to you? Lufthansa Cargo 8366, we received the new flight plan which has apparently not been to ATC.

pick up

struggle

slight

filed

issue

USEFUL WORDS:

to struggle – бороться, справляться

an issue – проблема

to pick up a patient – забирать пациента

apparently – очевидно

SCRIPT

Pilot: Control, from Emirate 134, we have an engine up situation PAN PAN, we may require a descent to 11 100 m.

ATC: Emirate 134, Rostov Control, roger PAN. Descend to FL 11 100 m.

Pilot: OK, 11 100.

ATC: Emirate 134, say again.

Pilot: Emirate 134, PAN. We are maintaining 11 100m. Due performance request descend 10 100m. We are clear of weather, back on track.

ATC: Emirate 134, roger. Descend to FL 10 100m, you are cleared to avoid the thunderstorm using own navigation.

Pilot: Thank you, descending 10 100m, we are maintaining track now, Emirate 134.

Pilot: Control, Emirate 134.

ATC: Emirate 134, Rostov Control, go ahead.

Pilot: Control, Emirate 134, we are maintaining 10 100 m, approaching ANATA. Weather ahead, request diversion 30 miles left of track due weather near KOLBA.

ATC: Emirate 134, Rostov Control, roger. You are cleared to avoid the thunderstorm using own navigation.

Pilot: Thank you, cleared to use own navigation, Emirate 134.

ATC: Emirate 134, Rostov Control.

Pilot: Emirate 134, go ahead.

ATC: Emirate 134, what kind of technical problem do you have?

Pilot: Apologies, Rostov Control, I should have told you earlier, we've been a bit busy. Yes, sir, we have engine number 2 shut down, I confirm, engine 2 shut down, at this stage we are planning to continue to Dubai, we are checking our performance figures and a bit busy at this time, Emirate134.

Pilot: Control, Emirate 134, maintaining 10 100m

ATC: Emirate 134, Rostov Control, good evening, radar contact.

Pilot: Good evening, sir, I understand you are aware – we are left of track due to weather diversion. Shortly clear of weather, requesting direct TUSOK.

ATC: Emirate 134, roger, direct to TUSOK.

Pilot: Now tracking direct TUSOK, Emirate 134, thank you.

Pilot: Rostov Control, Emirate 134.

ATC: Emirate 134, Rostov Control, go ahead.

Pilot: Emirate 134, due weather in the GUSLI area request diversion up to 20 miles right of track.

ATC: Emirate 134, roger. Cleared to avoid weather using own navigation.

Pilot: Thank you, sir, and I'll have to maintain that diversion up GUSLI, Emirate 134.

ANSWERS

1. False (above 11 100m)
2. False (left of track)
3. False (only engine 2)
4. True
5. False (20 miles)

FULL REPORT

Emirate 134 was maintaining 11 100 m and requested to descend to 10 000m due to an engine problem. The pilot shut down engine No 2 and was checking the performance figures. The crew intended to continue flight to Dubai. Apart from that, Emirate 134 requested a diversion 30 m left of track due weather. The ATC cleared to avoid the weather using own navigation. After that, the pilot informed the controller of the adjacent sector about the weather diversion and requested a 20-mile diversion to avoid the weather up to point GUSLI.

ACTIVITY 12

PHOTOCOPIABLE

Listen to the radio communication and mark the statements true or false:

1

Emirate 134 declared PAN at FL 11 100 m.

TRUE

FALSE

2

Near KOLBA the pilot requested diversion 30 miles right of track due weather.

TRUE

FALSE

3

Emirate 134 experienced problems with two engines.

TRUE

FALSE

4

The aircraft was planning to continue to Dubai.

TRUE

FALSE

5

In GUSLI area the pilot requested diversion 30 miles right of track.

TRUE

FALSE

6

The aircraft was going to maintain the diversion up to GUSLI.

