



Aéro Club du Dauphiné
Aviation English Master Class
Session 3

James Crowley

<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 Complete Flight Crews, Flight Briefings Crews 1, 2, 3, 6**
- 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 Participants



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

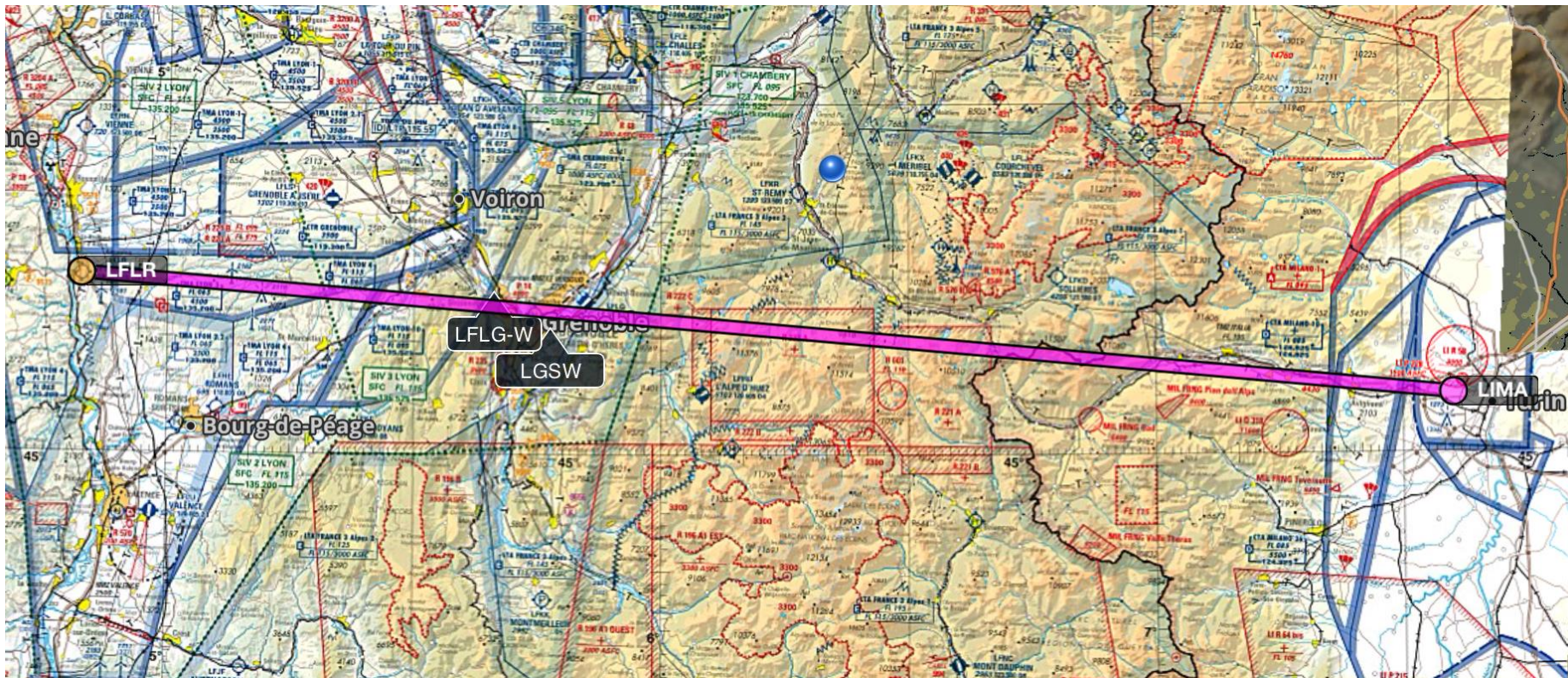
ACD MasterClass Flight Crews



Crew	Names	Call Sign	Type	Departure	Destination	notes
1	Eléonore Guénot	F-AZCC	Pilatus P2	LFLR	LIMA	3/11
	Ulysse Cugat					
2	Antony Barclais	ACD DA42	DA42	LFLG	LSGS	3/11
	Gabriel Faivre					
3	Sam Durand	N7275R	C172 S	LFLB	LFGL	3/11
	Anton Telechev					
4	Marc Alexandre	F-HPRA	DA 62	LFLS	LFML, LEGE	10/11
	Benjamin Leiba					
5	Bernard Bigot	F-HGPC	DR 401	LFLG	LEBB	10/11
	Philippe Brun					
6	Lucas Lebreton	F-GTPT	DR 400	LFLG	LEGE	3/11
	Dragos Dumitriu					
7	Jerome Coudurier	F-GSRE	DR 400	LFLG	LIRJ	10/11
	Marie Baird					

Crew 1: LFLR – LIMA with F-AZCC

Eléonore Guénot , Ulysse Cugat



Crew 1: LFLR – LIMA with F-AZCC

Eléonore Guénot , Ulysse Cugat

F-AZCC - Pilatus P2- Performance

The Pilatus P2 is a trainer aircraft from after World War II.
Designed and produced by Swiss aircraft manufacturer Pilatus.

Engine: a german pre-World War II V12 air cooled engine, Argus A410.
The landing gear, the stick, the contact magnetos and the rudder pedals are from Messerschmitt BF109.

The aircraft is suitable for performing a variety of aerobatic maneuvers.

Cruise speed: 260 km/h.

Consumption: 110L/h

Capacity: 220L

-> Refuel in Torino with 100LL



Crew 1: LFLR – LIMA with F-AZCC

Eléonore Guénot , Ulysse Cugat

Flight Plan: from Saint Rambert LFLR to Torino LIMA



Crew 1: LFLR – LIMA with F-AZCC

Eléonore Guénot , Ulysse Cugat

Navigation

From LFLR to LFLG

3500 ft up to the Isère River then climb up to 7500 ft to pass the Vercors

- Arc Pass (1736m)
- LFLG

If climbing up to 7500 ft is possible then:

- Coche Pass (1989m)
- Glandon Pass (1924m)
- Maurienne Valley
- Mont Cenis Pass (2086m)
- Susa Valley

