



Aéro-Club du Dauphiné
Aviation English Master Class
Session 2

James Crowley
and the ACD FCL055 team

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

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).

Aviation English Master Class



- Formation of Flight Teams
- VFR Phraseology
- Automated Terminal Information Systems
- Sample Flight Briefing for next week

Aviation English Participants



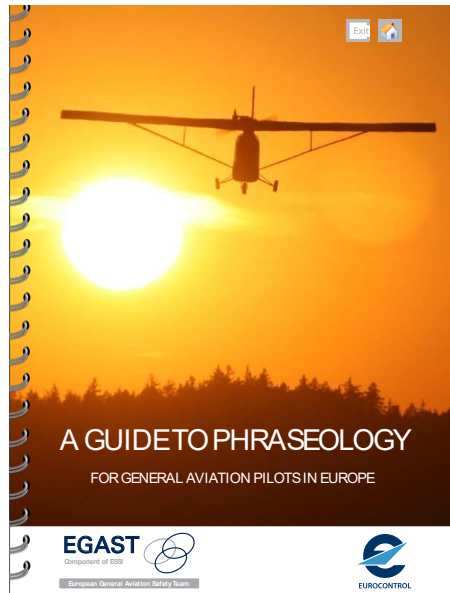
Name	Flight Crew
James Crowley	-0-
Marc Alexandre	4
Marie Baird	7
Antony Barclais	2
Bernard Bigot	5
Philippe Brun	7
Jerome Coudurier	excusé
Ulysse Cugat	1 (excuse)
Dragos Dumitriu	6
Sam Durand	3
Gabriel Faivre	2
Eléonore Guénot	1
Lucas Lebreton	6
Benjamin Leiba	4
Anton Telechev	3

ACD MasterClass Flight Crews



Team	Names	Aircraft	Type	Departure	Destination	notes
1	Eléonore Guénot	F-AZCC	Pilatus P2	LFLR	LIMA	
	Ulysse Cugat					
2	Antony Barclais					
	Gabriel Faivre					
3	Sam Durand			LFLB	LFGL	
	Anton Telechev					
4	Marc Alexandre	F-HPRA	DA 62	LFLS	LFML, LEGE	
	Benjamin Leiba					
5	Bernard Bigot	F-HGPC	DR 401	LFLG	LEBB	
	Philippe Brun					
6	Lucas Lebreton	F-GTPT	DR 400	LFLG	LEGE	
	Dragos Dumitriu					
7	Jerome Coudurier					
	Marie Baird					

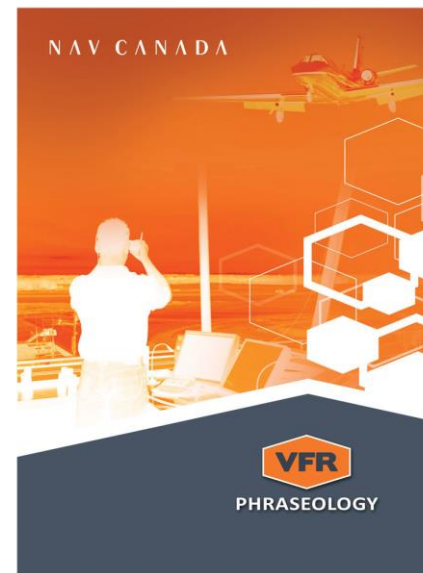
Sources for VFR Phraseology



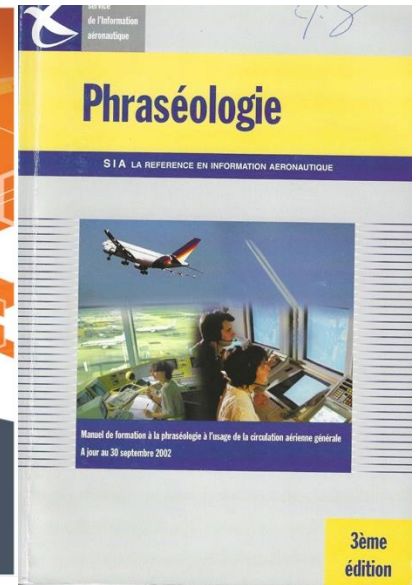
Eurocontrol
A Guide to Phraseology



ACD Aeronautical
Radiotelephony
Communications for
VFR (J.-Y. Larnaudie)



VFR Phraseology
(Nav Canada)



SIA Phraséologie

Standard Words and Phrases

(from Nav Canada VFR Phraseology)

Word	Meaning
ACKNOWLEDGE	Let me know you have received and understood this message
AFFIRMATIVE	Yes Use AFFIRM not AFFIRMATIVE
APPROVED	Permission granted
BREAK	Separation between portions of the message
BREAK BREAK	Separation between messages for two different aircraft
CHECK	Examine a system or procedure
CONFIRM	Verify (clearance, instruction, action, information) given
CONTACT	Establish communication with...
CORRECT	True/accurate
CORRECTION	An error was made in transmission, the correction will follow
DISREGARD	Ignore
EXPEDITE	Comply with instruction as soon as safely able
GO AHEAD	Proceed with transmission
HOW DO YOU READ	Can you hear my transmissions clearly?

Standard Words and Phrases

(from Nav Canada VFR Phraseology)

Word	Meaning
I DO NOT UNDERSTAND	I do not understand, please rephrase your last transmission
I SAY AGAIN	I repeat for clarity or emphasis
IMMEDIATELY	Immediate action required for safety reasons
MONITOR	Listen to (frequency)
NEGATIVE	No/permission not granted/not correct/not capable
OVER	End of transmission, requires response WWII Aviation Movie Lingo?
READ BACK	Repeat all, or specified part of message back
ROGER	Avoid: WWII Aviation Movie Lingo)
SAY AGAIN	Repeat all, or specified part of last transmission
SPEAK SLOWER	Reduce rate of speech
STAND BY	Wait and monitor frequency, caller will re-establish contact
UNABLE	Cannot comply with instruction/clearance/request
WILCO	Avoid: WWII Aviation Movie Lingo
WORDS TWICE	Communication difficult: please say every word/group of words twice Communication difficult: therefore I will repeat every word/group of words twice

Phraseology Guidelines

(from Nav Canada VFR Phraseology)

- ATS will use NINER and FIFE, however, pilots are not required to use these terms and may use NINE and FIVE.
- You may group numbers together if the number is an aircraft type number, flight number, wind speed, cloud height, visibility or direction of traffic using the 12-hour clock system.

Example	Pronunciation
Airbus 320	Airbus Three Twenty
West Jet 620	West Jet Six Twenty
Wind 270/10	Wind Two Seven Zero at Ten
BKN035	Thirty Five Hundred Broken
Traffic 10 O'clock	Traffic Ten O'clock

Phraseology Guidelines: Stand By and Go Ahead

(from Nav Canada VFR Phraseology)

Aviate, Navigate, Communicate

- “**Stand By**” is used when time is needed between transmissions. This may be to verify or gather information, or because there is another task being performed.
- **Stand by** means wait, the individual who initiated the stand by will re-establish contact when they are ready.
- The phrase “**GO AHEAD**” is only used as an instruction to proceed with your transmission. It is never used as an authorization for an aircraft or vehicle to taxi, or to approve a request.
- If you receive a clearance or instruction that you do not understand, say “**I DO NOT UNDERSTAND**”. The instruction/clearance will be explained to you using different words.

