Aéro Club du Dauphiné

Aviation English Master Class

Session 11

James Crowley

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

ACD MasterClass in Aviation English - Sessions

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	Complete Flight Crews, Flight Briefings Crews 1, 2, 3, 6
10 November	Flight Briefings Crews 4, 5, 7, Taxi Clearances
17 November	Aviation Terminology, Departure Clearances, Sample Departure Script
24 November	Practice Scripts for Startup, Taxi and Departure (all crews).
1 December	Flying the Pattern, Sample Script.
8 December	Pattern Practice with Individual Crew Scripts.
15 December	Enroute and Arrival, Flight Plans, Sample Enroute scripts
22 December	Practice Enroute and Arrival Scripts for each Crew
05 January	**Finish scripts, Inflight Emergencies, the FCL 055 VFR test**

Homework for today's session

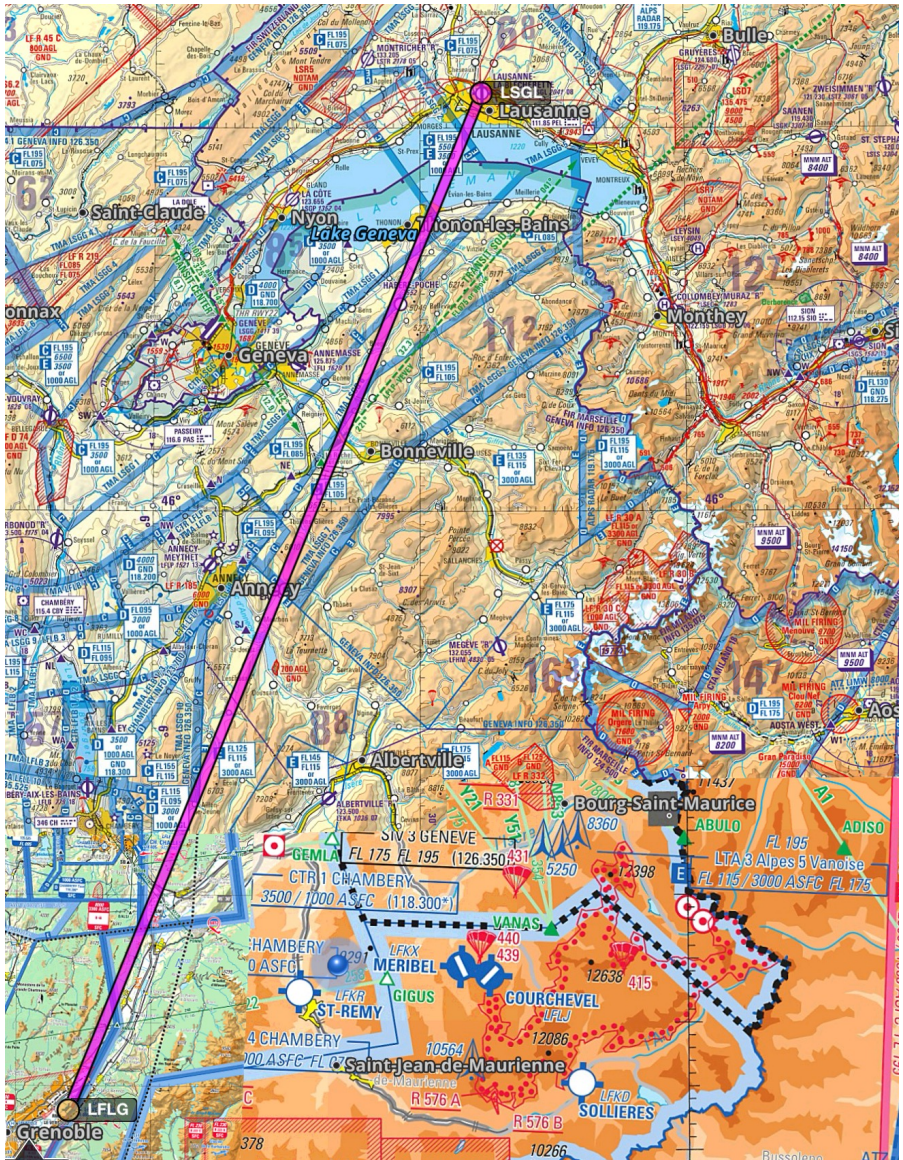
Prepare the flight plan and write out the complete dialog for opening the flight plan, taxi clearance, departure, enroute and arrival for your flight. Send me a copy for use in our next lesson. Each team will read their dialog at our next session. If time permits we will also trade war stories of inflight incidents and emergencies.

ACD MasterClass Flight Crews

Crew	Names	Call Sign	Type	Departure	Destination	notes
1	Eléonore Guénot	F-AZCC	Pilatus P2	LFLR	LIMA	22/12
	Ulysse Cugat					
2	**Antony Barclais**	**ACD DA42**	**DA42**	**LFLG**	**LSGS**	**05/01**
	Gabriel Faivre					
3	Sam Durand	N7275R	C172 S	LFLB	LFGL	22/12
	Anton Telechev					
4	**Marc Alexandre**	**F-HPRA**	**DA 62**	**LFLS**	**LFML, LEGE**	**05/01**
	Benjamin Leiba					
5	Bernard Bigot	F-HGPC	DR 401	LFLG	LEBB	22/12
	Philippe Brun					
6	Lucas Lebreton	F-GTPT	DR 400	LFLG	LEGE	22/12
	Dragos Dumitriu					
7	Jerome Coudurier	F-GSRE	DR 400	LFLG	LIRJ	22/12
	Marie Baird					