TRUE

FALSE

USEFUL WORDS:

due performance – из-за технических характеристик

at this stage – на данном этапе

to be aware of... – быть в курсе

I should have told you earlier – мне надо было сказать вам раньше

we've been a bit busy – мы были немного заняты

we are checking our performance figures – мы проверяем наши показатели

SCRIPT

1. We could have some problems with our navigation capability. Actually, we need a radar vector to GNV.
2. We have a problem with our window, we have our window cracked, and we need to descend to about 5 000 m or below.
3. Please, be advised, we had a resolution advisory from reciprocal traffic and we had to take immediate action – to descend down at 300m. Please, be advised.
4. Control, Alitalia 618, we have to declare emergency due to engine failure.
5. 342, we had a window explosion, so we need to go to Vnukovo, possibly, diversion.

ANSWERS

1. Navigation problem
2. Cracked window
3. Air Proximity
4. Engine problem
5. Window explosion

ACTIVITY 13

PHOTOCOPIABLE

Listen to 5 pilot's reports and identify the problem in each of them:

1

Cracked window

2

Navigation problem

3

Window explosion

4

Air proximity

5

Engine problem

USEFUL WORDS:

navigation capability – возможности навигационного оборудования
reciprocal traffic – встречное движение
a window crack – трещина стекла

SCRIPT

Pilot: Sky Dubai 727, further descent FL 280, and the reason – we have a minor medical situation on board. We want to lower cabin altitude, that's the reason for the descent, Sky Dubai 727. Sky Dubai 727, vacating FL 360, now descending 280.

ATC: Sky Dubai 727, roger. Affirm, descend to FL 280 and what is the nature of the problem?

Pilot: OK, sir, I say again, minor medical emergency, it's nothing serious, this is not an emergency, just for precaution, I'd like to lower cabin altitude, that's the reason for the descend to 280.

ATC: Sky Dubai 727, roger. Sky Dubai 727, Control.

Pilot: Go ahead, Sky Dubai 727.

ATC: Sky Dubai 727, do you need any assistance upon arrival?

Pilot: I have already taken care, we have got MedLink and we will have paramedics meeting the plane by our arrival.

ATC: Sky Dubai 727, could you say again?

Pilot: We have already arranged for medical staff to meet the airplane upon landing in Kiev. We have talked to MedLink.

ATC: Sky Dubai 727, roger. Understood.

Pilot: Thank you, sir.

ATC: Welcome.

ANSWERS

1. False (above 11 100m)
2. False (left of track)
3. False (only engine 2)
4. True
5. False (20 miles)

FULL REPORT

Sky Dubai 727 had a minor medical situation on board, so the pilots requested a descent to FL 280 to lower cabin altitude. Actually, it wasn't an emergency, just a precaution. The crew contacted MedLink and arranged paramedics to meet the aircraft upon landing in Kiev.

ACTIVITY 14

PHOTOCOPIABLE

Listen to the radio communication and click the words and the appropriate spaces in each sentence:

Pilot: Sky Dubai 727, further descent FL 280, and the reason – we have a [] medical situation on board. We want to lower [], that's the reason for the descent, Sky Dubai 727. Sky Dubai 727, vacating FL 360, now descending 280.

ATC: Sky Dubai 727, roger. Affirm, descend to FL 280 and what is the nature of the problem?

Pilot: OK, sir, I say again, minor medical emergency, it's nothing serious, this is not an emergency, just for precaution, I'd like to lower cabin altitude, that's the reason for the descend to 280.

ATC: Sky Dubai 727, roger. Sky Dubai 727, Control.

Pilot: Go ahead, Sky Dubai 727.

ATC: Sky Dubai 727, do you need any assistance upon arrival?

Pilot: I have already taken care, we have got [] and we will have [] meeting the plane by our arrival.

ATC: Sky Dubai 727, could you say again?

Pilot: We have already [] for medical staff to meet the airplane upon landing in Kiev. We have phoned to MedLink.

ATC: Sky Dubai 727, roger. Understood.

Pilot: Thank you, sir.

ATC: Welcome.

paramedics

arranged

minor

MedLink

cabin altitude

USEFUL WORDS:

minor – незначительный
to arrange for medical staff – организовать прибытие медицинского персонала
to lower cabin altitude – уменьшить перепад давления
paramedics – врачи скорой помощи
MedLink – медицинская служба на земле

SCRIPT

Pilot: Hangar 803, we will reach FL 280 by LIMAS.

ATC: Hangar 803, roger, continue descent to FL 270.

