



Aéro Club Dauphiné

Aviation English Master Class

James Crowley

<http://crowley-coutaz.fr/jlc/FCL055>

Aviation English Master Class



- The FCL055 Rating
- Class Organization and Planning
- Presentation of participants
- Aviation English Resources
- Tasks for next week

What is a Master Class?



Advanced training for experienced practitioners who share knowledge and experience.

Principle: Participants share experience under the guidance of a master. (In our case: give briefings, share experience, and practicing radio communications)

Participants learn by doing. Benefit is determined by your effort.

Plan a flight that you would like to make. Make the flight that you have planned with your crew (or others).

The FCL055 Rating



- **From 5th March 2008** all flight crew members and air traffic controllers involved in international traffic are required to prove their competence in English.
- Proficiency in plain English and English phraseology equivalent to ICAO level 4, is a condition of licensing for professional pilots and for air traffic controllers
- FCL.055 VFR (English) rating is required for French VFR Pilots to use English for Aviation Radio Communications outside of France.
- Proficiency in plain English and English phraseology can save your life in an emergency situation.

The FCL055 Rating

Level	Pronunciation Structure Assumes a dialect and/or accent intelligible to the aeronautical community.	Structure Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.	Vocabulary
Expert 6	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.
Extended 5	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.
Operational 4	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.

The FCL055 Rating



Level	Fluency	Comprehension	Interactions
Expert 6	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.
Extended 5	Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.
Operational 4	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

The FCL055 Rating



FCL 055 VFR level 4 is accessible to non-native english speakers at CEF Level B2 who are familiar with Aviation vocabulary and practice.

A CEF B2 user can communicate easily and spontaneously in a clear and detailed manner. This is not yet an experienced speaker, but a B2 user is able to understand and be understood in most situations.

(see

https://en.wikipedia.org/wiki/Common_European_Framework_of_Reference_for_Languages)

The FCL055 test Example

1

INTERVIEW

Answer the following questions in detail.

- 1) Why do you need the ICAO language proficiency exam?
- 2) Where do you see your aviation career in 5 years?

2

VISUAL ANALYSIS

Describe this picture in as many details as possible. Use the aviation phraseology and terminology to describe the specific aviation/aircraft elements. If applicable describe the possible threats or dangers.



The FCL055 test Example



3
SIMULATION

You will take a role of a pilot: You are flying PROFIPILOT 100 approaching a towered airport intending to land.

You are flying in a mountainous terrain in poor visibility experiencing difficulties to continue flight safely. Make a transmission on the frequency describing your situation, circumstances, and intentions to the tower control. Respond to the ATC adequately.

4
AUDIO

Listen to the recording two times and reproduce it in your own words.

Feel free to use blank space for making your notes:



5
VIDEO

Watch the video once and reproduce it in your own words.

Feel free to use blank space for making your notes:

I hereby declare I have personally attend the language proficiency testing with the ProfiPilot LTB language proficiency examiner (LPE) using this Test variant.

The ACD Aviation English Master Class



Participants are assumed to have language abilities and aviation experience equivalent to a FCL055 level 4 (or higher), and are seeking to improving vocabulary, comprehension and fluency of expression.

Method.

- 1) We will form flight crews of two or three participants who will choose an aircraft and call sign, and plan and simulate a VFR cross country flight.
- 2) Each session will be devoted to a phase of the flight, with briefings by teams, radio practice, and war stories (REX).

Advice: Choose an aircraft, departure and destination for which you have access to aircraft manuals, weather and charts.

The ACD Aviation English Master Class



Why Flight Crews?

1. Preparation and practice with your team-mates between sessions
2. The crew can fill-in for occasional absences.

Recommended methods for preparation:

- Briefings:
 - Organize charts and documentation. Agree on contents.
 - Prepare a presentation (powerpoint, word, pdf, etc) to share
 - It is OK to use ChatGPT, Google Translate, etc, but you are responsible.
- Radio Communications Practice
 - Compose and write-out the messages
 - Practice with Crewmates between sessions.