Crew 2: LFLG – LSGS with ACD DA42

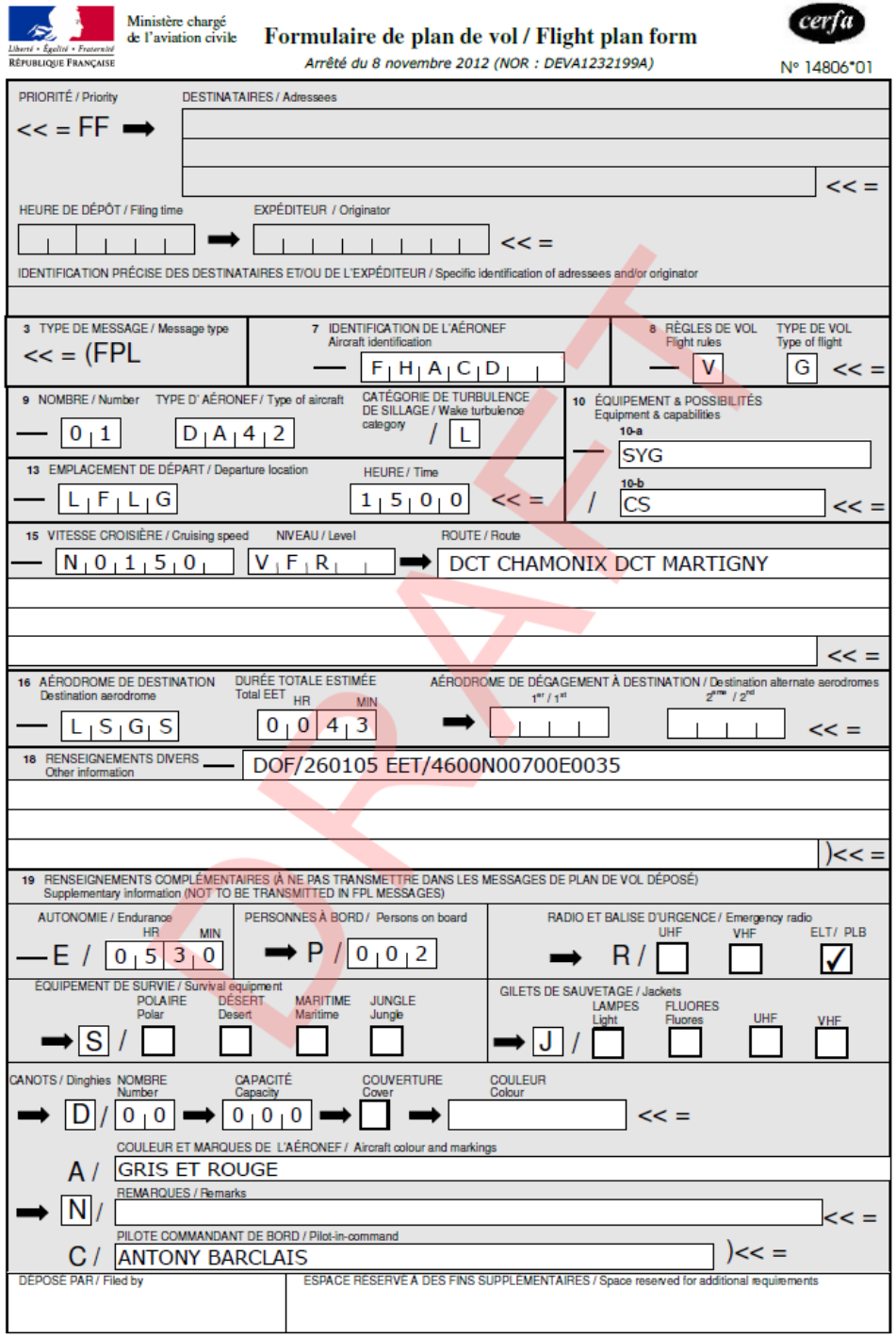
Antony Barclais, Gabriel Faivre



Script for LFLG-LSGS

Crew 2 – Antony Barclais & Gabriel Faivre

Flight Plan



Ministère chargé de l'aviation civile

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Formulaire de plan de vol / Flight plan form

Arrêté du 8 novembre 2012 (NOR : DEVA1232199A)

cerfa N° 14806*01

PRIORITÉ / Priority: << = FF

DESTINATAIRES / Adressees: <<=

HEURE DE DÉPÔT / Filing time:

EXPÉDITEUR / Originator: <<=

IDENTIFICATION PRÉCISE DES DESTINATAIRES ET/OU DE L'EXPÉDITEUR / Specific identification of adressees and/or originator

3 TYPE DE MESSAGE / Message type: << = (FPL

7 IDENTIFICATION DE L'AÉRONEF / Aircraft identification: — FHACD

8 RÈGLES DE VOL / Flight rules: — V — TYPE DE VOL / Type of flight: G <<=

9 NOMBRE / Number: 01 — TYPE D'AÉRONEF / Type of aircraft: DA42 — CATÉGORIE DE TURBULENCE DE SILLAGE / Wake turbulence category: / L

10 ÉQUIPEMENT & POSSIBILITÉS / Equipment & capabilities — 10-a: SYG / 10-b: CS <<=

13 EMPLACEMENT DE DÉPART / Departure location: — LFLG — HEURE / Time: 1500 <<=

15 VITESSE CROISIÈRE / Cruising speed: N0150 — NIVEAU / Level: VFR — ROUTE / Route: DCT CHAMONIX DCT MARTIGNY <<=

16 AÉRODROME DE DESTINATION / Destination aerodrome: — LSGS — DURÉE TOTALE ESTIMÉE / Total EET HR MIN: 0043 — AÉRODROME DE DÉGAGEMENT À DESTINATION / Destination alternate aerodromes 1er / 1st — 2ème / 2nd <<=

18 RENSEIGNEMENTS DIVERS / Other information — DOF/260105 EET/4600N00700E0035)<<=

19 RENSEIGNEMENTS COMPLÉMENTAIRES (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ) / Supplementary information (NOT TO BE TRANSMITTED IN FPL MESSAGES)

AUTONOMIE / Endurance HR MIN: —E / 0530 — PERSONNES À BORD / Persons on board: P / 002 — RADIO ET BALISE D'URGENCE / Emergency radio UHF VHF ELT/ PLB: R / ☐ ☐ ☑

ÉQUIPEMENT DE SURVIE / Survival equipment POLAIRE Polar DÉSERT Desert MARITIME Maritime JUNGLE Jungle: S / ☐ ☐ ☐ ☐ — GILETS DE SAUVETAGE / Jackets LAMPES Light FLUORES Fluores UHF VHF: J / ☐ ☐ ☐ ☐

CANOTS / Dinghies NOMBRE Number: D / 00 — CAPACITÉ Capacity: 000 — COUVERTURE Cover: ☐ — COULEUR Colour: <<=

COULEUR ET MARQUES DE L'AÉRONEF / Aircraft colour and markings: A / GRIS ET ROUGE