Transponder Phraseology

(from Nav Canada VFR Phraseology)

ATC Phraseology	Meaning
SQUAWK (numerical code)	Input assigned transponder code
SQUAWK IDENT	Press the “ident” feature of transponder
SQUAWK MODE CHARLIE	Ensure MODE C function is selected
STOP SQUAWK MODE CHARLIE	Turn off MODE C function
RESET/RECYCLE TRANSPONDER	Turn transponder off, and then back on
CONFIRM SQUAWK	Visually and then vocally confirm the selected mode/code
SQUAWK STANDBY	Select “standby” function
ROGER IDENT	Used by FSS to acknowledge a request to squawk ident or change to a new code
YOUR TRANSPONDER APPEARS UNSERVICABLE/MALFUNCTIONING	You are not showing up properly on the radar screen. Cycle transponder OFF and back ON to see if this fixes the issue

Air Traffic Service (ATS) units

(from Nav Canada VFR Phraseology)

ATS Unit	Service	Call Sign
Airport Control	Clearance Delivery	(location) CLEARANCE DELIVERY
	Ground Control	(location) GROUND
	Tower Control	(location) TOWER
Terminal Control	Arrival Control	(location) ARRIVAL
	Departure Control	(location) DEPARTURE
	Terminal Control	(location) TERMINAL
Area Control		(location) CENTRE
Flight Service Station and Flight Information Centre (FSS/FIC)	Airport Advisory Service (FSS)	(location) RADIO
	Flight Information Service Enroute-FISE (FIC)	(location) RADIO

Aeronautical Radiotelephony Communications

(from: **A GUIDE TO PHRASEOLOGY FOR GENERAL AVIATION PILOTS IN EUROPE**)

Aircraft Callsign Prefixes

...the name of the aircraft manufacturer or name of the aircraft model may be used as a prefix to the registration,... (This is widely practiced in the US, encouraged in Europe).

Examples: **Cessna F-DCBA, Robin F-GTPT, Cirrus F-GTCI**

Establishing Communications

When establishing communications, an aircraft should use the full call sign of both the aircraft and the aeronautical station.

Pilot: [Station Name] [Station Type] [Aircraft Call Sign]

Station: [Aircraft Call Sign] [Station Name] [Station Type]

Example:

Pilot: Le Versoud Ground, Robin F-GTPT on the Apron Good Morning

Tower: Robin F-GTPT, Le Versoud Ground. Pass your message

Aeronautical Radiotelephony Communications

(<http://www.apprendreavoler.fr/phraseo/Files/Other/phraseoEngV1.4.pdf>)

All numbers, except as specified above, shall be transmitted by pronouncing each digit separately

aircraft call signs AF 238 Olympic 242	transmitted as Air France two three eight Olympic two four two
flight levels FL 180 FL 200	transmitted as flight level one eight zero flight level two zero zero
Headings 100 degrees 080 degrees	transmitted as heading one zero zero heading zero eight zero
wind direction and speed 200 degrees 25 knots 160 degrees 18 knots gusting 30 knots	transmitted as wind two zero zero degrees two five knots wind one six zero degrees one eight knots gusting three zero knots
transponder codes 2400 4203	transmitted as squawk two four zero zero squawk four two zero three
Runway 27 30 09	transmitted as runway two seven runway three zero runway zero niner
altimeter setting 1010 1000	transmitted as QNH one zero one zero QNH one zero zero zero

Aeronautical Radiotelephony Communications

FREQUENCIES: All six digits... should be used..., except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits should be used.

Channel	Transmitted as
118.000	ONE ONE EIGHT DECIMAL ZERO
118.005	ONE ONE EIGHT DECIMAL ZERO ZERO FIVE
118.010	ONE ONE EIGHT DECIMAL ZERO ONE ZERO
118.025	ONE ONE EIGHT DECIMAL ZERO TWO FIVE
118.050	ONE ONE EIGHT DECIMAL ZERO FIVE ZERO
118.100	ONE ONE EIGHT DECIMAL ONE

Time: only the minutes of the hour should be required.

Each digit should be pronounced separately.

The hour should be included [only] when [there is] possibility of confusion.

09:20	TOO ZERO or ZERO NINER TOO ZERO
16:43	FOUR THREE or ONE SIX FOUR THREE

Aeronautical Radiotelephony Communications

(<http://www.apprendreavoler.fr/phraseo/Files/Other/phraseoEngV1.4.pdf>)

... numbers[for]....altitude, cloud height, visibility and runway visual range (RVR) , which contain whole hundreds and whole thousands, shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word HUNDRED or THOUSAND as appropriate.

Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word THOUSAND followed by the number of hundreds followed by the word HUNDRED.

Altitude 800	transmitted as eight hundred
3 400 12 000	three thousand four hundred one two thousand
cloud height 2 200 4 300	transmitted as two thousand two hundred four thousand three hundred
Visibility 1 000 700	transmitted as visibility one thousand visibility seven hundred
runway visual range 600 1 700	transmitted as RVR six hundred RVR one thousand seven hundred

Automatic Terminal Information Service

ATIS (ICAO)

Airfield, identifier, Time (UTC), [Approach], Runway in use, Runway Condition, [Significant NOTAMS], Wind speed and direction, Visibility, Cloud cover, Temperature, Dew point, QNH, QFE, Inform [Airfield] [Station] on first contact that you have information [Identifier]

ATIS (FAA)

Airfield, identifier, Time (UTC), Wind speed and direction, Visibility, Cloud cover, Temperature, Dew point, QNH, QFE, [Approach], [Density Altitude], Advise on initial contact that you have information [Identifier]

AWOS (Automated Weather Observing System)

An automated airport weather system that provides continuous, real time information and reports on airport weather conditions. Depending on the configuration, AWOS measure a combination of the following parameters: Barometric pressure, Wind speed and wind gusts (in knots), Temperature and dew point (in degrees Celsius), Visibility and variable visibility, Sky condition, cloud ceiling height, Precipitation type, Runway surface conditions

European ATIS examples:



LFLG-ATIS-I-19mar2022



LFLS-ATIS-G-20mar2022



LFBD-ATIS-I-19mar2022



ATIS EDSB Baden KILO



EGJJ-ATIS-F-Jersey-19mar2022



EGSC ATIS Cambridge CHARLIE



Assignment for 3 Nov 2025

Preflight Briefings



Each Team: Prepare to give a preflight briefing for your practice flight composed of:

- 1) Aircraft: Type, Call Sign, Performance.
- 2) Flight Plan: Departure, Destination, Airspace, Alternates, Route, Fuel
- 3) Fun facts about the destination

Assignment for 3 Nov 2025

Preflight Briefings



Example:

Team 0: Jim Crowley

Trip: KSAT to KHDO with SR20 N-689PG

SR20 N689 PG



SR20 N689 PG

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

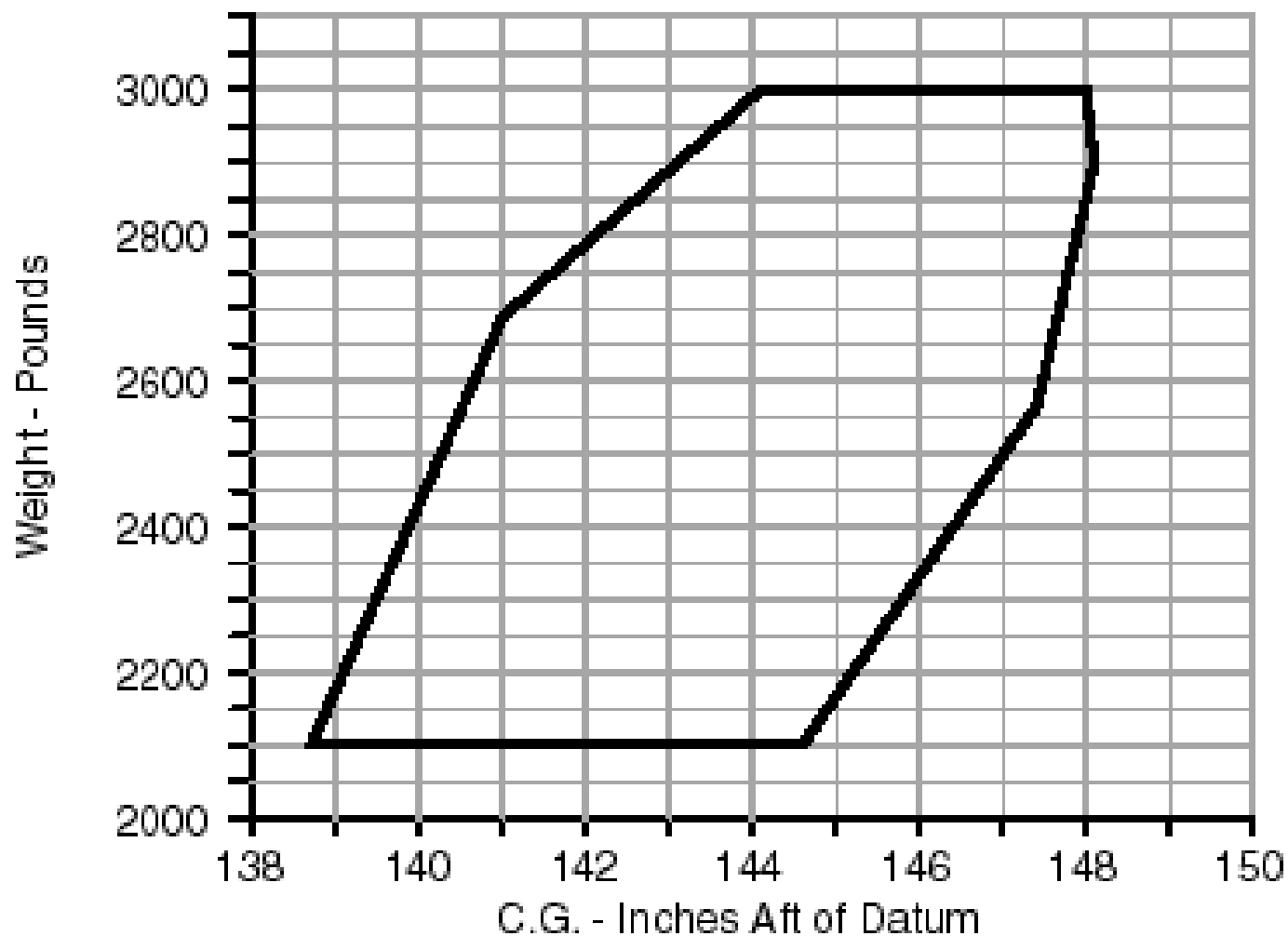
Weather



Texas Skies Aviation

Boerne Stage Field (5C1)

Weight and Balance



Airspeeds

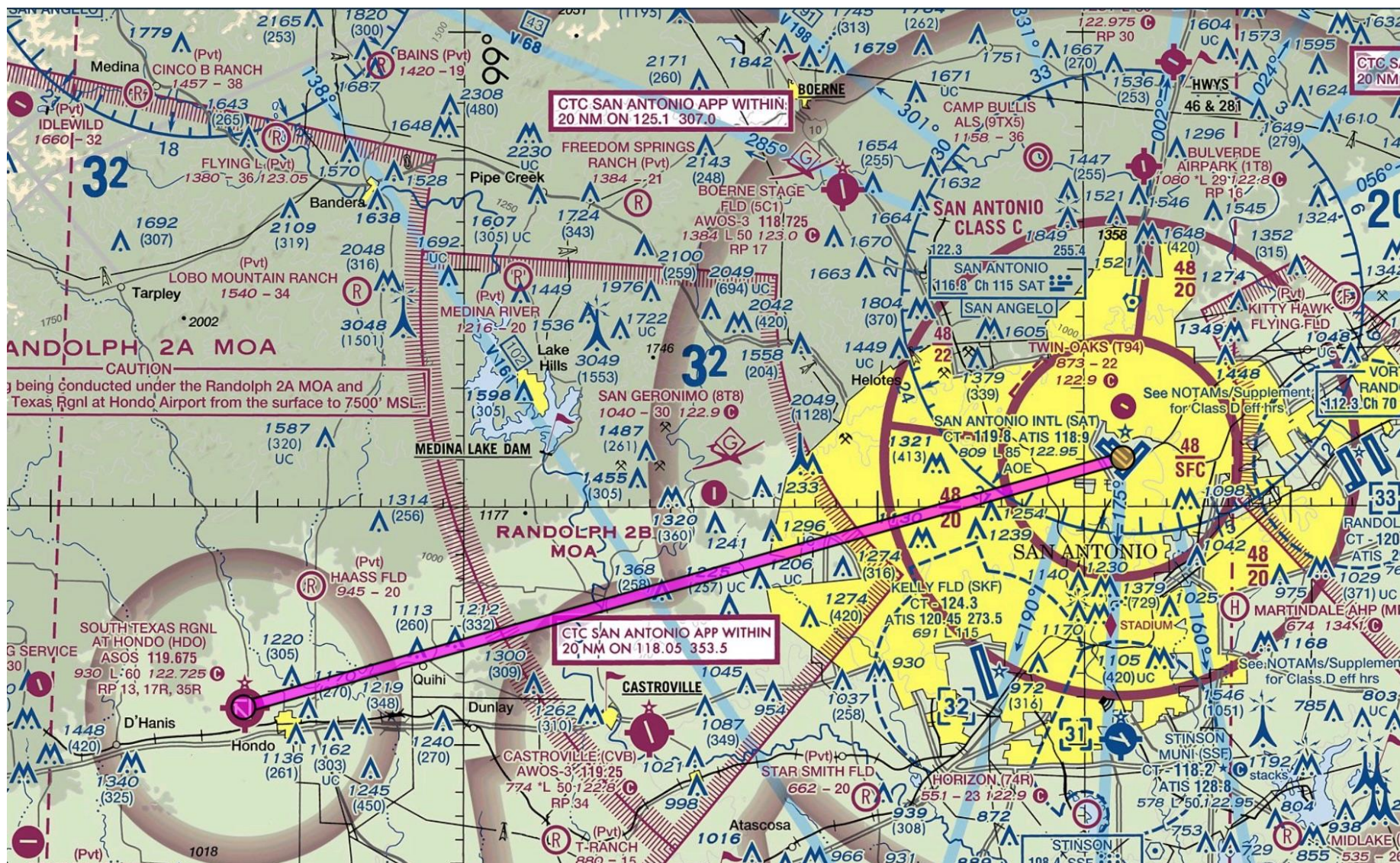
Airspeed	Knots	
Vs0	56	
Vs1	65	
Vr	67	
Vx	81	
Vapp	80	
Vgvideo	87	at 2500 lbs
Vy	96	
Vgslide1	96	at 3000 lbs
VCrusieclimb	105	
Vao	111	at 3000 lbs
Vfe0	100	Flaps 100%
Vfe0	120	flaps 50%
Va1	131	at 2200 lbs
Vpd	135	
Vno	165	
Vne	200	



Tkof	POH/CKLST
Flaps 50%	
Vr	67
Vx	91
Flaps up	
Vy	95
Cruise Climb	105

Landing	CheckList
Circ	85
Flaps 50	
App	80
Flaps 100	
App	75
Gear Up	Vsi >0
Vso	56

KSAT to KHDO (39 Nm at 250°)

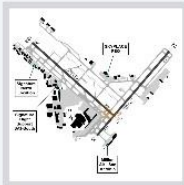


Tap to view 20 NOTAMS



KSAT





KSAT: San Antonio Internati...