The ACD Aviation English Master Class



Typical Session Structure:

- 1) Briefing by each team about session topic for their flight.
- 2) Radio Communications Practice
- 3) Theory for next session, sample briefing

Session Planning (*aspirational*)



- 20 October The FCL055 Rating, Course structure, Presentation of Participants, Information Resources, Sample Practice Flight
- 27 October Form Flight Crews, ATC Overview, Numbers, ATIS Structure, Sample Flight Briefing.
- 3 November Flight Briefings
- 10 November Flight Briefings, Taxi and Departure Clearances, Sample startup and taxi Script
- 17 November Practice prepared Scripts for startup and taxi
- 24 November Flying the Pattern, Sample Script.
- 1 December Pattern Practice.
- 8 December Enroute and Arrival, Flight Plans, Sample Enroute scripts
- 15 December Practice Enroute and Arrival Scripts
- 22 December Practice Enroute and Arrival Scripts, Inflight Emergencies,
- 29 December Inflight Emergencies, Weather, FCL 055 VFR test preparation.

(22 and 29 December sessions may be rescheduled to early January).

Presentation of Participants

(2 minutes max par participant)



In English, please state:

- 1) Your name, professional activity and current location
- 2) Qualifications and total number of hours
- 3) What aircraft, departure and destination would you like to use for the exercises.

(We have 14 participants. Please be brief.)

Aviation English Participants



Name	Flight Crew
James Crowley	-0-
Marc Alexandre	
Marie Baird	
Antony Barclais	
Bernard Bigot	
Philippe Brun	
Jerome Coudurier	
Ulysse Cugat	
Dragos Dumitriu	
Sam Durand	
Gabriel Faivre	
Eléonore Guénot	
Lucas Lebreton	
Benjamin Leiba	
Anton Telechev	

<https://www.aeroclubdudauphine.fr>



Aéro-Club du Dauphiné

... au cœur des Alpes

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École de pilotage

[Formation initiale avion \(PPL\)](#)

[Formation vol de nuit](#)

[Formation vol montagne](#)

[Formation vultige](#)

[Certificat vol Mont Blanc](#)

[Certificat traversée maritime](#)

[Formation en anglais aéronautique](#)

[Formation initiale d'anglais aéronautique](#)

[ACD MasterClass d'anglais aéronautique](#)

[The ACD MasterClass in aviation English](#)

[Documents de références](#)

[Brevet d'initiation aéronautique \(BIA\)](#)

[Accueil](#) / [École de pilotage](#) / [Formation en anglais aéronautique](#) / Documents de références

Documents et références pour l'anglais aéronautique

Eurocontrol [Guide for Phraseology](#) for General Aviation Pilots.

ICAO [Phraseology Reference Manual](#)

Aeronautical [Radiotelephony Communications for VFR Pilots](#)

Nav Canada [VFR Phraseology](#)

Flying in the UK: [The CAP Skyway Code](#)

ICAO [Language Proficiency Rating Scale](#) for Pilots and Controllers

Weather [Abbreviations](#) (p155 - 159 of the CAP Skyway Code)

International [Flight Plan Form](#)

[SERA14095](#) Distress and Urgency Radio Communication Procedures

Phraseologie script examples : Closed Traffic at [LFLG](#) and [LFLS](#), [VFR Departure LFLG](#), [VFR Departure LFLS](#)

Recorded examples of [ATIS and ATC Messages](#)

Real Time ATC communications and Weather Information (ATIS/AWOS) from around the world [LiveATC](#)

[WhereToFindDocs](#) - Sources for Aviation Documentation in Europe (provided by Albert)

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Aviation English Resources



James L. Crowley

Eurocontrol [Guide for Phraseology](#) for General Aviation Pilots.

Aeronautical [Radiotelephony Communications for VFR Pilots](#) (Thanks Jean-Yves!)

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[Situation Awareness in Aviation Systems](#), Mica Endsley, in *Handbook of Aviation Human Factors*. Garland et al (Eds.), Lawrence Erlbaum Associates, Mahwah, NJ, 1999

Tasks for Next Week

Confirm your team mates

- Aim for complementary abilities.

Choose your aircraft and call sign

- Choose an aircraft for which you have a POH
(Pilots Operating Handbook = Manuel de Vol)

Choose your departure and destination airports

- Choose different class airports for departure and arrival. For example: Departure from Class D, arrival at Class E.

