

TESTEZ VOS CAPACITES . . . B.F.A.

G-EMDM I've passed your \_\_\_\_\_ to Shannon.

As you approach the FIR \_\_\_\_\_ the new frequency will be \_\_\_\_\_

F-AM what is your estimate for crossing \_\_\_\_\_ North?

OK F-AM, be advised Danger Areas 36 \_\_\_\_\_ 40 are all \_\_\_\_\_

F-AM you need \_\_\_\_\_ to cross Danger Area \_\_\_\_\_

Will you be \_\_\_\_\_ to the west to avoid Danger Area \_\_\_\_\_

or are you looking to cross \_\_\_\_\_ and transit Danger Area \_\_\_\_\_

F-HAAM, Plymouth Radar \_\_\_\_\_ that you are \_\_\_\_\_

to \_\_\_\_\_ Danger Area \_\_\_\_\_ at \_\_\_\_\_ ft

F-AM report \_\_\_\_\_ North. At that position,

I will \_\_\_\_\_ your squawk

F-AM Squawk \_\_\_\_\_ mode \_\_\_\_\_, basic \_\_\_\_\_

F-AM no \_\_\_\_\_ traffic to \_\_\_\_\_ you at 1600ft. The Portland QNH 1000,

\_\_\_\_\_ next hour to \_\_\_\_\_

F-AM roger. If you're \_\_\_\_\_ to the west of SAM where would you be \_\_\_\_\_

in on the \_\_\_\_\_ coast?