San Antonio, Texas, US

29°32'02"N/98°28'09"W

Sunrise, set: 07:32, 19:47 GMT-5



3D View

Taxiways

Nearby

Comments

FBOs

Flight category	VFR	ATIS	118.9
Elevation	809' MSL	Clearance	126.7
Circuit altitude	1,809' MSL (est.)	Ground	121.9
Fuel	Jet A+, Jet A, 100LL	Tower	119.8
Procedures	ILS, GPS, LOC, RN...	Appr, Dep	Multiple

Frequencies

Weather

Runways

Procedures

NOTAMs

Services

A/FD

More

Two runways closed by NOTAM >

Approach



San Antonio Approach
141° - 270°

118.05

Clearance



San Antonio Approach

121.375

Common



San Antonio Approach
360° - 090°

124.45

Departure



San Antonio Approach
271° - 359°
Initial Contact

125.1

Emergency



Flight Service



San Antonio Approach
091° - 140°

128.05

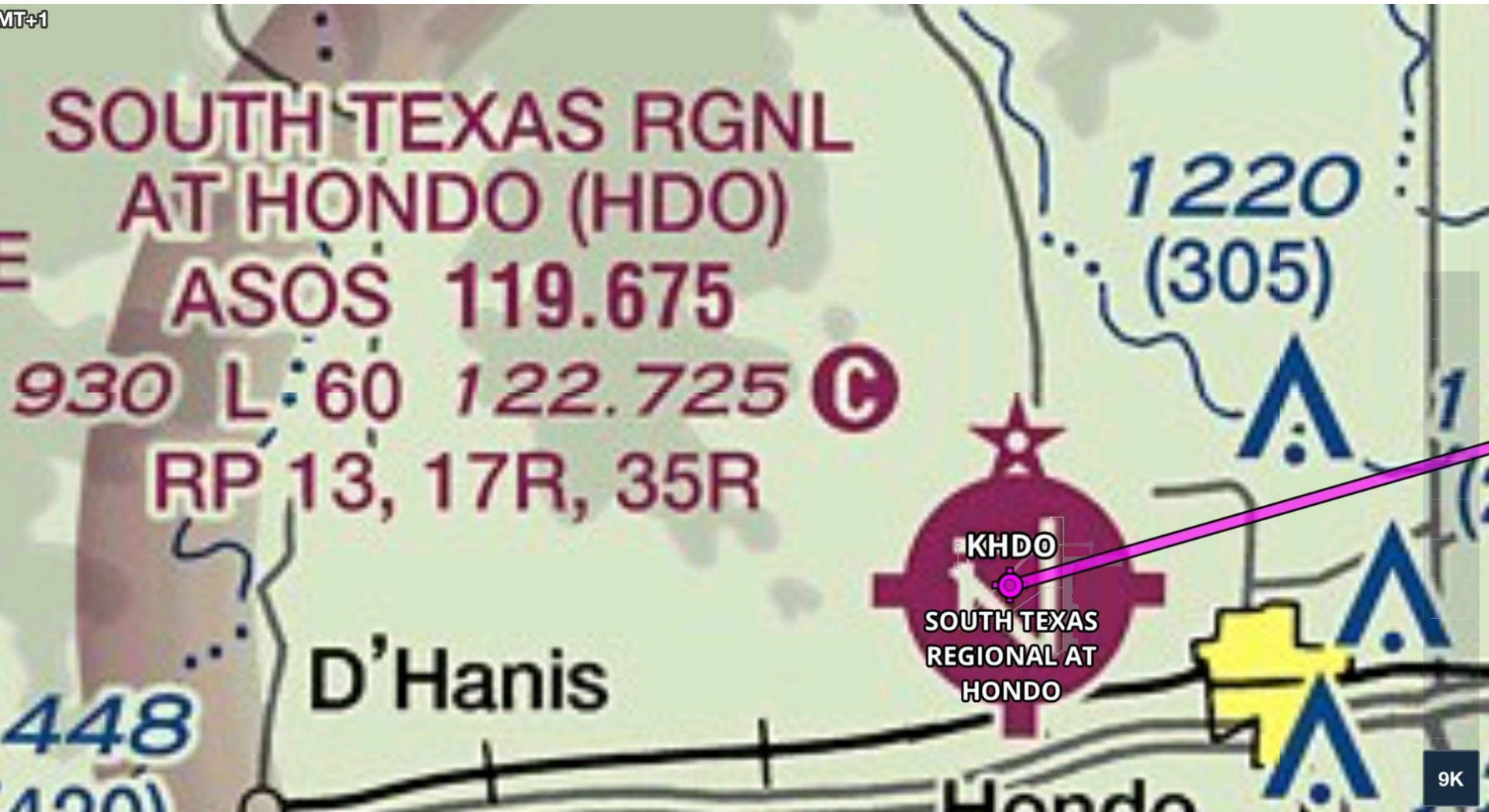
KSAT – KHDO (4500 ft)

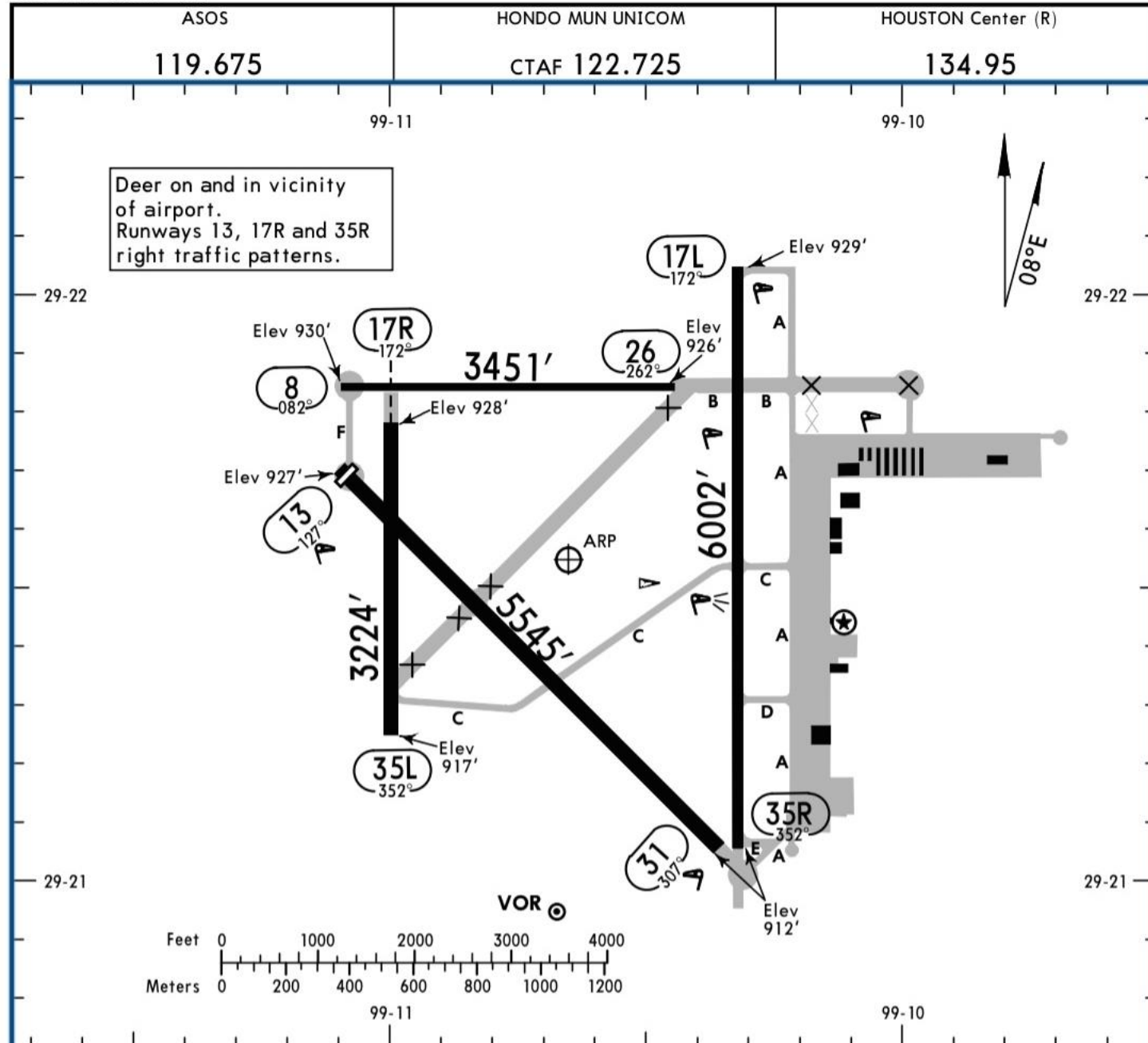


KSAT -> KHDO 259° M 39 Nm 5.3g 0h20m
at 4500ft expect 4kts Headwind

KHDO

MT+1



KHDOApt Elev **930'**
N29 21.5 W099 10.7 **JEPPesen**16 APR 21
Eff 22 Apr (10-9)**HONDO, TEXAS**
SOUTH TEXAS REGL AT HONDO