ACD MasterClass Flight Crews

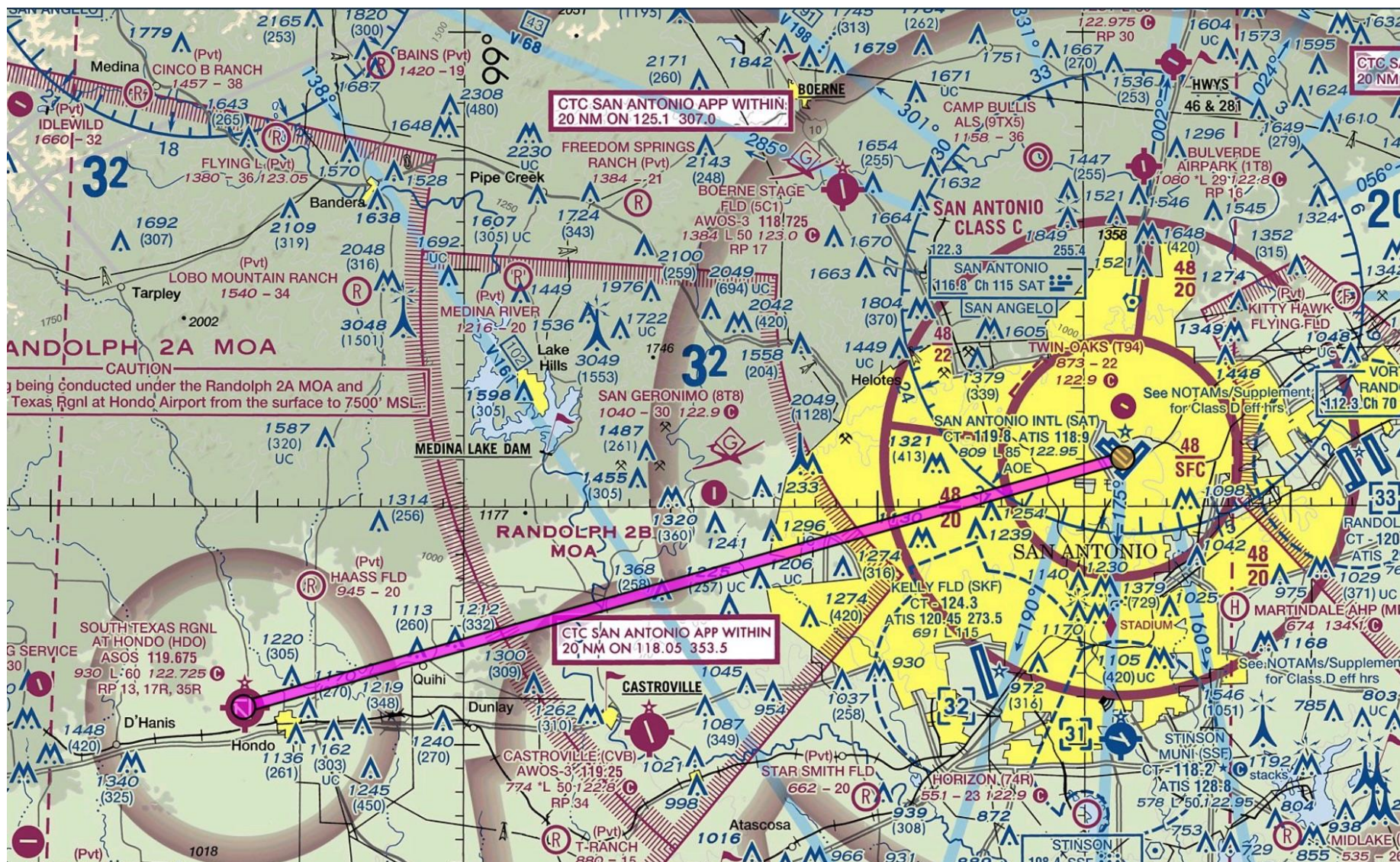


Team	Names	Call Sign	Type	Departure	Destination	notes
1						
2						
3						
4						
5						
6						
7						

Sample Practice Flight

San Antonio International Airport (KSAT)
to Hondo field (KHDO) in South Texas.
with a Cirrus SR20 G3

KSAT to KHDO (39 Nm at 250°)



SR20 N689PG

2008 Cirrus SR20 (G3)

Serial Number 1889

Engine: Continental IO-360-ES (200 hp)

Avidyne Entegra Avionics

Dual GNS 430 GPS/NAV/COM WAAS receivers

STEC 55X Autopilot with Flight Director,

GTX 327 Transponder, GDL-88 ADSB-IN/OUT,

Skywatch Active Traffic System, Stormscope, XM

Weather



Texas Skies Aviation

Boerne Stage Field (5C1)

Bill and his Gruman at KHDO