Crew 1: LFLR – LIMA with F-AZCC

Eléonore Guénot , Ulysse Cugat

Altimetric profile



Crew 1: LFLR – LIMA with F-AZCC

Eléonore Guénot , Ulysse Cugat

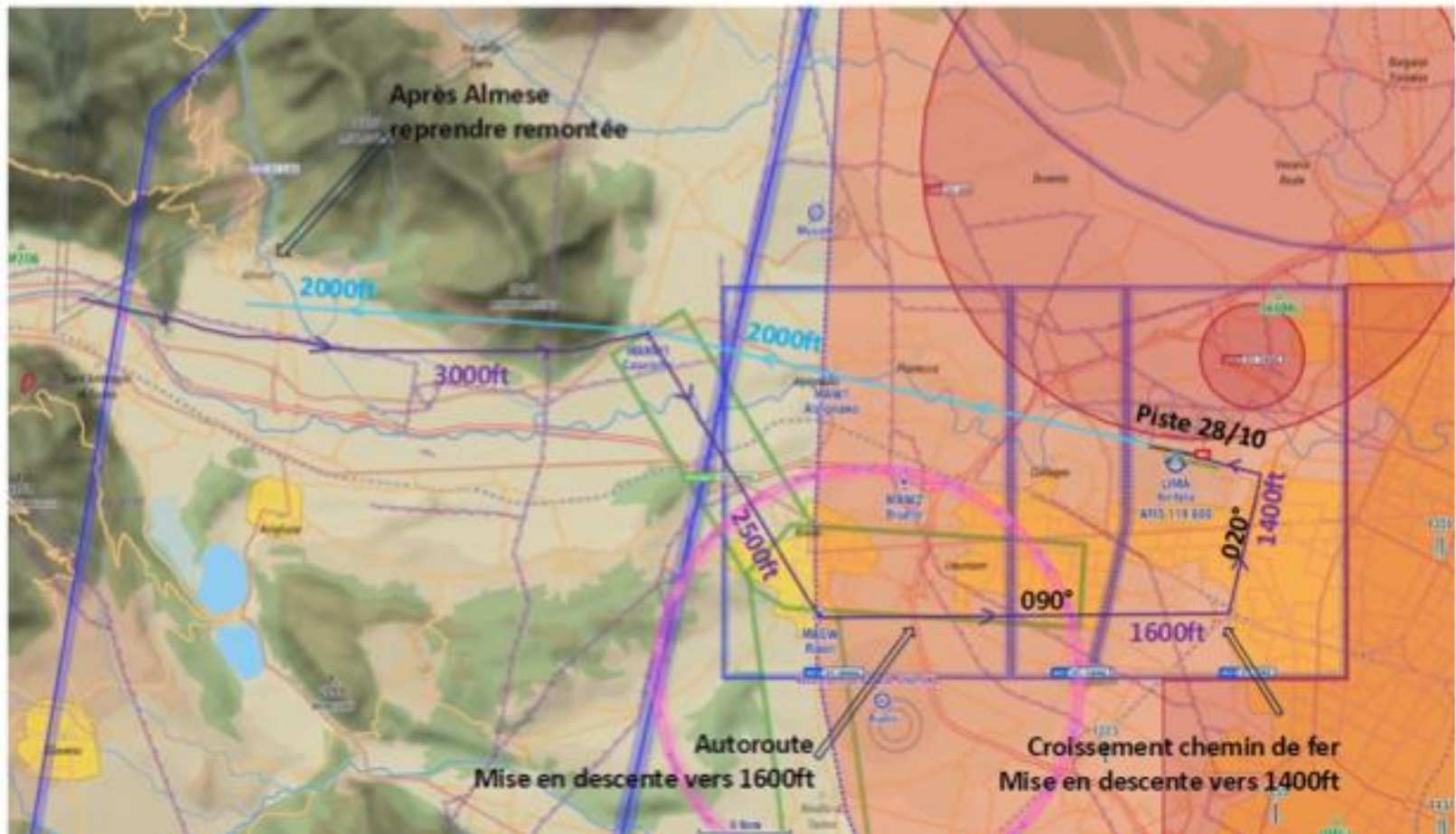
Air Spaces - Class D after Val Susa



Crew 1: LFLR – LIMA with F-AZCC

Eléonore Guénot , Ulysse Cugat

LIMA Destination



Crew 1: LFLR – LIMA with F-AZCC

Eléonore Guénot , Ulysse Cugat

VAC - Visual Approach Chart



Runway 28R (preferential)/10L

- 28R: DTHR of 250m, LDA 824m
- take off on runway 10 forbidden
- AFIS 119.8 (9h-19h)
- Altitude 943 ft
- Max 3 planes in the circuit (max 2 tailwind)
- Take-off 28R: maintain 280° until 700 ft AGL (1600ft)