Sample: LFHE-LFMD with F-HGPC

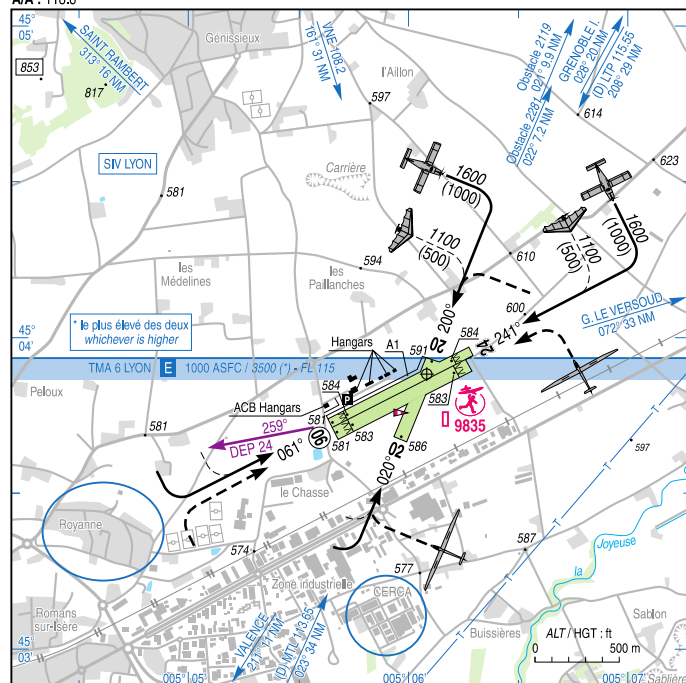
ATERRISSAGE A VUE Visual landing

Ouvert à la CAP
Public air traffic
15 AUG 19

ROMANS SAINT PAUL AD 2 LFHE ATT 01

	ALT AD : 595 (21 hPa) LAT : 45 03 53 N LONG : 005 06 05 E	LFHE VAR : 1° E (15)
--	--	--------------------------------

APP : NIL
TWR : NIL
A/A : 118.8



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
06L 24R	061 241	940 x 50	Non revêtue Unpaved	-	940 940	940 940	820 805
06R 24L	061 241	890 x 80	Non revêtue Unpaved	-	890 890	890 890	770 751
02 20	020 200	500 x 80	Non revêtue Unpaved	-			500 500

Aides lumineuses : NIL

Lighting aids : NIL



AMDT 10/19 CHG : Distances déclarées, normmage TWY, obstacle.

© SIA

APPROCHE A VUE Visual approach

Ouvert à la CAP
Public air traffic
25 MAR 21

CANNES MANDELIEU AD 2 LFMD APP 01

	ALT AD : 14 (1 hPa) LAT : 43 32 47 N LONG : 006 57 15 E	LFMD VAR : 2° E (20)
--	--	--------------------------------

ATIS : 130.480 ☎ 04 92 19 94 92

APP : NICE Approche/Approach 120.655 (1)

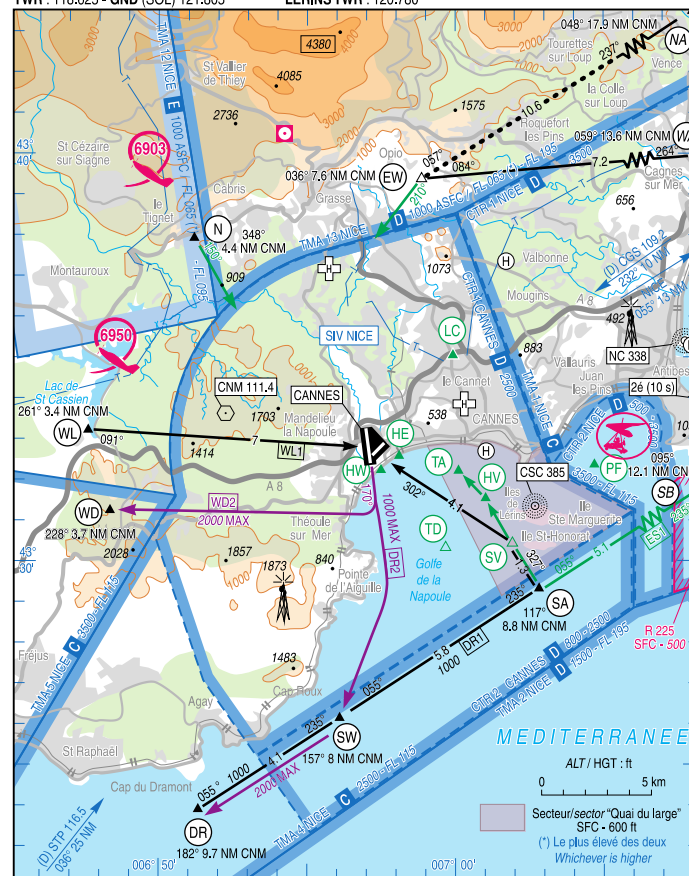
(1) au dessus de 2500 ft sur instruction ATC seulement / above 2500 ft, on ATC instruction only.

TWR : 118.625 - GND (SOL) 121.805

LERINS TWR : 120.780

VDF

LOC/DME 110.35



AMDT 04/21 CHG : VAR, orientations, TEL ATIS, FREQ LERINS TWR.

© SIA

LFHE-LFMD with F-HGPC

DR401-155CDI



Glass cockpit

Garmin GTN650 (MFD)
Aspen EFD1000 (PFD)
SAM MD302 (Backup)

Electric Flaps
Electric Trim

LFHE-LFMD with F-HGPC

ATERRISSAGE A VUE Visual landing

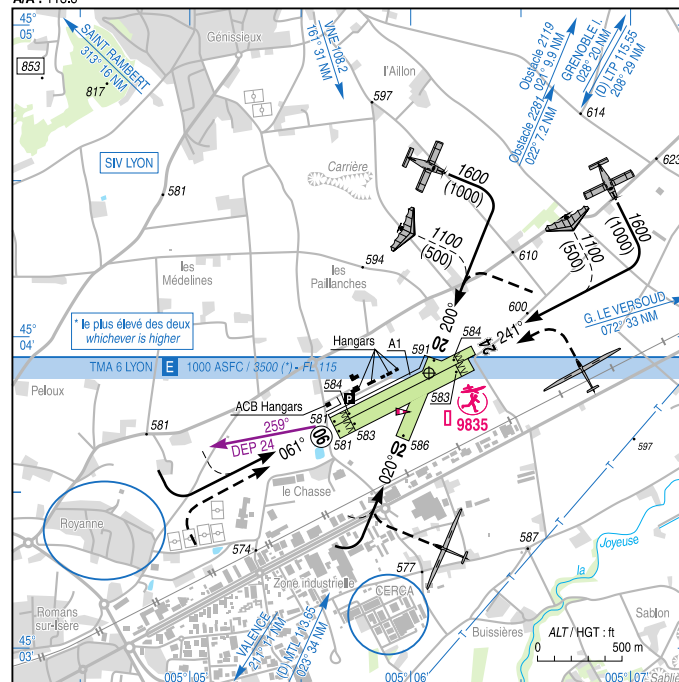
Ouvert à la CAP
Public air traffic

ROMANS SAINT PAUL
AD 2 LFHE ATT 01

15 AUG 19

				ALT AD : 595 (21 hPa) LAT : 45 03 53 N LONG : 005 06 05 E	LFHE VAR : 1° E (15)
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APP : NIL
TWR : NIL
A/A : 118.8