REMARQUES / Remarks: N / <<=

PILOTE COMMANDANT DE BORD / Pilot-in-command: C / ANTONY BARCLAIS)<<=

DÉPOSÉ PAR / Filed by

ESPACE RÉSERVÉ À DES FINS SUPPLÉMENTAIRES / Space reserved for additional requirements

DRAFT

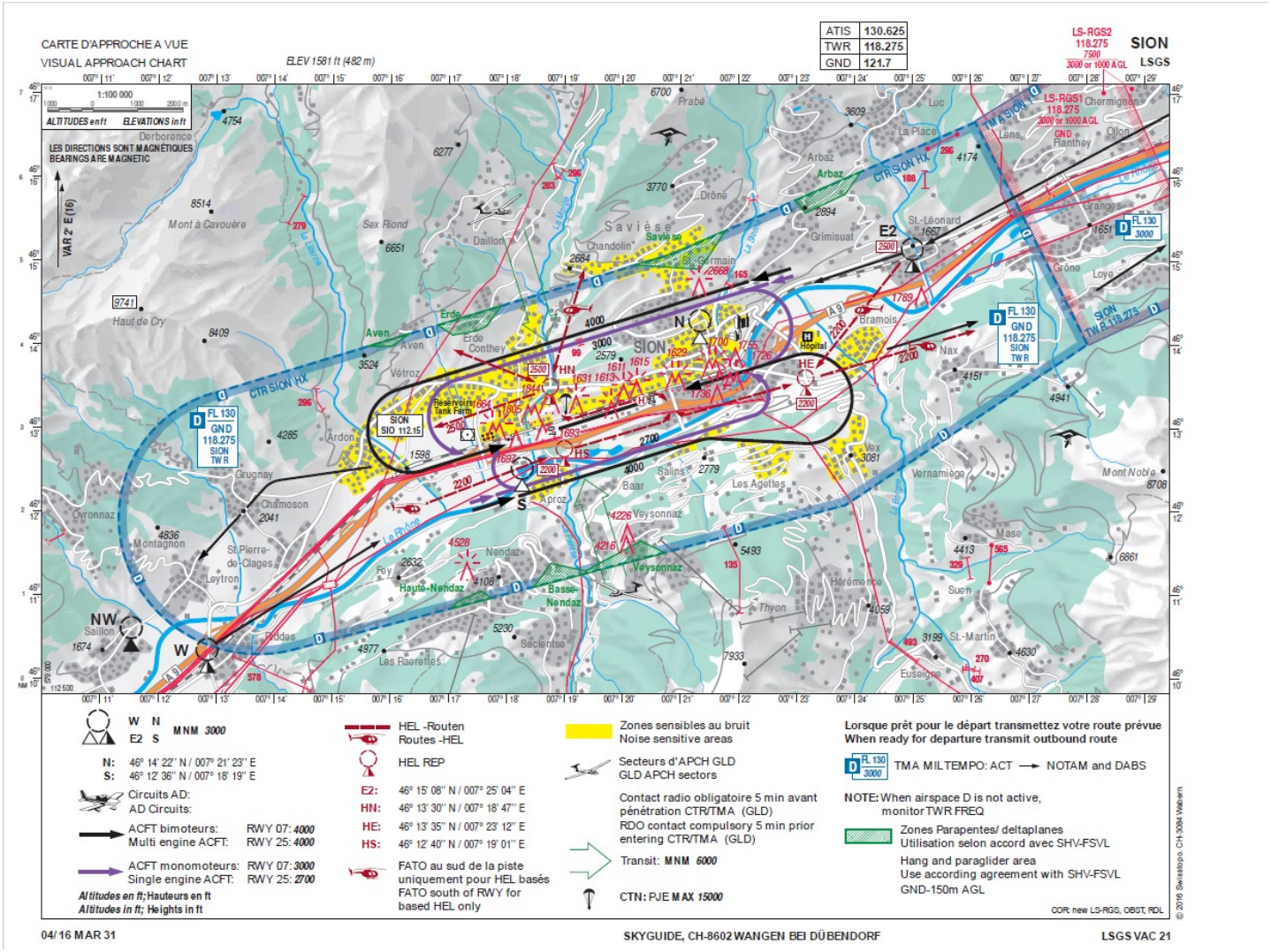
Departure

Pilot:	Le Versoud Ground, F-HACD Good afternoon
LG Ground:	F-HACD, pass your message
Pilot:	F-HACD, a DA42 on the apron, 2 people on board, with information Delta, do you have our flight plan, destination Sion LSGS ? We are ready for taxiing
LG Ground:	F-CD, affirm I have your flight plan, taxy holding point E1, report when ready for departure on 121.0
Pilot:	Taxiing holding point E1, will report when ready for departure on 121.0, F-CD
Pilot:	Le Versoud TWR, F-HACD, good afternoon, holding point E1, ready for departure
LG TWR:	F-CD, line up runway 04, cleared for take off, wind 050 degrees 10 knots, report NE
Pilot:	Lining up runway 04 and taking off, will report NE, F-CD
LG TWR:	F-CD, flight plan activated at 15:12 Z
Pilot:	Flight plan activated, F-CD
Pilot:	F-CD, passing NE, 3300 ft
LG TWR:	F-CD, control service terminated, contact Marseille Nord Info 124.5
Pilot:	Marseille Nord Info 124.5, thanks for the service Sir, F-CD

En route

Pilot:	Marseille Info, F-HACD, a DA42, from Le Versoud to Sion, with VFR flight plan, 10 NM northeast from Le Versoud, altitude 4500 ft, climbing to FL115
Mar. Info:	F-HACD, squawk 4243, no traffic reported in the vicinity, report when reaching the FL115
Pilot:	Squawking 4243, no traffic reported, will report when reaching the FL115, F-HACD
Mar. Info:	F-CD, that's correct, you are now radar identified
Pilot:	Radar identified, F-CD
Pilot:	F-CD, steady FL115
Mar. Info:	F-CD, noticed the leveling
Mar. Info:	F-CD, you will enter into Geneve Flight Info Service area, contact them on 126.350, squawk 7000, have a good flight
Pilot:	F-CD, contact Geneve Flight Info Service on 126.350, squawking 7000, thanks for the service and have a good day
Pilot:	Geneve Info, F-HACD, a DA42, from Le Versoud to Sion, with VFR flight plan, abeam Bourg St Maurice, FL115
Gen. Info:	F-HACD, squawk 1234, report when crossing the border
Pilot:	Squawking 1234, will report when crossing the border, F-HACD