Crew 1: LFLR – LIMA with F-AZCC

Eléonore Guénot , Ulysse Cugat



Crew 1: LFLR – LIMA with F-AZCC

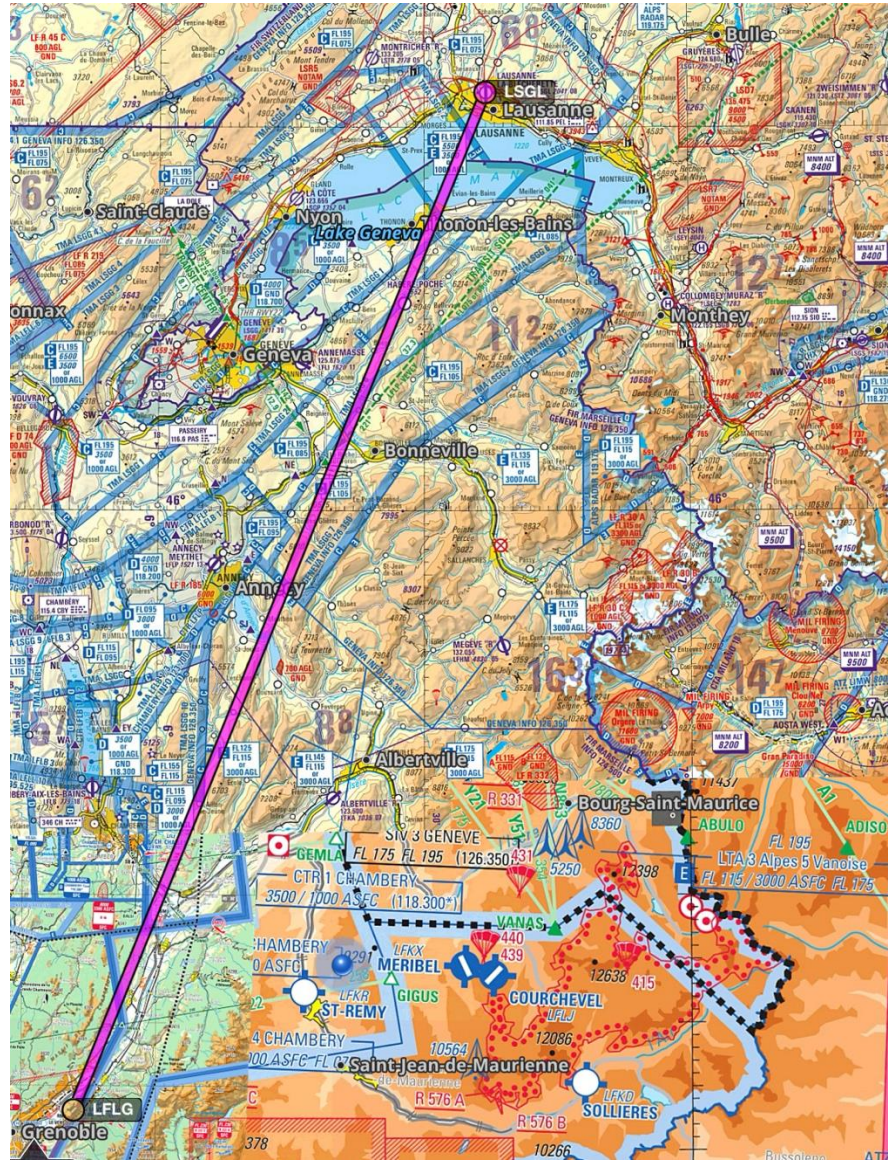
Eléonore Guénot , Ulysse Cugat

F-AZCC - Pilatus P2 - movie star



Crew 2: LFLG – LSGS with ACD DA42

Antony Barclais, Gabriel Faivre



Aircraft: Type, Call Sign

- Type DA42 TWINSTAR
 - Two Thielert 125 Diesel engines. Four cylinders. Liquid cooled. Turbo-charged
- Call Sign: ACD DA42



DA42 Airspeed

Operating Speeds KIAS for MTOM 1785 Kg

Stall speed V_S clean	64
Stall speed V_S Flaps APP	61
Stall speed V_{SO} Flaps LDG.....	57
<i>In ice add 4 kt</i>	
Best Glide (Flaps UP)	82
Best Angle of Climb V_X	79
Best Rate of Climb V_Y	79
Best Rate of Climb 1-eng (V_{YSE}).....	82
Min control speed (V_{MCA}).....	68
Cruise Climb speed	86
Rotation Speed	72

Data & limitations

Max usable fuel 25 USG/side JET-A1;
Max imbalance 5 USG.
Approx burn @ 60% = 4.5USG/side/hour.
Max demonstrated X-wind 20 kt

Max speed Flaps APP	133
Max speed Flaps LDG.....	113
Max speed gr ext & down.....	188
Approach speed flaps UP.....	min 92
Approach speed flaps LDG.....	min 86
Max cruising speed (V_{NO}).....	151
Never exceed speed (V_{NE})	188

Cruise speed @50% 120Kts

DA42 Mass and Balance

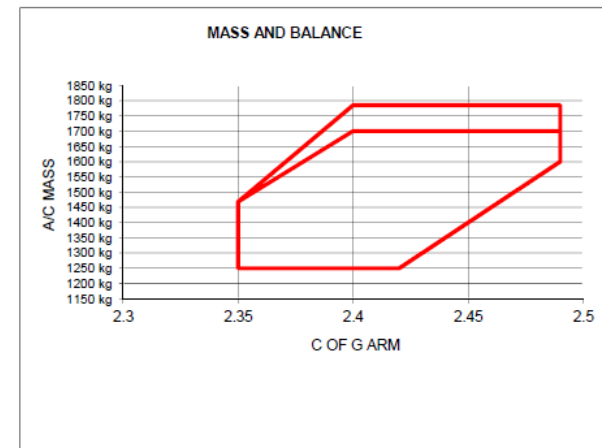
Minimum flight mass	1250 kg
Maximum ramp mass	1793 kg
Maximum take off mass	1785 kg
Maximum zero fuel mass	1650 kg
Maximum landing mass	1785 kg

AFTA DA42 MASS AND BALANCE

	ITEM	MASS (KG)	C. OF G. (METRES)	MOMENT (KG. METRES)
1	BASIC EMPTY MASS		2.42	
2	DE-ICING FLUID		1.00	
3	LEFT FRONT SEAT		2.30	
4	RIGHT FRONT SEAT		2.30	
5	LEFT REAR SEAT		3.25	
6	RIGHT REAR SEAT		3.25	
7	NOSE BAGGAGE COMP. (Max = 30 kg.)		0.60	
8	COCKPIT BAGGAGE COMP. (Max = 45 kg.)		3.85	
9	BAGGAGE EXTENSION (MAX = 18 KG.) (MAX "8" + "9" = 45 kg.)		4.54	
10	ZERO FUEL MASS (MZFM = 1650 KG)			
11	FUEL IN TANKS (1usg = 3.03KG)		2.63	
12	TAKE-OFF MASS (MTOM = 1700 KG)			
13	FUEL BURN		2.63	
14	LANDING MASS (MLM = 1700KG)			

UNDERLOAD - TAKE-OFF (1785KG - TOM)
REQD FUEL BURN TO ACHIEVE MLM

KGS
USG



The plotted points are from lines 10,12 and 14 above

DA42 Fuel planning

Taxi 10 min

Trip 60min

Contingency 10min

Alternate 60min

Final reserve 30min

Additional 30min

Total: 3h20min (3.33) = $3.33 \times 9\text{USG} = 30\text{USG}$

Block fuel: FULL TANKS (50USG) (5H endurance)

Data & limitations

Max usable fuel 25 USG/side JET-A1;

Max imbalance 5 USG.

Approx burn @ 60% = 4.5USG/side/hour.

Fuel

Type	Jet A1
Total fuel quantity	52 US Gal
Total useable fuel	50 US Gal
Max Imbalance	5 US Gal

Note:

Unless otherwise stated all references to fuel quantities are in US gallons.