Pilot: Descending FL 270, Hangar 803. Hangar 803, do you read?
Hangar 803, this is a Mayday call, we have got a cabin altitude warning, we may turn left to descend at FL 270. Can you give us a clearance for low FL 100?

ATC: Hangar 803, Rostov Control, say again.

Pilot: Hangar 803, Mayday Mayday Mayday, making an emergency descent, cabin altitude, request FL 100.

ATC: Hangar 803, roger, continue descent to FL 210 initially and contact Rostov Control 122, 9.

Pilot: 122, 9. Descending FL 210, Hangar 803.

Pilot: Rostov Control, Mayday Mayday Mayday, Hangar 803, emergency descent, descending FL 210, request FL 100.

ATC: Hangar 803, Rostov Control, roger, Mayday, continue descent to FL 210.

Pilot: Descending FL 210, request further descent as soon as possible.

ATC: Hangar 803, roger.

ATC: Hangar 803, squawk Mayday.

Pilot: Squawking Mayday, Hangar 803.

ATC: Hangar 803, contact Krasnodar Approach, 129, 6.

Pilot: 129, 6, Hangar 803.

ANSWERS

1. LIMAS
2. continue descent to FL 270
3. Mayday
4. a cabin altitude warning
5. Krasnodar Approach

FULL REPORT

Hangar 803 was going to reach FL 280 by point LIMAS when the ATC instructed him to continue descent to FL 270. During descent the pilot declared Mayday because he received a cabin altitude warning. That's why the crew requested clearance to descend to FL 100. The ATC cleared initially a descent to FL 210 and instructed to contact Rostov Control on 122, 9. After that, the pilot requested a further descent as soon as possible. The ATC instructed them to set emergency squawk and to establish contact with Krasnodar Approach on frequency 129, 6.

ACTIVITY 15

PHOTOCOPIABLE

Listen to the radio communication and choose the correct option:

1 Hangar 803 was going to reach FL 280 by point...

GOTIK
LIMAS
OLGIN

2 ATC instructed pilots to...

maintain FL 270
continue descent to FL 210
continue descent to FL 270

3 During descent the pilot declared...

Mayday
PAN
no emergency

4 They received...

a TCAS warning
a stall warning
a cabin altitude warning

5 ATC instructed them to set emergency squawk and to establish contact with...

Krasnodar Approach
Sochi Approach
Baku Approach

USEFUL WORDS:
cabin altitude – давление в салоне

SCRIPT

1. Vista Jet 185, could you kindly coordinate with the next sector... what kind of STAR procedure we should expect for 185, please?
2. We have a request to go back to Grozny; we have to pick up some passenger.
3. We have the actual weather, but we are just counting the braking action, and they just say at the ATIS they are poor. Could you report that number in numbers, it means braking action point something?
4. Confirm the further SID: LA2 SID or alternate SID?
5. Affirm, we have to divert to Warsaw, Warszawa, due to technical reason and right now maintaining FL 370 and we need 37 or lower. That is the fuel pump in a central tank.

ANSWERS

1. False (STAR procedure)
2. True
3. False (Poor braking action)
4. False (SID procedure)
5. False (diversion to Warsaw)

ACTIVITY 16

PHOTOCOPIABLE

Listen to 5 pilot's reports and mark the statements true or false:

- 1 Vista Jet 185 was coordinating SID procedure. TRUE FALSE
- 2 The pilots request to return to Grozny to pick up some passenger. TRUE FALSE
- 3 ATIS informed pilot about good braking action, but the pilots needed to know the exact braking coefficient in numbers. TRUE FALSE
- 4 The pilot was clarifying STAR procedure. TRUE FALSE
- 5 The pilot requests diversion to Moscow due to fuel pump problem. TRUE FALSE