LSGS Airfield

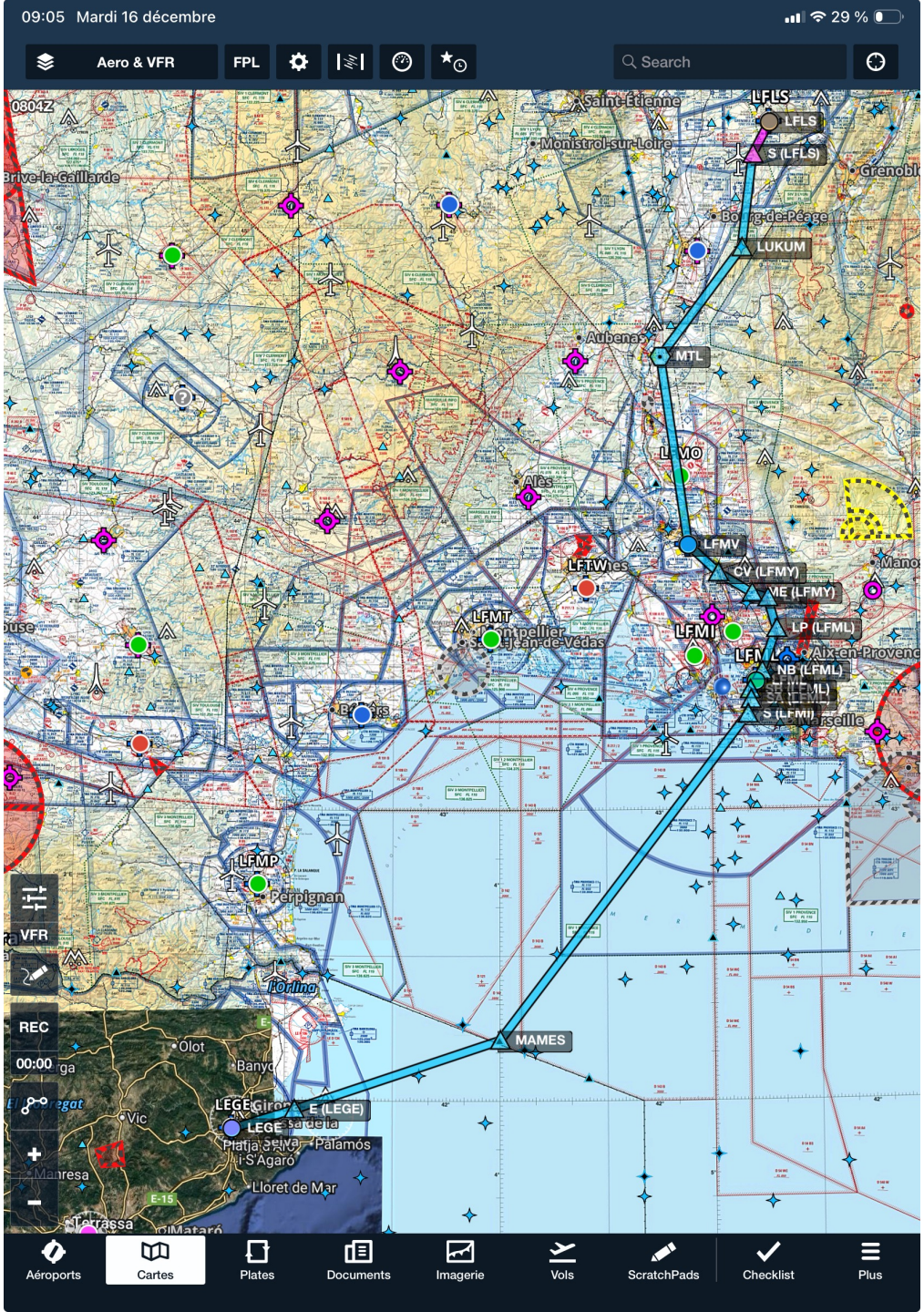


Arrival at LSGS

Pilot:	F-HACD, crossing the border, request descent 3000 ft
Gen. Info:	F-CD, descent 3000 ft approved, contact Sion TWR on 118.275, squawk 7000, good day
Pilot:	Descent 3000 ft approved, contacting Sion TWR on 118.275, thanks for the service and have a good day
Pilot:	Sion TWR, F-HACD, a DA42, from Le Versoud to Sion, with VFR flight plan and information E, Martigny estimated in 2 minutes, altitude 8500 ft, descending 3000 ft
GS TWR:	F-HACD, cleared for straight-in approach runway 07, report passing W
Pilot:	Cleared for straight-in approach runway 07, will report passing W, F-HACD
Pilot:	Passing W, 3000 ft, F-HACD
GS TWR:	F-CD, you are number 1, cleared to land runway 07
Pilot:	Number 1, cleared to land runway 07, F-CD

Crew 4: LFLS – LFML – LEGE with F-HPRA

Marc Alexandre, Benjamin Leiba


09:05 Mardi 16 décembre
29 %
Aero & VFR
FPL
Search
0804Z
LFLS
S (LFLS)
LUKUM
MTL
LFMV
LFMT
LFMI
NB (LFML)
S (LFML)
MAMES
LFMP
Perpignan
LEGE
E (LEGE)
Lloret de Mar
VFR
REC
00:00
Aéroports
Cartes
Plates
Documents
Imagerie
Vols
ScratchPads
Checklist
Plus