- 1 US Gallon = 0.833 Imperial Gallons
- 1 US Gallon = 3.79 Litres
- 1 US Gallon of JET A1 weighs approximately 3.3 kilograms (7.26 lbs)
- 1 Imperial Gallon = 1.22 US Gallons

LFLG Airfield

ICAO / IATA
LFLG

Name
LE VERSOUD

Location
Grenoble, France

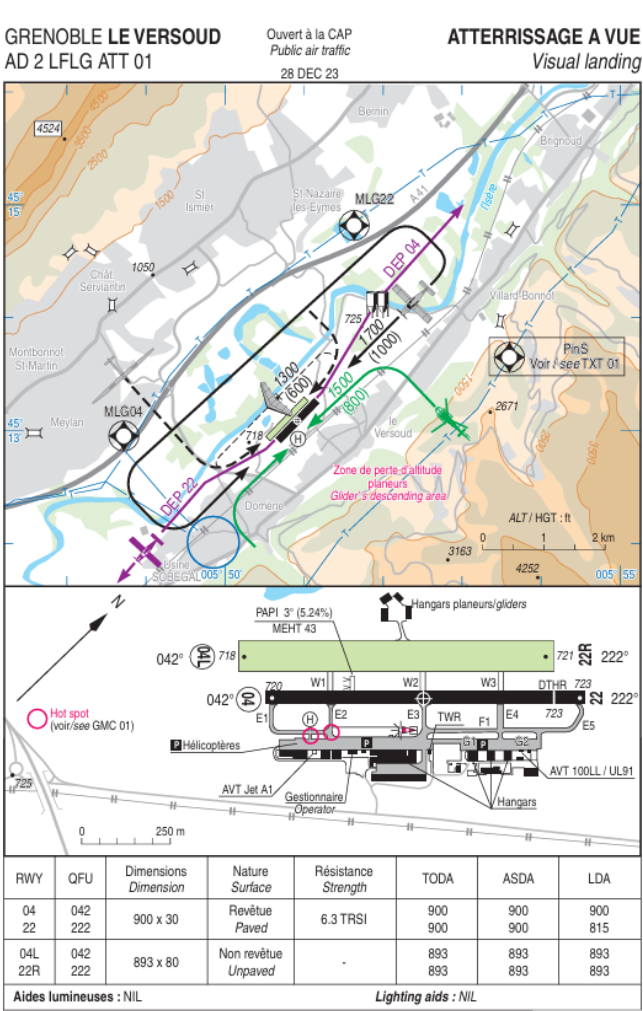
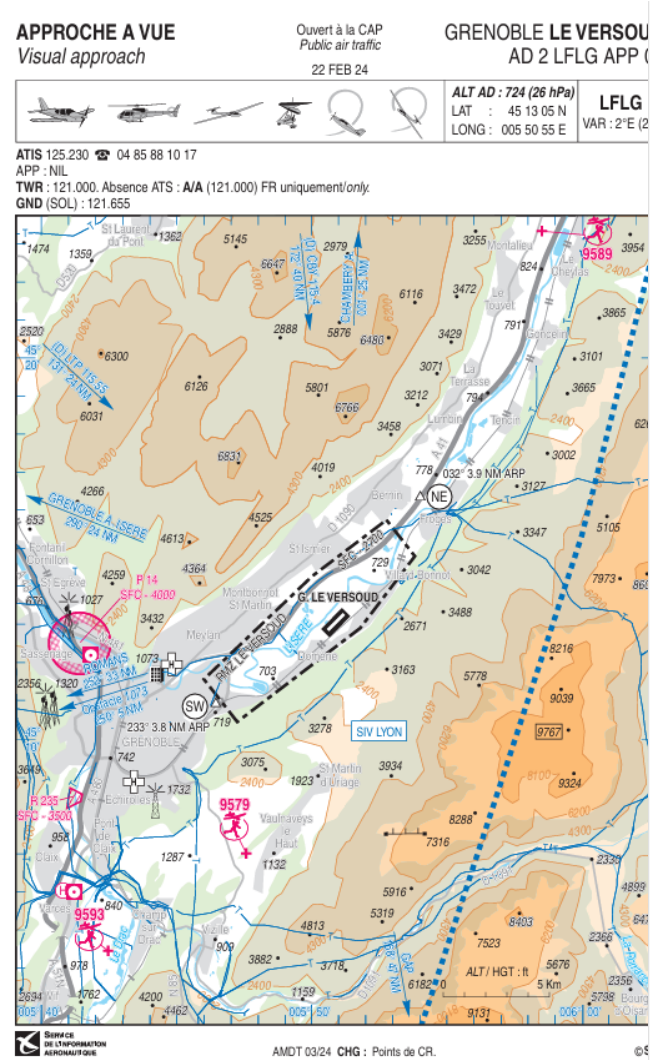
Elevation
724 ft (221 m)