USEFUL WORDS:

to pick up passengers – забирать пассажиров

to count – подсчитать

a fuel pump – топливный насос

a central tank – центральный топливный отсек

SCRIPT

Pilot: Rostov Control, good afternoon, this is BAW198.
 ATC: BAW198, Rostov Control, good afternoon, identified.
 Pilot: Rostov, BAW198, can I get some advice for me, please?
 ATC: BAW198, go ahead.
 Pilot: We are speaking to our medical advisors about a possible diversion to one of your airfields URMM, Myneralny Vody. Can you give me a Ground frequency or Tower frequency, please, for them?
 ATC: BAW198, Myneralny Vody Approach 119, 3.
 Pilot: 119, 3, thank you. And please anticipate that we might be asking you for radar vectors direct to that field. I will update you shortly.
 ATC: BAW198, turn left, heading 080.
 Pilot: Negative, no turning yet, we are waiting for advice from our medical advisors, so we might be calling you for a diversion to the field in a few minutes.
 ATC: BAW198, roger.
 Pilot: BAW198, we require a medical emergency diversion to Baku, UBBB.
 ATC: BAW198, turn left, heading 160.
 Pilot: Turning 160, BAW198.
 Pilot: Radar, BAW 198.
 ATC: BAW198, go ahead.
 Pilot: BAW 198, we are on heading 160, we require to jettison 10 tons of fuel.
 ATC: BAW 198, from this position fly direct to MEKAN: Mike-Echo-Kilo-Alfa-November.
 Pilot: Mike-Echo-Kilo-Alfa-November, BAW198, Could you direct us to that position? And BAW198, can you confirm, we are cleared to jettison fuel at present position?
 ATC: BAW198, say again please.
 Pilot: BAW198, at present we are overweight to land at Baku. We need to jettison, to lose 10 tons of fuel. We have to jettison fuel at this position.
 ATC: BAW198, you are cleared to jettison from this position.
 Pilot: We'll jettison fuel from this position, BAW198. And while jettisoning fuel we will not answer calls, we will talk to you in approximately 10 minutes on this heading.
 ATC: BAW198, report when completed.
 Pilot: BAW198, wilco. Maintaining 340 and we will call when jettison is complete
 ATC: BAW 198, roger.
 Pilot: BAW198, Rostov, our fuel jettison is now complete and request to descend.
 ATC: BAW198, roger. Descend to FL 290.
 Pilot: OK, descending FL 290, BAW198.
 ATC: BAW198, and Baku control requested, what kind of medical assistance do you need upon arrival?
 Pilot: BAW198, we have a woman who is 68 years old, who had suffered a stroke. And we need an ambulance with medical personnel to meet the aircraft.
 ATC: BAW198, roger.
 Pilot: BAW198, request further descend.
 ATC: BAW198, descend to FL 210.
 Pilot: Descending to FL 210, BAW198.

ANSWERS

1. a stroke
2. 68-year-old
3. URMM
4. UBBB
5. 10
6. an ambulance with medical personnel

FULL REPORT

During flight a 68-year-old woman suffered a stroke. So he crew contacted with their medical advisors. At first, they were going to land at URMM (Myneralny Vody) and requested Ground or Tower frequency for that airfield. However, after some time, the pilots were advised by their company to divert to UBBB (Baku). The ATC instructed them to turn left, heading 160. Then, the crew requested to jettison 10 tons of fuel, as they were overweight to land at Baku. The ATC cleared to dump fuel from their present position. Then the crew requested further descent. Upon arrival the crew needed an ambulance with medical personnel to meet the aircraft.

Listen to the radio communication and choose the correct option:

1 During flight one of the passengers on flight 198 suffered...

- a heart attack
- a stroke
- an asthmatic attack

2 It was a ... woman.

- 68-year-old
- 58-year-old
- 38-year-old

3 They requested Ground or Tower frequency for the airfield ...

- URRR
- URMM
- URSS

4 The company recommended pilots to divert to ...

- URRR
- URMM
- UBBB

5 Then, the crew requested to jettison ... tons of fuel.

- 12
- 20
- 10

6 Upon arrival the crew needed ... to meet the aircraft.

- a jet bridge
- an ambulance
- an ambulance with medical personnel

USEFUL WORDS:

medical advisors – медицинские эксперты

to anticipate – ожидать

I will update you shortly – я сообщу Вам вскоре обновленную информацию

overweight to land – чрезмерный посадочный вес

to suffer a stroke – перенести инсульт

SCRIPT

1. Yes, sir. And be notified and that UTC 03:28 JAI 226 declaring PAN PAN, PAN PAN, PAN PAN, we're maintaining FL 360. Problem with the right engine oil press... oil quantity, we would like to at this point divert to Ankara which is LTAC.
2. Rostov, Pakistan 710, we have a sick passenger on board and just want to know that Rostov airfield is open?
3. This is Midland 928, engine. We have a problem with our number 2 engine, an engine stall indication.
4. Can I tell you that on the ground we'll have right engine problem with the oil pressure? It will be a normal landing. I do not require, anticipate any requirement for emergency services. But once we get on the RW, we shall shut down our engine and taxi on one engine.
5. I've got a bad passenger with... He is... he was diabetic; he was also hypotensive. He got fainted. And we have got two doctors on board. They said he needs some medical assistance as soon as possible.

ANSWERS

1. oil quantity
2. engine stall
3. open
4. oil pressure
5. fainted

ACTIVITY 18

PHOTOCOPIABLE

Listen to 5 pilot's reports and complete each of them with an appropriate word:

- 1 Yes, sir. And be notified and that UTC 03:28 JAI 226 declaring PAN PAN, PAN PAN, PAN PAN, we're maintaining FL 360. Problem with the right engine , we would like to at this point divert to Ankara, which is LTAC.
- 2 This is Midland 928, engine. We have a problem with our number 2 engine, an indication.
- 3 Rostov, Pakistan 710, we have a sick passenger on board and just want to know that Rostov airfield is ?
- 4 Can I tell you that on the ground we'll have right engine problem with the . It will be a normal landing. I do not require, just anticipate any requirements for emergency services. But once we get on the RW, we shall shut down our engine and taxi on one engine.
- 5 I've got a bad passenger with... He is... he was diabetic; he was also hypotensive. He got . And we have got two doctors on board. They said he needs some medical assistance as soon as possible.

engine stall

oil pressure

fainted

open

oil quantity

USEFUL WORDS:

oil quantity – количество масла
at this point – в данный момент
engine stall – помпаж двигателя
oil pressure – давление масла
to anticipate – ожидать
hypotensive – гипотоник
to get fainted – упасть в обморок

SCRIPT

ATC: Pakistan701.
 Pilot: Go ahead, sir, 701.
 ATC: Pakistan701, advise reason for rerouting.
 Pilot: OK, sir, we had one of our flights from Islamabad to London (Heathrow) that had an engine problem and had made an en-route landing at Moscow. And the company has advised us to pick up the stranded passengers from Moscow. That's why we have to make an en-route landing.
 ATC: Pakistan701, your company advised you to make landing at Moscow?
 Pilot: That's charli, sir, Pakistan701.
 ATC: Roger, thank you.
 Pilot: And we have the permission number, so whenever you need it we can give it to you. And can you give us actual frequency for Moscow, please, that's in use?
 ATC: Moscow frequency – Moscow Control 125,2.
 Pilot: 125,2, confirm?
 ATC: Affirm, Pakistan701. Pakistan701, Rostov Control.
 Pilot: Go ahead, sir.
 ATC: Pakistan701, I didn't catch you exactly what is the main reason of your rerouting. Could you please again, say again for us?
 Pilot: OK, the reason of our diversion is Pakistan785, Islamabad-London. It had number one engine failure, it has landed in Moscow and we have to pick up 128 passengers, as the aircraft is unserviceable.
 ATC: Pakistan701, previous aircraft - Pakistan785 - has landed at Moscow. You will take their passengers?
 Pilot: Affirmative, we are diverting to Moscow to pick up the passengers as the aircraft has not been serviceable for a while. It has got a failure of an engine and the aircraft is stuck there.
 ATC: Pakistan701, roger, thank you very much.

ANSWERS

1. False (Pakistan785)
2. True
3. True
4. False (125,2)
5. True
6. False (128 pax)
7. True

FULL REPORT

PIA 701 intended to make an en-route landing in Moscow and requested actual frequency for Moscow. Actually, the reason for diversion was another aircraft PIA 785 which was forced to land in Moscow due to number 1 engine failure. So the company advised PIA 701 to pick up 128 stranded passengers from PIA 785 as the aircraft was unserviceable.