ForeFlight Mobile - NavLog

WAYPOINT							
LFLS (DEP)	**HDG**	**LEG**			**TOTALS**		
S (LFLS)	203°M	8 nm	4,3 g	5m10s	8 nm	7,0 g	5m10s
LUKUM	184°M	20 nm	6,4 g	8m28s	27 nm	13,3 g	0h14m
MTL	210°M	28 nm	8,9 g	0h12m	55 nm	22,3 g	0h26m
LFMV	169°M	39 nm	12,9 g	0h17m	95 nm	35,2 g	0h43m
CV (LFMY)	134°M	8 nm	2,8 g	3m40s	103 nm	38,0 g	0h46m
ME (LFMY)	124°M	8 nm	2,6 g	3m30s	111 nm	40,6 g	0h50m
LR	112°M	3 nm	1,1 g	1m25s	115 nm	41,7 g	0h51m
LP (LFML)	161°M	7 nm	2,2 g	2m54s	121 nm	43,8 g	0h54m
NB (LFML)	194°M	9 nm	2,9 g	3m51s	130 nm	46,7 g	0h58m
LFML	205°M	2 nm	0,7 g	0m59s	133 nm	47,5 g	0h59m
SB (LFML)	213°M	2 nm	0,7 g	0m53s	135 nm	48,1 g	1h00m
SA (LFML)	174°M	2 nm	0,6 g	0m49s	137 nm	48,8 g	1h01m
S (LFMI)	191°M	3 nm	0,9 g	1m15s	140 nm	49,7 g	1h02m
MAMES	214°M	85 nm	25,8 g	0h34m	225 nm	75,6 g	1h37m
E (LEGE)	244°M	45 nm	11,0 g	0h19m	270 nm	86,6 g	1h55m
LEGE	245°M	13 nm	1,1 g	6m33s	283 nm	87,7 g	2h02m

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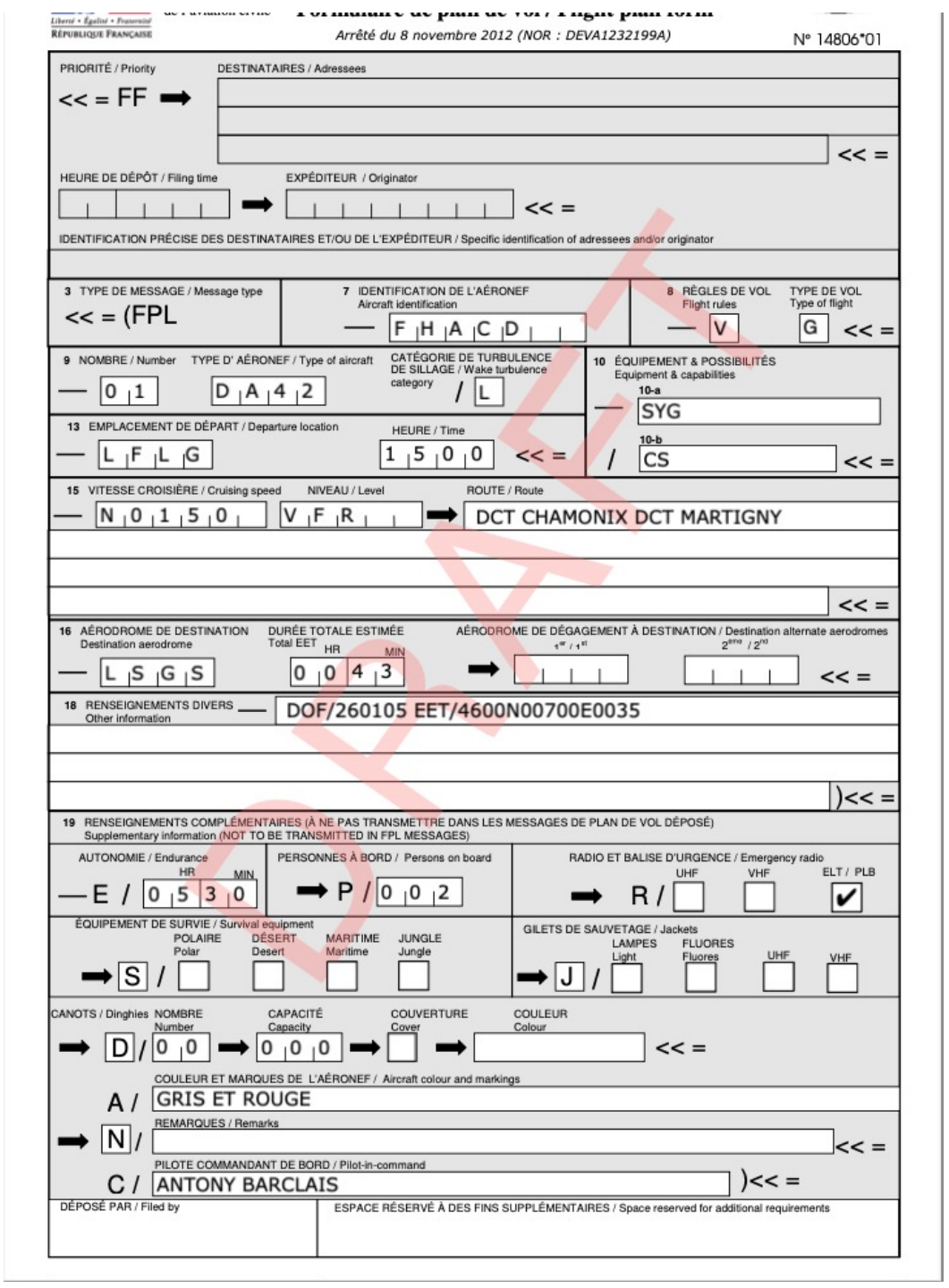

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de l'aviation civile

Formulaire de plan de vol / Flight plan form

Arrêté du 8 novembre 2012 (NOR : DEVA1232199A)

N° 14806*01

PRIORITÉ / Priority
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DESTINATAIRES / Adressees

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HEURE DE DÉPÔT / Filing time

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<< =

IDENTIFICATION PRÉCISE DES DESTINATAIRES ET/OU DE L'EXPÉDITEUR / Specific identification of adressees and/or originator

3 TYPE DE MESSAGE / Message type
<< = (FPL

7 IDENTIFICATION DE L'AÉRONEF
Aircraft identification
— FHACD

8 RÈGLES DE VOL
Flight rules
— V

TYPE DE VOL
Type of flight
G <<=

9 NOMBRE / Number
— 01

TYPE D' AÉRONEF / Type of aircraft
DA42

CATÉGORIE DE TURBULENCE DE SILLAGE / Wake turbulence category
/ L

10 ÉQUIPEMENT & POSSIBILITÉS
Equipment & capabilities
— 10-a SYG

/ 10-b CS <<=

13 EMPLACEMENT DE DÉPART / Departure location
— LFLG

HEURE / Time
1500 <<=

15 VITESSE CROISIÈRE / Cruising speed
— N0150

NIVEAU / Level
VFR

ROUTE / Route
➡ DCT CHAMONIX DCT MARTIGNY

<< =

16 AÉRODROME DE DESTINATION
Destination aerodrome
— LSGS

DURÉE TOTALE ESTIMÉE
Total EET
HR MIN
0043

AÉRODROME DE DÉGAGEMENT À DESTINATION / Destination alternate aerodromes
1er / 1st
2ème / 2nd
<< =