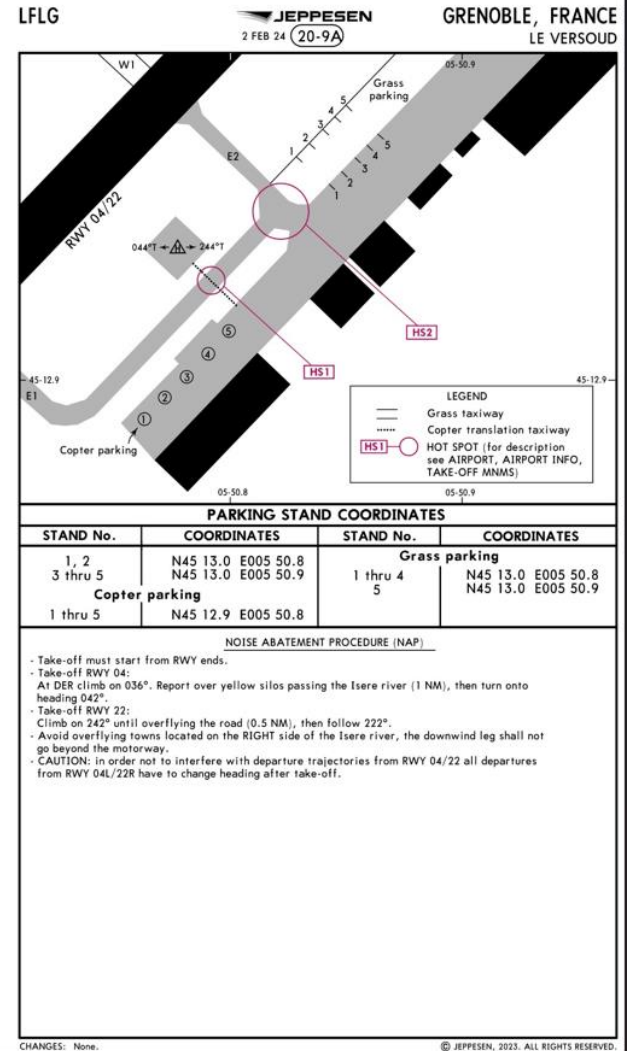
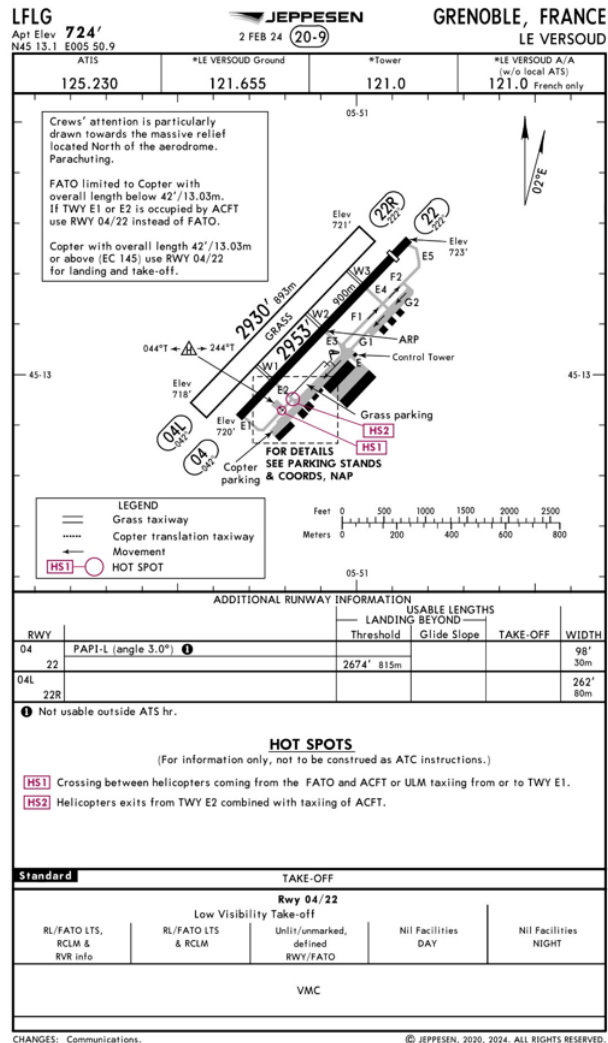
Longest Runway
2 900 ft (884 m)

Magnetic Variation
2° E

Type
Public

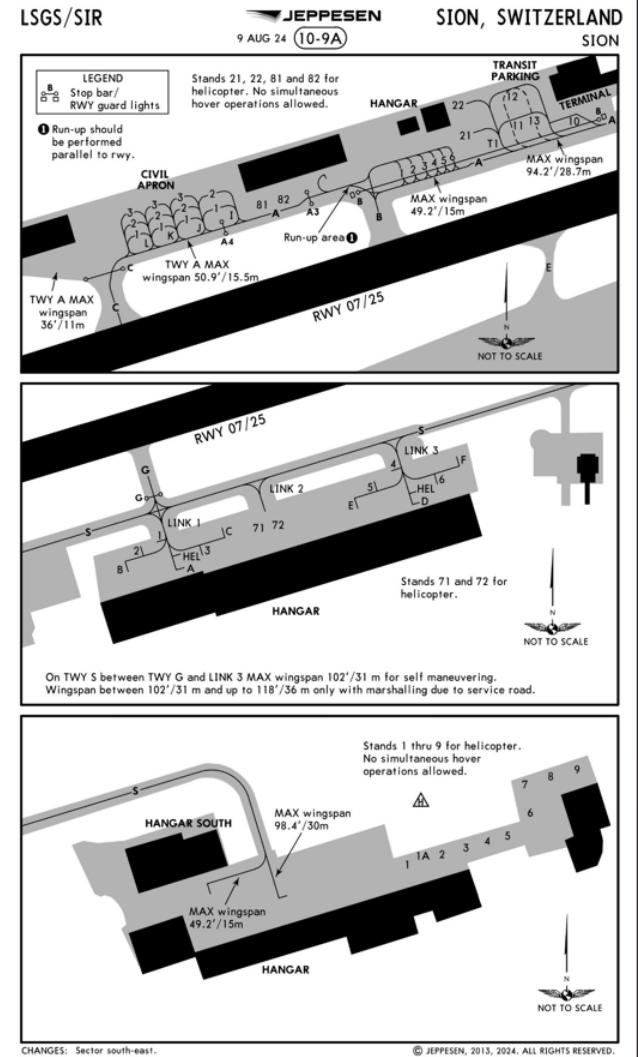
Runway	04/22	
Runway	04	
Dimensions	900 m x 30 m	Bearing: 042°
Runway	22	
Dimensions	900 m x 30 m	Bearing: 222°
Runway	04L/22R	
Runway	04L	
Dimensions	893 m x 80 m	Bearing: 042°
Runway	22R	
Dimensions	893 m x 80 m	Bearing: 222°