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
06L 24R	ACFT 241	940 x 50	Non revêtue Unpaved	-	940 940	940 940	820 805
06R 24L	Planeurs Gliders 241	890 x 80	Non revêtue Unpaved	-	890 890	890 890	770 751
02 20	020 200	500 x 80	Non revêtue Unpaved	-			500 500

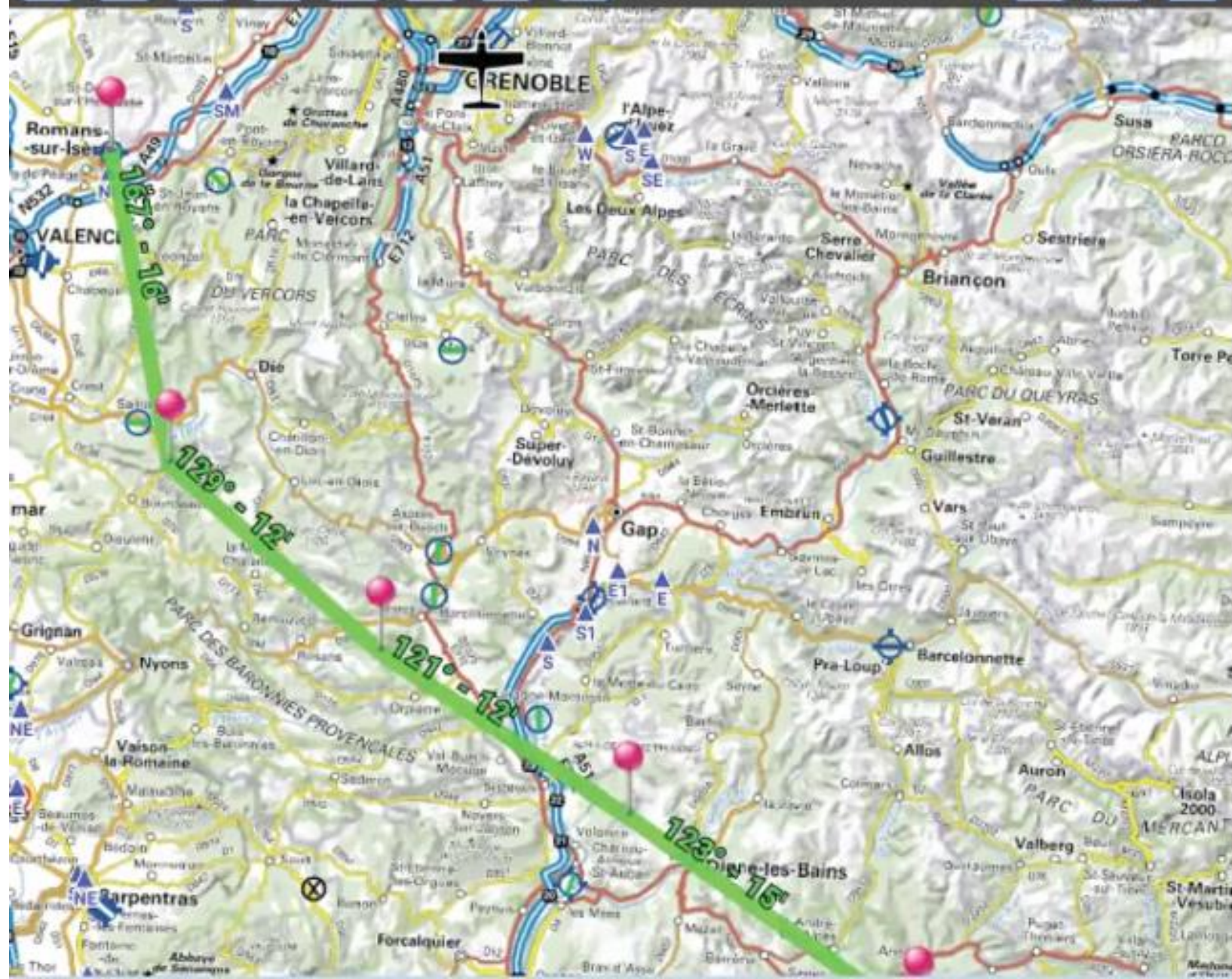
Aides lumineuses : NIL

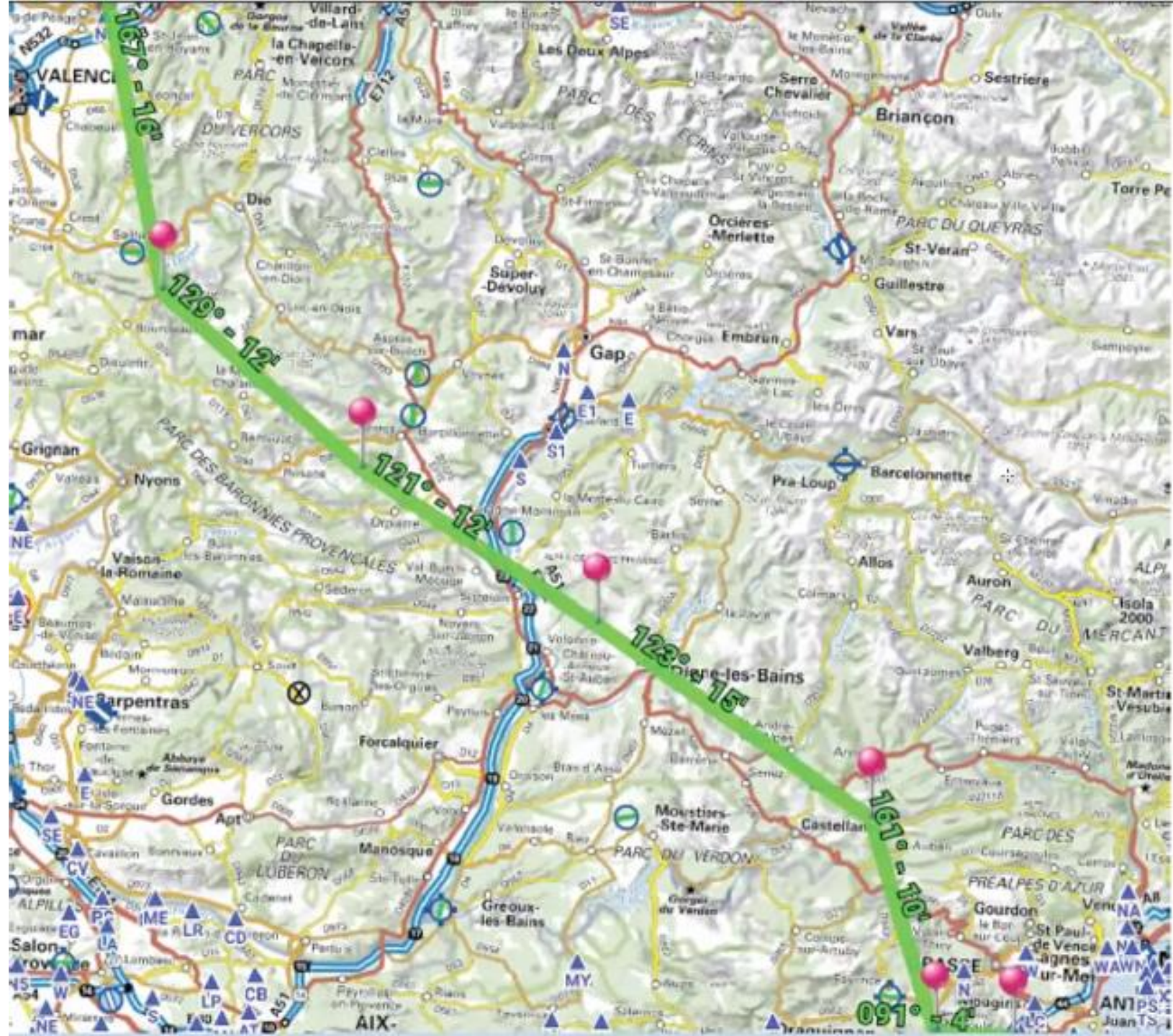
Lighting aids : NIL



AMDT 10/19 CHG : Distances déclarées, nommage TWY, obstacle.