18 RENSEIGNEMENTS DIVERS
Other information
— DOF/260105 EET/4600N00700E0035

)<< =

19 RENSEIGNEMENTS COMPLÉMENTAIRES (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ)
Supplementary information (NOT TO BE TRANSMITTED IN FPL MESSAGES)

AUTONOMIE / Endurance
HR MIN
— E / 0530

PERSONNES À BORD / Persons on board
➡ P / 002

RADIO ET BALISE D'URGENCE / Emergency radio
UHF VHF ELT / PLB
➡ R / ☐ ☐ ✔

ÉQUIPEMENT DE SURVIE / Survival equipment
POLAIRE Polar
DÉSERT Desert
MARITIME Maritime
JUNGLE Jungle
➡ S / ☐ ☐ ☐ ☐

GILETS DE SAUVETAGE / Jackets
LAMPES Light
FLUORES Fluores
UHF
VHF
➡ J / ☐ ☐ ☐ ☐

CANOTS / Dinghies
NOMBRE Number
CAPACITÉ Capacity
COUVERTURE Cover
COULEUR Colour
➡ D / 00 ➡ 000 ➡ ☐ ➡ <<=

COULEUR ET MARQUES DE L'AÉRONEF / Aircraft colour and markings
A / GRIS ET ROUGE

REMARQUES / Remarks
➡ N / <<=

PILOTE COMMANDANT DE BORD / Pilot-in-command
C / ANTONY BARCLAIS)<<=

DÉPOSÉ PAR / Filed by

ESPACE RÉSERVÉ À DES FINS SUPPLÉMENTAIRES / Space reserved for additional requirements

LFLS START UP & DEPARTURE

ATIS : This is Grenoble Isere, information C recorded at 08.30 Z, approach ILS take-off runway 09, runway dry 666, caution R22A active, wind 100/5kts, visibility 10kms, CAVOK, temperature 5, dewpoint 2, QNH 1020, informed Grenoble on your approach at first contact that you received information C

PILOT : Grenoble Ground, F-RA, good day.
GROUND : F-RA, Grenoble Ground, good day, go ahead.
PILOT : F-HPRA, a Diamond Aircraft 62, on Apron A, with information C, 2 POB for a VFR flight to LFML & LEGE, estimated returning time in 2 days. Request start-up. Could you please active our flight plan ?
GROUND : F-RA, cleared for start-up, I'll call you back.
PILOT : F-RA, starting-up
GROUND : F-RA, ready to copy ?
PILOT : Affirm, F-RA
GROUND : F-HPRA, you flight plan is activated. Cleared to LEGE as filed, FL075, squawk 1240, after departure contact Lyon Approach on 135.200.
PILOT : F-HPRA, cleared for LEGE as filed, FL075, squawk 1240. After departure, contact Lyon Approach on 135.200.
GROUND : F-RA, read back is correct, call me back when ready to taxi.
PILOT : will call back when ready to taxi, F-RA.

LFLS START UP & DEPARTURE

PILOT : F-RA, ready to taxi.

GROUND : F-RA, runway 09 in use, taxi to holding point S1 via TL, T2 & T1. Report when ready on tower frequency 119.3.

PILOT : Runway 09 in use, taxiing to holding point S1 via TL, T2 & T1. Will report ready on tower frequency 119.3, F-RA.

PILOT : Grenoble Tower, F-RA, good day, at holding point S1, ready for departure.

TOWER : F-RA, Grenoble Tower, good day, line up runway 09, cleared for take -off runway 09. After take-off, make a right turn to S, report S for leaving frequency.

PILOT : Lining up & cleared for take-off runway 09, after take -off right turn, will report S, F-RA.

PILOT : F-RA, passing S at 3000ft to FL75, to leave frequency.

TOWER : F-RA, contact Lyon Info on 135.200. Have a good flight.

PILOT : Contacting Lyon Info on 135.200, thank you.

EN ROUTE – With Lyon Info

PILOT : Lyon Info, F-RA, good day. Passing S at 3000ft climbing FL75.

LYON : F-RA, Lyon Info, good day, radar contact. Cleared FL75, direct to LUKUM. Report LUKUM.

PILOT : Cleared FL75, direct LUKUM, will report at LUKUM F-RA.

PILOT : F-RA, stabilized at FL75, passing LUKUM.

LYON : F-RA, direct to MTL. Due to IFR separation, are you able to climb FL95 ?

PILOT : Affirm, F-RA.

LYON : F-RA, climb FL95, direct MTL, thank you.

PILOT : climbing FL95, direct to MTL, F-RA.

LYON : F-RA, leaving my airspace, contact Provence Approach on 132.3, have good flight.

PILOT : contacting Provence Approach on 132.3, F-RA. Thanks.

EN ROUTE with PROVENCE

PILOT :	Provence Approach, F-RA, good day, approaching MTL at FL95.
PROVENCE APP :	F-RA, Provence Approach, good day, radar contact. Direct to LFMV, maintain FL95.
PILOT :	Direct to LFMV, maintaining FL95 F-RA.
PILOT :	F-RA, passing vertical LFMO, request descend to FL55.
PROVENCE APP :	F-RA, cleared to descend to FL55, report passing LFMV.
PILOT :	Descending FL55, will report passing LFMV, F-RA.
PILOT :	F-RA, stabilized at FL55 passing LFMV.
PROVENCE APP :	F-RA, QNH 1019, descend 3000ft, direct to CV. Contact Salon Approach on 135.15. good bye
PILOT :	QNH 1019, descending 3000ft, direct to CV. Contact Salon Approach on 135.15. Thank you.
Pilot	Salon approach. F-HPRA approaching cv 3000 Gr
SALON APP :	F-RA, Salon Approach, good day. Radar contact t, proceed to VFR transit CV, ME, LP. Expedite the descend at 1700ft.
PILOT :	Proceeeding to VFR transit CV, ME, LP, Expedite descent at 1700ft, F-RA.
SALON APP :	F-RA, contact Marseille tower on 133.1. Good Bye.
PILOT :	Will Contact Marseille Tower on 133.1, have a good day.