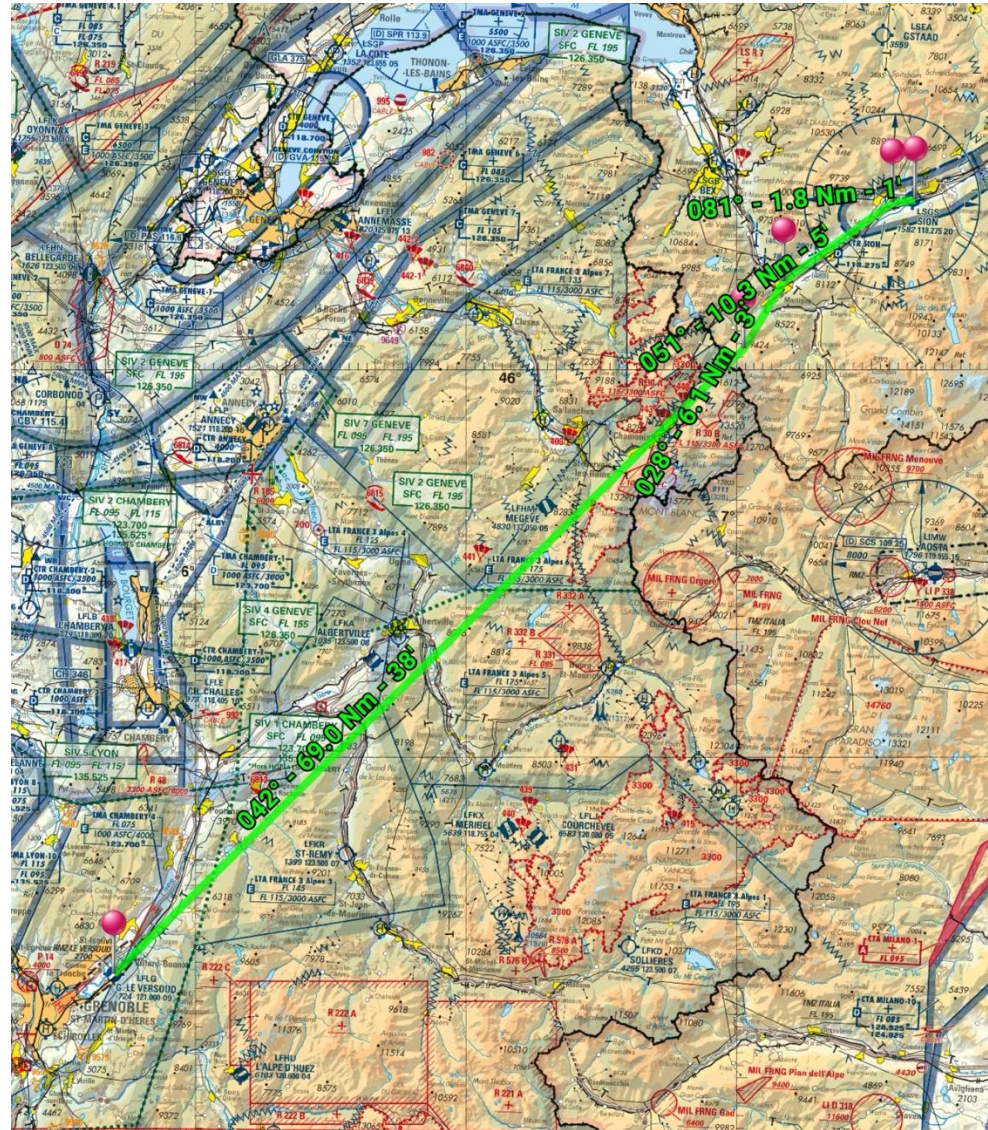


ATIS	130.625
TWR	118.275
GND	121.7

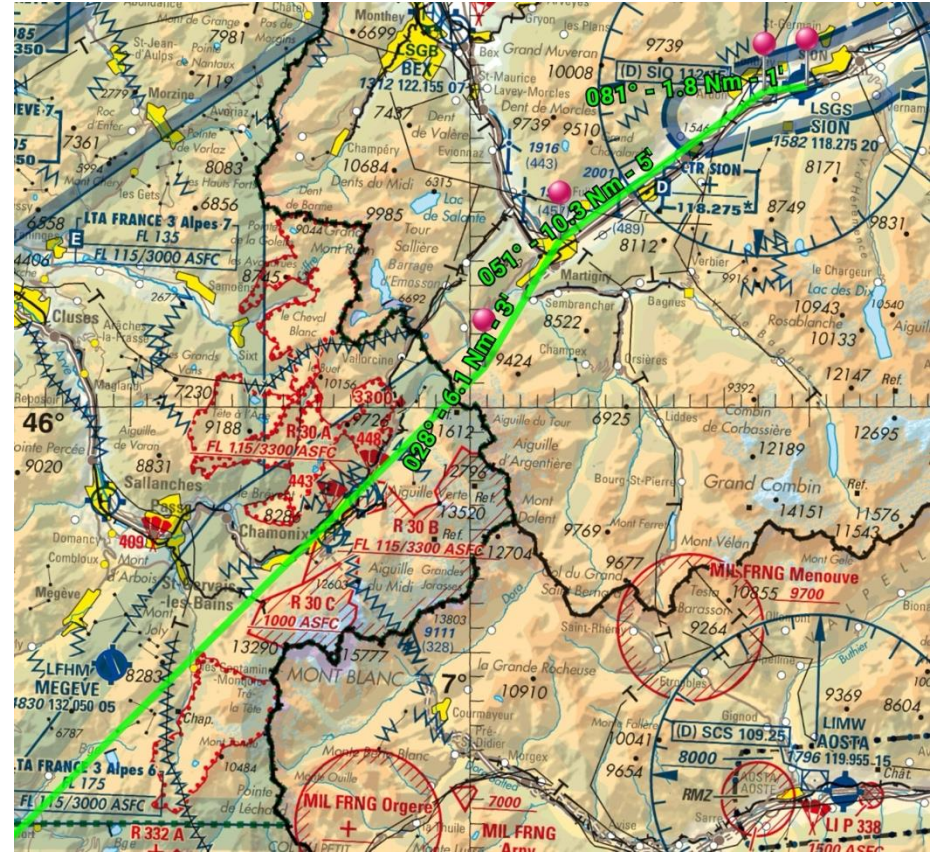




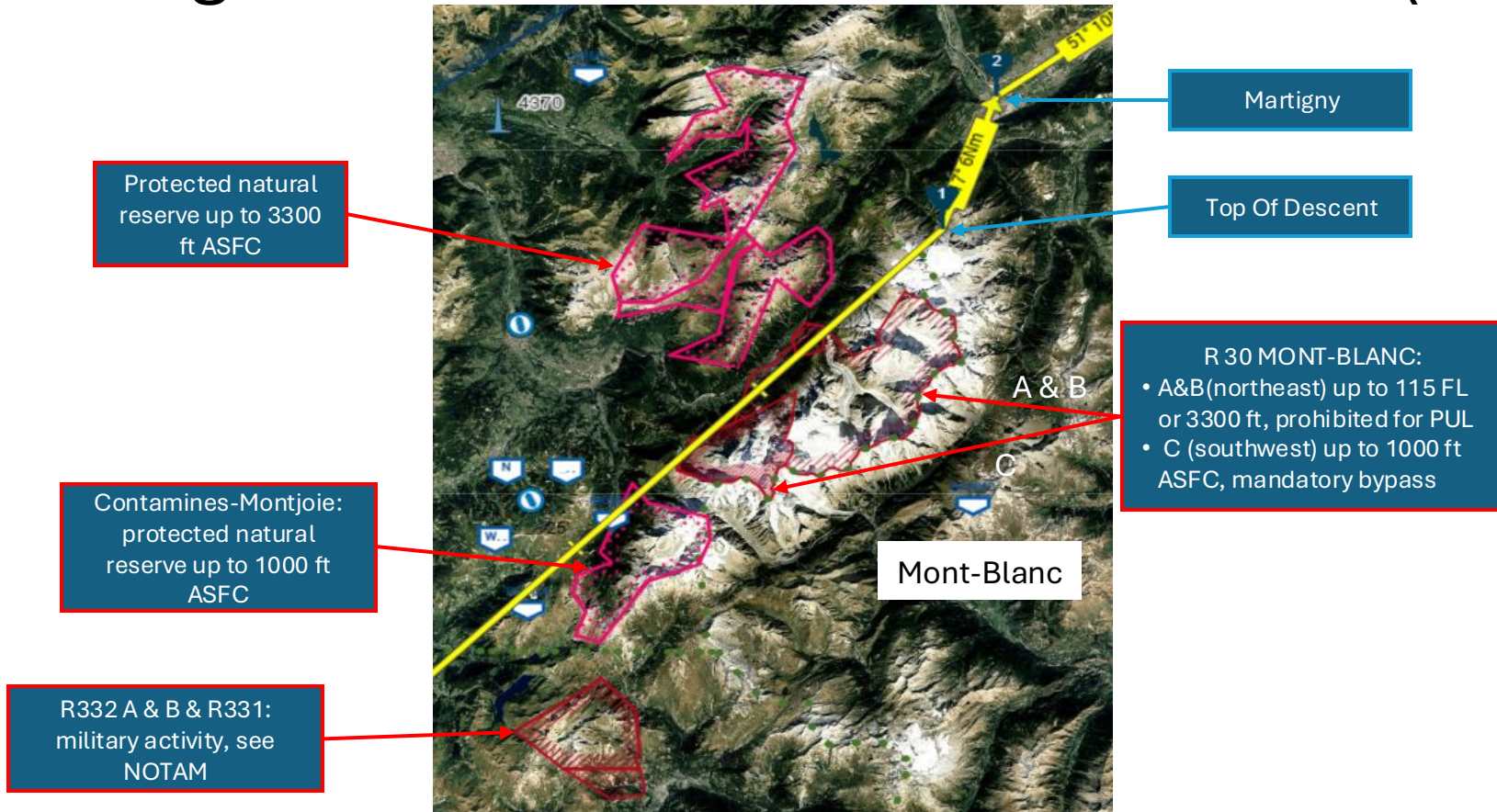
Navigation – Map (1/4)



Navigation - Map zoom (2/4)



Navigation – Prohibited & restricted areas (3/4)



Navigation - Log and Vertical profile (4/4)

Descent: $4^\circ = 7\%$
 $V_s = 120 \text{ kt} \Rightarrow V_z = 840 \text{ ft/min}$

LFLG / GRENOBLE LE VERSOUD

Bloc time :

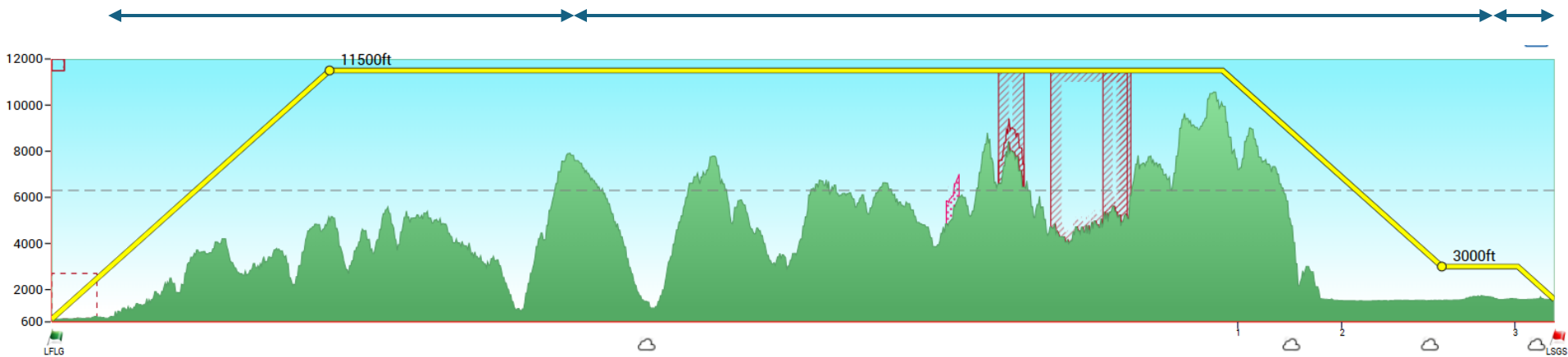
Take off time :

ATIS 125.23		Grd --		Twr 121		App --		FIS 124.500	
METAR : No METAR available								SR : 06h18 UTC SS : 16h21 UTC	
		Dist	ETE	HdgM	Wind	ΔTAS	Level	Estim. Time /	R-Nav, misc
		Nm	min	TrkT	°/kts	kts	MSA	Real Time	
LFLG		69	35'	043° 043°	000° 00	0	11500 0		
1 Top of descent 46°01'02" N, 007°01'35" E		7	04'	017° 017°	000° 00	0	11500 0		
2 Martigny 46°06'42" N, 007°04'34" E		11	06'	051° 051°	000° 00	0	3000 0		
3 VOR SIO 46°12'34" N, 007°16'22" E		3	02'	073° 073°	000° 00	0	3000 0		
LSGS		88 Nm	43'	ACD-AD42		VP: 120 kts		FB: 0.5 min/Nm	

Marseille Nord 1 SIV 124.500 MHz

Genève 2 SIV 126.3500 MHz

Sion Tower
118.275 MHz



NOTAM LSGS

<

LSGS/SIR

Sujet

Dernier

9 de 9

B1712/25

30-Oct-25 13:34 UTC

LSGS

Automatic terminal information service unserviceable

VFR

A

IFR

BO

>

ATIS 130.630 U/S DUE TO MAINT. DO NOT USE.

⌚

De: 12-Nov-2025 23:30 LT

🕒

Au: 13-Nov-2025 05:00 LT

B1694/25

28-Oct-25 08:14 UTC

LSGS

VOR/DME unserviceable

VFR

A

IFR

BO

>

SION DVOR/DME SIO 112.150 U/S DUE TO MAINT.