© SIA





Z min		DTG		LFHE - ROMANS SAINT PAUL			
	0	16'	17'	118.8 LFHE A/A		003° / 6 kts 1°D / 6 kts T	
7500	167°	26	131	BEPER			
4500				124.5 MARSEILLE INFO		004° / 11 kts 4°D / 7 kts T	
	26	12'	13'	RETNO			
9500	129°	23	104				
5000							
	50	12'	13'	120.55 MARSEILLE IN...		007° / 6 kts 3°D / 3 kts T	
9500	121°	25	81	PERUS			
5000							
	74	15'	15'	120.55 MARSEILLE IN...		321° / 2 kts 0°D / 2 kts T	
9500	123°	30	56	AGEVU			
6500							
	104	10'	10'	120.85 NICE INFO		197° / 3 kts 1°G / 2 kts H	
2500	161°	20	27	LFMD/WL			
6000				118.625 LFMD TWR		077° / 22 kts 3°D / 21 kts H	
	124	4'	4'	LFMD - CANNES MANDELIEU			
1500	091°	7	7				
2000							
	131	70'	71'	121.805 LFMD GND			
	131						



Devis Carburant

Aérodrome de départ :

LFHE - ROMANS SAINT PAUL

Aérodrome d'arrivée :

LFMD - CANNES MANDELIEU

Aérodrome(s) de dégagement :

Distance totale en Nm :

131

Facteur de base :

0.51

Temps de vol en minute :

71

Conso (l par heure) :

24

Items	Temps	Qté (l)
Roulage (10' par aérodrome)	20	8.0
Délestage trajet *	83	33.2
Marge	0	0.0
Réserve de dégagement	15	6.0
Réserve finale **	30	12.0
Exercices de maniabilité	0	0.0
Carburant supplémentaire	0	0.0
TOTAL :	02H28	60 l

Centrage F-HGPC / DR401-155 en kt

$$CG = 574465.0 \text{ mm.kg} / 1093.0 \text{ kg} = 525.586 \text{ mm}$$

1100 kg

665 kg

257 mm

564 mm



Avion vide



Rang 1 - Equipage

180

kg

73800.0 mm.kg



Rang 2 - Passagers

140

kg

166600.0 mm.kg



Rang 3 - Bagages

20

kg

38000.0 mm.kg



Reservoir principal



21:36



87%



Dossier (Météo)

LFLU VALENCE CHABEUIL (7 Nm / droite)