LFML TOUCH & GO

PILOT :	Marseille Tower, F-RA, good day, approaching LP at 1700ft, with information D for touch & go.
MARSEILLE :	F-RA, Marseille Tower, good day, radar contact. Maintain 1700ft, report overhead airfield via LP, NA, NB, QNH 1018. Expect touch & go on runway 31L.
PILOT :	QNH 1018, maintaining 1700ft, report overhead via LP, NA & NB, 31LM in use, F-RA.
PILOT :	F-RA, passing overhead at 1700ft.
MARSEILLE :	F-RA, report left downwind runway 31L.
PILOT :	Will report left downwind runway 31L, F-RA.
--	
PILOT :	F-RA, left downwind runway 31L for a touch & go.
MARSEILLE :	F-RA, n°1, report final runway 31L, be advised an A320 on final runway 31R.
PILOT :	N°1, will report on final runway 31L, A320 in sight F-RA.
MARSEILLE :	F-RA, visual contact, cleared for touch & go runway 31L, your intention next ?
PILOT :	will touch & go runway 31L, after touch & go will resume flight to LEGE, F-RA.
MARSEILLE :	Roger F-RA, after take-off, left turn to SB, report SB 1500ft.
PILOT :	After take-off, right turn, will report SB 1500ft F-RA.

LFML - Depature

PILOT : F-RA, passing SB at 1500ft.

MARSEILLE : F-RA, report S.

PILOT : will report S, F-RA.

PILOT : F-RA, passing S.

MARSEILLE : F-RA, direct to MAMES, climb FL85. Contact Provence Info on 132.950.

PILOT : Direct to MAMES, will climb FL85. Contacting Provence Info on 132.950 bye.

ENROUTE with Provence

PILOT : Provence Info, F- HPRA, good day

PROVENCE : F-RA good day, pass your message.

PILOT : F-RA, a Diamond DA62, 2 POB, VFR flight from Marseille Provence to Girona, QNH 1018, direct to MAMES, request climb FL105, squawking VFR.

PROVENCE : F-RA, cleared for FL105, direct to MAMES, report MAMES, squawk 1345

PILOT : climbing FL105, will report MAMES, squawk 1345. F-RA,

PILOT : F-RA, MAMES FL105, direct to E .

PROVENCE : F-RA, leaving my airspace, contact Girona Approach on 120.905, squawk VFR, bye.

PILOT : contacting Girona approach 120.905, squawk VFR, bye, F-RA

ENROUTE with Girona

PILOT : Girona Approach, F- HPRA, good day

GIRONA : F-RA, good day, pass your message

PILOT : Diamond DA62, VFR flight from Marseille Provence to Girona, passing MAMES at FL105, direct to E, request to descend to 3000 ft, squawk VFR.

GIRONA : F-RA, descend to 3000ft, QNH 1018, report 5 min from E, squawk 2345.

PILOT : descending 3000ft, QNH 1018, will report 5min from E, squawk 2345, F-RA

PILOT : F-RA, 5min north east from E, 4000ft descending 3000ft F-RA

GIRONA : F-RA, report E, 3000ft .

PILOT : will report E 3000ft, F-RA

PILOT : F-RA, at E, 3000ft

GIRONA : F-RA, Contact Girona Tower on 118.505 .

PILOT : will contact Girona Tower on 118.505, have a good day, F-RA

LEGE ARRIVAL

PILOT : Girona Tower, F- HPRA, good day

GIRONA : F-RA, good day, pass your message

PILOT : F-RA, a Diamond DA62, 2 POB, VFR flight from Marseille Provence to Girona, passing E at 3000ft, QNH 1018, information G, squawk 2345.

GIRONA : F-RA, radar contact, descend 2000ft, QNH 1019, runway 01 active, report right downwind runway 01

PILOT : descending to 2000ft, QNH 1019, runway 01 active, will report right downwind runway 01 , F-RA.

PILOT : F-RA, 2000ft, right downwind to land runway 01

GIRONA : F-RA, number 1, cleared to land runway 01

PILOT : number 1, landing runway 01, F-RA.

PILOT : F-RA, runway 01 vacated at E2,, request taxi via T2 and G2.

GIRONA : F-RA, Taxi to park H4 via T2 and G2, report H4 to leave frequency.

PILOT : taxiing to H4 via T2 and G2, will report H4 to leave frequency, F-RA.

PILOT : F-RA, parked at H4, to leave frequency.

GIRONA : F-RA, leave frequency, bye.

PILOT : leaving frequency, bye, F-RA.

Emergency Communications

Pilots should seek assistance whenever there is any doubt about the safety of a flight. An early call may prevent serious problems later.

The word ‘MAYDAY’ identifies a distress message transmitted because there is serious and/or imminent danger which requires immediate assistance.

The words ‘PAN PAN’ identify an urgency message, concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but not requiring immediate assistance.

Pilots should stop using any frequency on which distress or urgency messages are being transmitted, until the emergency has been terminated.

Emergency Communications

To help controllers to give maximum assistance, the emergency message should contain as much of the following information as possible, ideally in the order given. However, you may need to change the phraseology to fit your specific needs and the time available.

Emergency messages should the following information:

a) ‘MAYDAY / MAYDAY / MAYDAY’ or ‘PAN PAN / PAN PAN / PAN PAN’

b) Name of the station addressed

c) Call sign of the aircraft

d) Nature of the emergency

e) Intention of the person in command

f) Position (present or last known), level and heading of the aircraft

g) Any other useful information

MAYDAY

To be used when the aircraft is threatened by serious and/or imminent danger and requires immediate assistance. Mayday signifies a distress situation.

Aircraft: MAYDAY MAYDAY MAYDAY (aircraft call sign) (situation/location/request/intentions) (number of persons on board) (fuel/endurance)

Pilot: Mayday mayday mayday, Robin F-GTPT, engine failure, landing in field two miles southeast of Vienne, two persons on board, mayday mayday mayday.

Once you are safely on the ground, if able, contact the ATS unit to update them on your situation.

PAN PAN

To be used when there is concern for the safety of an aircraft, vehicle or person on board or within sight, and does not require immediate assistance. Pan Pan signifies an urgent message.