ACTIVITY 19

PHOTOCOPIABLE

Listen to the radio communication and mark the statements true or false:

- 1 Pakistan 701 had an engine problem. TRUE FALSE
- 2 Pakistan 701 was going to change the route to pick up some passengers from another flight. TRUE FALSE
- 3 Pakistan 701 was advised by his company to land at Moscow. TRUE FALSE
- 4 The actual frequency for Moscow Control is 125,5. TRUE FALSE
- 5 Pakistan 785 had an engine failure and was forced to make an en-route landing. TRUE FALSE
- 6 There were 137 stranded passengers at Moscow. TRUE FALSE
- 7 Pakistan 785 is not serviceable and is stuck at Moscow. TRUE FALSE

USEFUL WORDS:

to pick up passengers – подобрать пассажиров
stranded – высаженный, выброшенный, в затруднительном положении
for a while – какое-то время
stuck – застрявший

**SCRIPT**

1. Just for information, we had to shut down one of our engines. We have three engines and we are flying on two other ones, operation is completely normal.
2. Thai 923, we have problem of our windshield; we would like to fly a bit lower and if possible, request 9100m.
3. We have a little problem with the cabin. We have a couple of minutes delay. Just a little pressurization, it was a little bit stuck, so the cabin is still a bit high, we need just 1-2 minutes to give the pressurization the time to come down. No problem at all.
4. We have a minor technical failure in the engine, it's running at idle power, but it's running and we return to Munich.
5. We have a problem with our window: we have a crack in a window and we need to descend to about 9000m or possibly below that to maintain a low pressurization.

ANSWERS

1. operation
2. windshield
3. stuck
4. idle power
5. crack

ACTIVITY 20

PHOTOCOPIABLE

Listen to 5 pilot's reports and complete each of them with an appropriate word:

- 1 Just for information, we had to shut down one of our engines. We have three engines and we are flying on two other ones, is completely normal.
- 2 Thai 923, we have problem of our ; we would like to fly a bit lower and if possible, request 9100m.
- 3 We have a little problem with the cabin. We have a couple of minutes delay. Just a little pressurization, it was a little bit , so the cabin is still a bit high, we need just 1-2 minutes to give the pressurization the time to come down. No problem at all.
- 4 We have a minor technical failure in the engine, it's running at but it's running and we return to Munich.
- 5 We have a problem with our window: we have a in a window and we need to descend to about 9000m or possibly below that to maintain a low pressurization.

crack

windshield

operation

stuck

idle power

USEFUL WORDS:

stuck – заклинило

at idle power – на малой тяге

a crack – трещина

SCRIPT

ATC: Pakistan701.
Pilot: Go ahead, sir, 701.
ATC: Pakistan701, advise reason for rerouting.
Pilot: OK, sir, we had one of our flights from Islamabad to London (Heathrow) that had an engine problem and had made an en-route landing at Moscow. And the company has advised us to pick up the stranded passengers from Moscow. That's why we have to make an en-route landing.
ATC: Pakistan701, your company advised you to make landing at Moscow?
Pilot: That's charli, sir, Pakistan701.
ATC: Roger, thank you.
Pilot: And we have the permission number, so whenever you need it we can give it to you. And can you give us actual frequency for Moscow, please, that's in use?
ATC: Moscow frequency – Moscow Control 125,2.
Pilot: 125,2, confirm?
ATC: Affirm, Pakistan701. Pakistan701, Rostov Control.
Pilot: Go ahead, sir.
ATC: Pakistan701, I didn't catch you exactly what is the main reason of your rerouting. Could you please again, say again for us?
Pilot: OK, the reason of our diversion is Pakistan785, Islamabad-London. It had number one engine failure, it has landed in Moscow and we have to pick up 128 passengers, as the aircraft is unserviceable.
ATC: Pakistan701, previous aircraft - Pakistan785 - has landed at Moscow. You will take their passengers?
Pilot: Affirmative, we are diverting to Moscow to pick up the passengers as the aircraft has not been serviceable for a while. It has got a failure of an engine and the aircraft is stuck there.
ATC: Pakistan701, roger, thank you very much.