METAR : LFLU 241800Z AUTO VRB02KT CAVOK 16/M01 Q1024

Team 1: LFHE-LFMD with F-HGPC



LFHE-LFMD with F-HGPC



LFHE-LFMD with F-HGPC





0 kts
732 ft

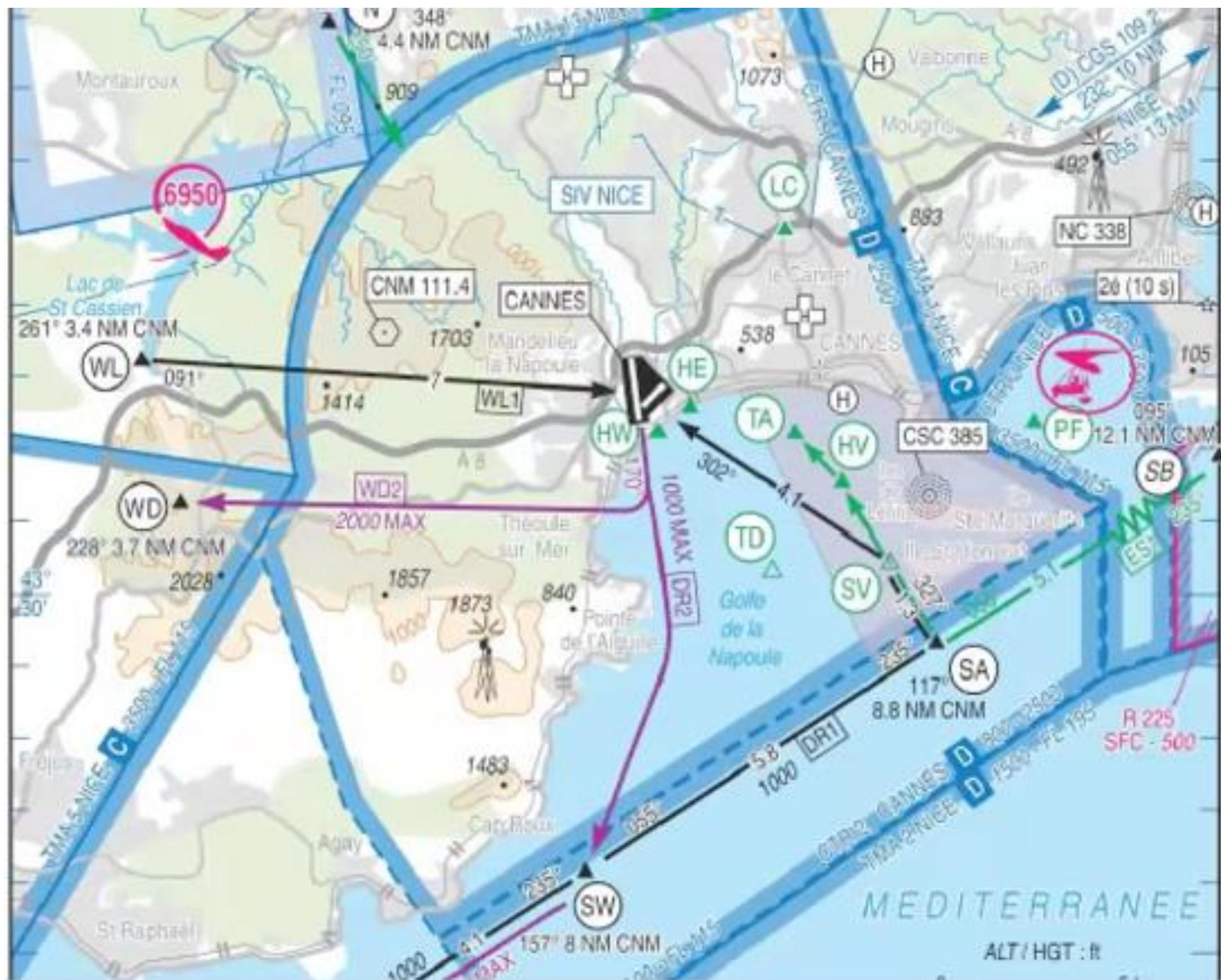
358°
216°

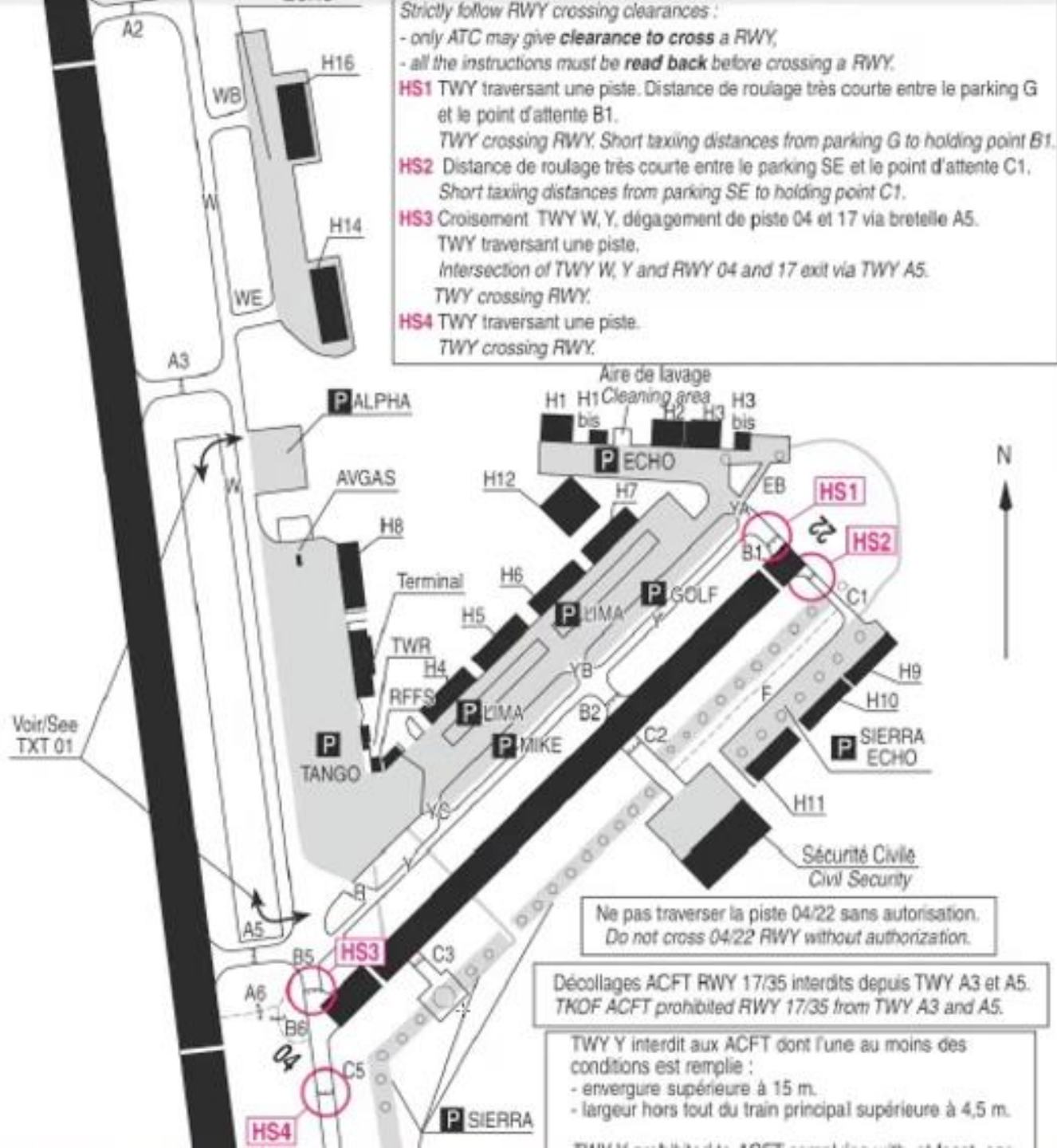
ETA LFMD - CANN
99:99 (99:99)

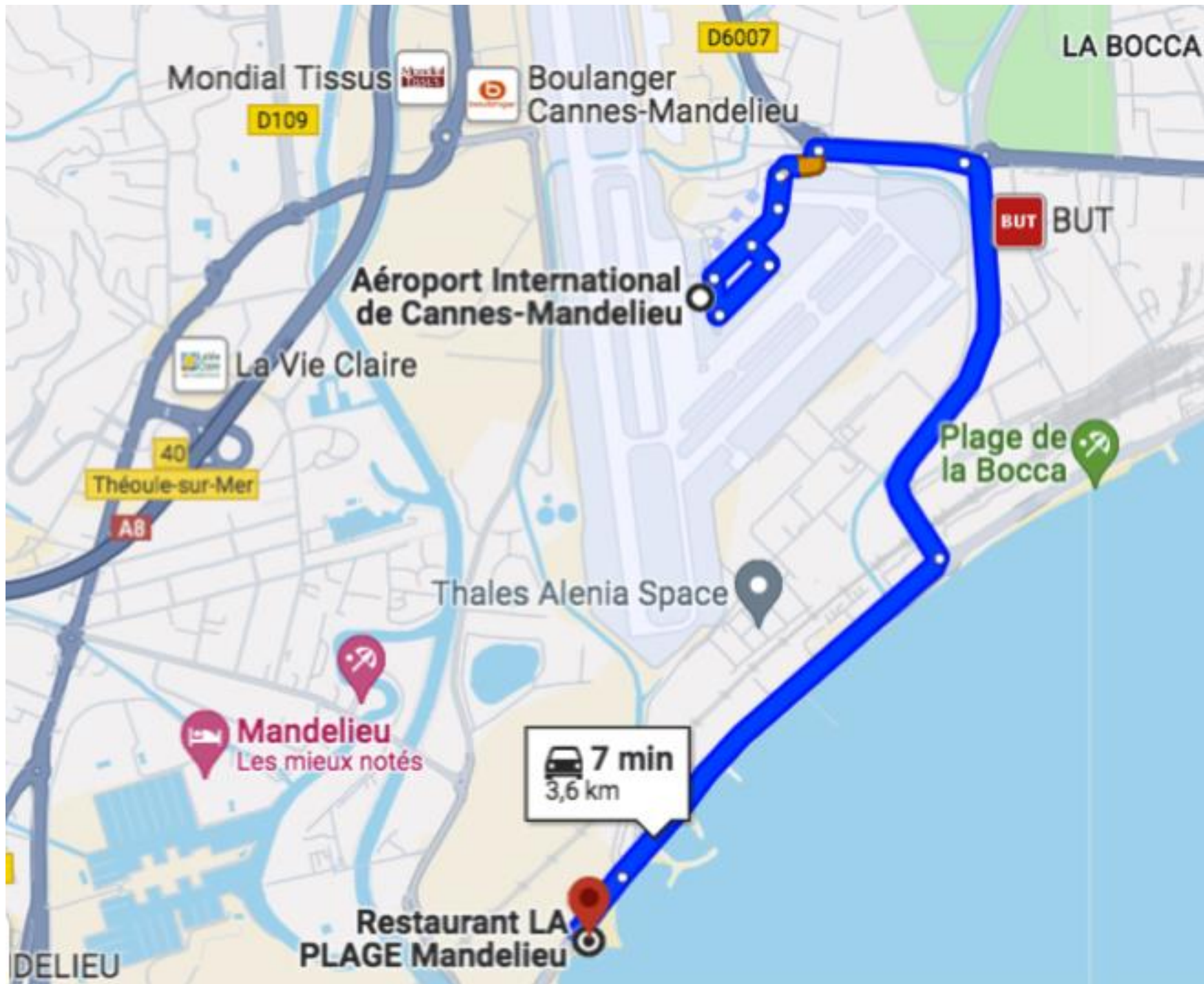


LFHE-LFMD with F-HGPC









Session Planning (Next Session)



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- 27 October Form Flight Crews, ATC Overview, Numbers, ATIS Structure, Sample Flight Briefing.
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