Aircraft: PAN PAN PAN PAN PAN PAN (aircraft call sign) (situation/location/request/intentions) (number of persons on board) (fuel/endurance)

Pan pan, pan pan, pan pan, Grenoble Isere, F-GTPT, passenger aboard in medical distress, request immediate landing runway 09, two persons on board, endurance 3 hours

Pan pan, pan pan, pan pan, Le Versoud Tower, F-HGPC, aircraft attempting taxi from parking with towbar attached.

Fuel Emergency

A fuel emergency should be declared when the aircraft must land at the nearest safe aerodrome (not necessarily destination aerodrome) and will do so with less than minimum fuel.

Aircraft: MAYDAY MAYDAY MAYDAY FUEL (ATS unit call sign if applicable) (aircraft call sign)

Mayday Mayday Mayday fuel, Grenoble Isere, Robin F-GTPT LTP 5500, fuel emergency, Request immediate landing, Mayday Mayday Mayday fuel

Minimum Fuel

This call alerts ATC that you do not have enough fuel to divert to another airport or enter an orbit, extended downwind, etc. You must land at the destination airport in order to maintain minimum fuel reserve. Similar to a Pan Pan, if a pilot notifies ATC of having minimum fuel, it is not an emergency.

Aircraft: (ATC unit call) (aircraft call sign) MINIMUM FUEL

Pilot: Saint Etienne, Robin F-GTPT, minimum fuel

Example: Minimum Fuel

Route : LFGI DJL ALURA DANBO LTP LFLG
(communication previously established with Lyon Info 135.525)

Pilot:	Lyon Info, Robin F-GGSL, 4 miles NW of LTP, 7500
Lyon Info:	F-SL pass your message
Pilot	Robin F-SL is minimum fuel. Unable to continue to LFLG. Diverting to Grenoble Isere LFLS, Descending 3500
Lyon info	F-SL descending 3500 approved. Contact Grenoble on 119.3
Pilot	Descending 3500 will contact Grenoble 119.3 thanks
...	
Pilot	Grenoble Tower, Robin F-GGSL
Tower	Robin F-GGSL Pass your message
Pilot	F-GGSL Robin DR400, LTP 5500, VFR from Dijon Darois to Le Versoud, minimum fuel, diverting to you installation for landing, request landing information
Tower	F-GGSL, squawk 4075, Runway 27 in use, QNH 1010, wind 240 at 10 kt, report final runway 27
Pilot	Squawk 4075 QNH1010 will report final runway 27, F-SL

Example from 2024
Stuck VFR On Top at LFRD

Jean-Laurent Philippe, Gabriel Faivre

Stuck VFR On Top at LFRD

Pilot: PAN PAN PAN PAN PAN PAN, Dinard Control, ROBIN F-HGPC, 30 NM east of your airport, FL85, 3 PoB, 2 hours of endurance, we are on top with no way to descend VMC. Unable to return.

CTR: ROBIN F-HGPC, Dinard Control, advise able to descend with instruments

Pilot: Affirm, F-HGPC

CTR: ROBIN F-PC, squawk 4321 and turn right heading 360°, same level

Pilot: squawking 4321 and turning right heading 360°, ROBIN F-PC

CTR: ROBIN F-PC, descend to altitude 7500 ft QNH 1001

Pilot: descending to altitude 7500 ft QNH 1001, ROBIN F-PC

CTR: ROBIN F-PC, descend to altitude 2000 ft, this will take you into the clouds

Pilot: descending to altitude 2000 ft, ROBIN F-PC

(now in the clouds – in IMC)

Stuck VFR On Top at LFRD

(now in the clouds – in IMC)

CTR: ROBIN F-PC, turn left heading 330°

Pilot: turning left heading 330°, ROBIN F-PC

CTR: ROBIN F-PC, turn left heading 270°

Pilot: turning left heading 270°, ROBIN F-PC

Pilot: ROBIN F-PC, levelling at 2000 ft

CTR: ROBIN F-PC, turn left heading 170° and descend altitude 1000 feet

Pilot: turn left heading 170° and descending altitude 1000 ft, ROBIN F-PC

Pilot: ROBIN F-PC, steady altitude 1000 ft

CTR: ROBIN F-PC, is the airfield in sight ?

Pilot: negative, ROBIN F-PC

… Same at 900 and 800 feet – Still in IMC

Stuck VFR On Top at LFRD

… still in the clouds in IMC

CTR: ROBIN F-PC, descend altitude 700 feet

Pilot: descending altitude 700 ft, ROBIN F-PC

Pilot: ROBIN F-PC, altitude 700 ft

CTR: ROBIN F-PC, is the airfield in sight ?

Pilot: affirm, ROBIN F-PC

CTR: you are cleared to join right-hand downwind runway 17

Pilot: cleared to join right-hand downwind runway 17, ROBIN F-PC

Pilot: Request vectors to join right-hand downwind runway 17, ROBIN F-PC

CTR: F-PC the airfield is at your heading 220°, continue heading 210° to join right-hand downwind runway 17

Pilot: continuing heading 210° to join right-hand downwind runway 17, F-PC

Pilot: F-PC, right-hand downwind runway 17

CTR: F-PC, number 1, report final runway 17

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.

ICAO Language Proficiency Rating Scale

1.1 Expert, Extended and Operational Levels

LEVEL	*PRONUNCIATION* ***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*	*FLUENCY*	*COMPREHENSION*	*INTERACTIONS*
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.	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	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.	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**	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.	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.

Levels 1, 2 and 3 are on subsequent page.

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.

ACD MasterClass in Aviation English - Sessions

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	Complete Flight Crews, Flight Briefings Crews 1, 2, 3, 6
10 November	Flight Briefings Crews 4, 5, 7, Taxi Clearances
17 November	Aviation Terminology, Departure Clearances, Sample Departure Script
24 November	Practice Scripts for Startup, Taxi and Departure (all crews).
1 December	Flying the Pattern, Sample Script.
8 December	Pattern Practice with Individual Crew Scripts.
15 December	Enroute and Arrival, Flight Plans, Sample Enroute scripts
22 December	Practice Enroute and Arrival Scripts for each Crew
05 January	Finish scripts, Inflight Emergencies, FCL 055 VFR test preparation.