ANSWERS

Yes, sir, what it means when you ask for a **block altitude**, you ask from 410 to 450 as an example here, and what it means is that the aircraft can go anywhere between 41 and 45, he goes to 43, then he goes to 44, then he comes back down to 43, then he comes back to 42, he comes down to 41, it can shoot a whole 4000-foot **range** in a block. Maybe the block is only 41 to 43. But the reason you do it is that **allows** you to go up a little bit, go over the weather and come back down your **original altitude** in which case you don't tell the controller and can fly about block altitude. It gives some **flexibility** to your plane.

FULL REPORT

N342GA requested a block altitude from 410 to 450. The ATC didn't quite understand and clarified the situation. Actually, the pilot needed a range between the flight levels 410 and 450 to avoid some weather and to have some flexibility for the plane. It allowed him to fly anywhere in a block without reporting to the ATC.

ACTIVITY 21

PHOTOCOPIABLE

Listen to the radio communication and complete it with an appropriate word:

Yes, sir, what it means is when you ask for you ask from 410 to 450 as an example here, and what it means is that the aircraft can go anywhere between 41 and 45, he goes to 43, then he goes to 44, then he comes back down to 43, then he comes back to 42, he comes down to 41, it can shoot a whole 4000-foot in a block. Maybe the block is only 41 to 43. But the reason you do it is that you to go up a little bit, go over the weather and come back down your in which case you don't tell the controller and can fly about block altitude. It gives some to your plane.

flexibility

original altitude

range

a block altitude

allows

USEFUL WORDS:

a block altitude – высота в интервале от...до

a range - диапазон

to allow - позволять

an original altitude – первоначальная высота

flexibility - гибкость

SCRIPT

ATC: You will have a converging traffic over position UP, we have to change level now, descend to FL 9600 m.

Pilot: DLH Cargo 8453, sir, is traffic coming from the left or from the right?

ATC: DLH Cargo 8453, traffic Boeing 747, it is coming from your left.

Pilot: 8453, then in that case, we have the right of way and jumbo has to descend, 747 has to descend according to the ICAO rules, we have the right of way.

ATC: 8453, after position UP you'll have the same, the same route, so safe separation will not be provided, now descend to FL 9600m.

Pilot: Cargo 8453, we have the right of way, we are coming from the right side and jumbo has to descend cause jumbo has to descend 9600m, not we.

ANSWERS

The correct order:
5, 6, 3, 2, 1, 4.

FULL REPORT

The ATC informs GEC 8453 about converging traffic and instructs him to descend to FL 9600 m. However, the pilot doesn't want to comply with his instruction. He believes that according to the ICAO, he has the right of way.

ACTIVITY 22

PHOTOCOPIABLE

Listen to the radio communication and put the statements in the correct order:

ATC: 8453, after position UP you'll have the same, the same route, so safe separation will not be provided, now descend to FL 9600 m.

Pilot: Cargo 8453, we have the right of way, we are coming from the right side and jumbo has to descend, so the jumbo has to descend 9600 m, not we.

ATC: DLH Cargo 8453, traffic Boeing 747, it is coming from your left.

Pilot: DLH Cargo 8453, sir, traffic coming from the left or from the right?

ATC: You will have converging traffic over position UP, you have to change level now, descend to FL 9600 m.

Pilot: 8453, then in that case, we have the right of way and jumbo has to descend, the 747 has to descend according to the ICAO rules, we have the right of way.

USEFUL WORDS:
the right of way – приоритет в движении

**SCRIPT**

1. DLH 3199, our automatic pressure control has failed and we have to do manual pressure control, which is a little bit tricky.
2. Yes, but we are VIP flight. Can you let me early? Can you inform me early if I have to proceed to the alternate? Because I don't have this extra fuel, and we are, for your information, VIP flight.
3. We have a request for you. We have our only Olympic winner on board and due to that any chance direct RAPLA point at Finish border?
4. DLH 3185, we're still trying to figure out the problem and unable to climb at present.
5. We have speed fluctuation of plus and minus 20 knots. Sometimes it goes up to the high speed band, sometimes to the low speed band.

ANSWERS

1. automatic
2. extra fuel
3. border
4. figure out
5. fluctuation

ACTIVITY 23

PHOTOCOPIABLE

Listen to 5 pilot's reports and complete each of them with an appropriate word:

- 1 DLH 3199, our pressure controller has failed and we have to do manual pressure control, which is a little bit tricky.
- 2 Yes, but we are VIP flight. Can you let me early? Can you inform me early if I have to proceed to the alternate? Because I don't have this , and we are, for your information, VIP flight.
- 3 We have a request for you. We have our only Olympic winner on board and due to that any chance direct RAPLA point at the Finnish ?
- 4 DLH 3185, we're still trying to the problem and unable to climb at present.
- 5 We have speed of plus and minus 20 knots. Sometimes it goes up to the high speed band, sometimes to the low speed band.

figure out

border

fluctuation

extra fuel

automatic

USEFUL WORDS:

manual control – ручное управление
tricky – каверзный, сложный
Olympic winner – победитель Олимпиады
border - граница
to figure out – вычислять
fluctuation – колебание
a band – диапазон

SCRIPT

Pilot: DLH 3185, we would like to maintain present altitude, 6300m, and we might have a technical problem and I'll call you back when we are able to climb again.

ATC: DLH 3185, roger. DLH 3185

Pilot: DLH 3185, we're still trying to figure out the problem and unable to climb at present.

ATC: DLH 3185, roger. Can you tell what kind of problem do you have?

Pilot: DLH 3185, we might have an electrical problem; we have no precise information yet.

ATC: Roger, DLH 3185. DLH 3185, will you continue the flight to destination or will return to departure?

Pilot: DLH 3185, at present we have not made a decision yet, so we're just trying to find out the reason for our problem, and in two or three minutes we will call you with the decision for destination.

ANSWERS

1. False (6300m)
2. False (they are still figuring it out)
3. True
4. False (electrical)
5. False (no decision yet)
6. False (125,5)

FULL REPORT

DLH 3185 requested to maintain present level 6 300 m due to a technical problem. The pilots suspected an electrical problem, but they were not sure and requested not to climb for some time to figure out the problem. Later, when the ATC requested their further intentions they were still not ready to state intentions and requested to call back later. The ATC handed off the plane to Moscow Control on frequency 125,5.

ACTIVITY 24

PHOTOCOPIABLE

Listen to the radio communication and mark the statements true or false:

1 DLH 3185 requests to maintain 6500m due a technical problem.

TRUE

FALSE

2 The pilots exactly know the nature of the problem.

TRUE

FALSE

3 The pilots have no precise information about their problem.

TRUE

FALSE

4 The pilots suspect it is a pressurization problem.

TRUE

FALSE

5 DLH 3185 decides to return to departure aerodrome.

TRUE

FALSE

6 The ATC instructs the crew to contact Moscow Control on Frequency 122,5.

TRUE

FALSE

USEFUL WORDS:

precise information – точная информация

we might have a problem – у нас, возможно, проблема

to figure out the problem – вычислить проблему

to find out – выяснить

SCRIPT

1. Personal reason, sir, some passenger has an appointment and he wants to divert to Krasnodar.
2. SirianAir441, if no chance to land at Vnukovo can you coordinate with Moscow to land at Sheremetyevo?
3. Negative, Germania 7546, we are just performing a go around due to TCAS alert traffic.
4. Can you ask Baku what RW is in use at Baku, please, for Pakistan 701?
5. That's fine, thank you very much, I do appreciate this. But for your information, according to my calculation and according to my computer, we will be at UUWW, we'll be on the ground 20:50.

ANSWERS

1. False (pax has appointment)
2. True
3. False (go around)
4. True
5. False (UUWW)

ACTIVITY 25

PHOTOCOPIABLE

Listen to 5 pilot's reports and mark the statements true or false:

1 Due disruptive passenger the aircraft diverts to Krasnodar.

TRUE

FALSE

2 The pilots are looking for the opportunity to land at Sheremetyevo instead of Vnukovo.

TRUE

FALSE

3 Pilots were forced to descend due to TCAS alert.

TRUE

FALSE

4 The pilots need to know what RW is in use at Baku.

TRUE

FALSE

5 The pilots estimate to land at UUMM at 20:50.

TRUE

FALSE

USEFUL WORDS:

an appointment – встреча

a personal reason – личная причина

to appreciate – быть признательным

according to my calculation – по моим подсчетам