⌚

De: 03-Nov-2025 08:00 LT

🕒

Au: 07-Nov-2025 21:00 LT

B1676/25

24-Oct-25 12:30 UTC

LSGS

Aerodrome hours of service are now

VFR

A

IFR

BO

>

NGT VFR FLT CNL.
REF AIC 003/2025 B.

⌚

De: 12-Nov-2025 17:32 LT

🕒

Au: 12-Nov-2025 21:00 LT

B1466/25

01-Oct-25 09:07 UTC

LSGS

Aerodrome limited to

VFR

A

IFR

NBO

>

NO IFR TFC ALLOWED INCLUDING TRG FLT. NO Y OR Z FPL ACPT.
AD NOT TO BE PLANNED AS ALTN.

⌚

De: 03-Nov-2025 08:00 LT

🕒

Au: 07-Nov-2025 21:00 LT

B1464/25

01-Oct-25 09:05 UTC

LSGS

Heliport closed

VFR

A

IFR

BO

>

HEL SQUARE SOUTH CLSD.

⌚

De: 03-Nov-2025 08:00 LT

🕒

Au: 07-Nov-2025 21:00 LT

B1432/25

01-Oct-25 08:33 UTC

LSGS

Runway closed

VFR

A

IFR

NBO

>

GRASS RWY 07/25 CLSD.

⌚

De: 01-Nov-2025 08:00 LT

🕒

Au: 28-Feb-2026 08:00 LT

<

LSGS/SIR

Sujet

Dernier

9 de 9

B1486/25

01-Oct-25 09:27 UTC

LSGS

ILS unserviceable

A

IFR

NBO

>

RWY 25 IGS (INSTR GUIDANCE SYSTEM) ISI 110.70 U/S DUE TO MAINT.

⌚

De: 03-Nov-2025 08:00 LT

🕒

Au: 07-Nov-2025 21:00 LT

B1484/25

01-Oct-25 09:24 UTC

LSGS

ILS unserviceable

A

IFR

NBO

>

RWY 25 IGS (INSTR GUIDANCE SYSTEM) ISI 110.70 U/S DUE TO MAINT.

⌚

De: 31-Oct-2025 08:00 LT

🕒

Au: 02-Nov-2025 21:00 LT

B1468/25

01-Oct-25 09:08 UTC

LSGS

Runway closed

VFR

A

IFR

NBO

>

RWY 07/25 CLSD DUE TO WIP. EXC HOME BASED VFR HEL TFC.
NO SCHOOL SOLO FLT ALLOWED.

⌚

De: 03-Nov-2025 08:00 LT

🕒

Au: 07-Nov-2025 21:00 LT

B1466/25

01-Oct-25 09:07 UTC

LSGS

Aerodrome limited to

VFR

A

IFR

NBO

>

NO IFR TFC ALLOWED INCLUDING TRG FLT. NO Y OR Z FPL ACPT.
AD NOT TO BE PLANNED AS ALTN.

⌚

De: 03-Nov-2025 08:00 LT

🕒

Au: 07-Nov-2025 21:00 LT

FUN FACTS in SION

1. Military & Civil dual-use



- Sion Airport has both **civilian and military operations**. [Wikipedia +2](#)
- It is equipped with **arresting-gear devices** at each end of its main runway to cater for military jets like the F/A-18. [Wikipedia +1](#)
- Because it lies in a mountainous valley, the approach and departure are more demanding than many flat-airport operations — interesting for pilots/aviation enthusiasts. [Snowcompare +1](#)

2. Ancient settlement right under your feet



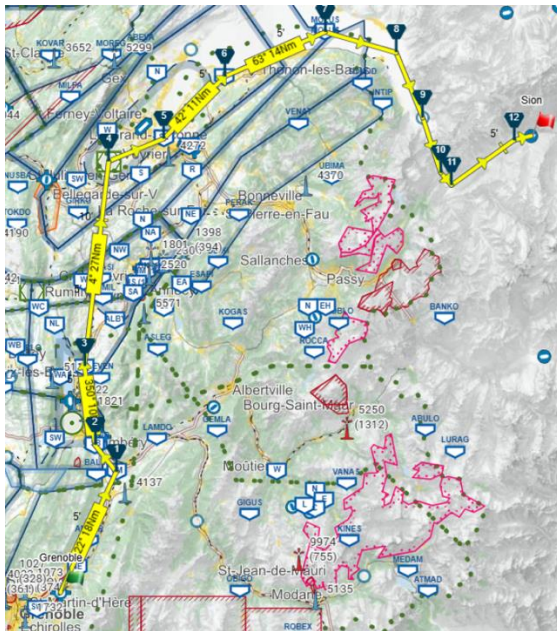
- The nearby town of Sion has been inhabited since about 6200 BC — making it one of the oldest continuous settlement zones in the area. [Wikipedia +1](#)
- In the site known as Le Petit-Chasseur there are dolmens and standing stones (some with carved human-like figures) from the late Neolithic period (~2500 BC). [Wikipedia](#)
- So when you're flying into/around Sion Airport you're landing near an area with **thousands of years of human history** — pretty amazing!

3. Wine, sunshine & surf in the Alps



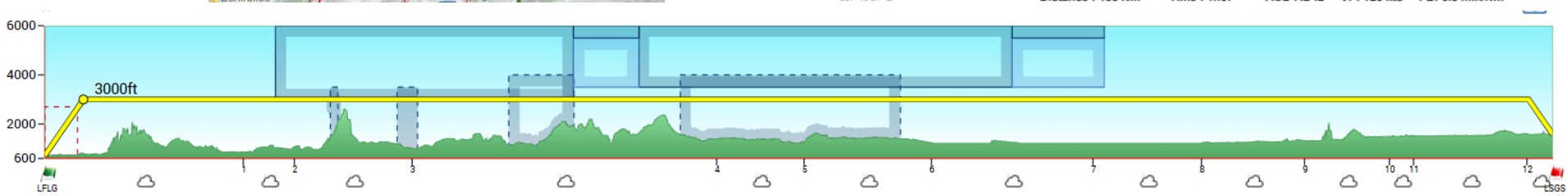
- The Valais region around Sion enjoys one of Switzerland's driest & sunniest micro-climates. [Growing Up With...](#)
- It's a major **wine-producing region**, with vineyards visible from Sion and its hillsides. [The Directional...](#) +1
- And here's a fun twist: close to Sion is Alaïa Bay — a **man-made surf basin** in the Alps! Surfing and snow/mountain scenery in one region. [Wikipedia](#)

Bad weather navigation



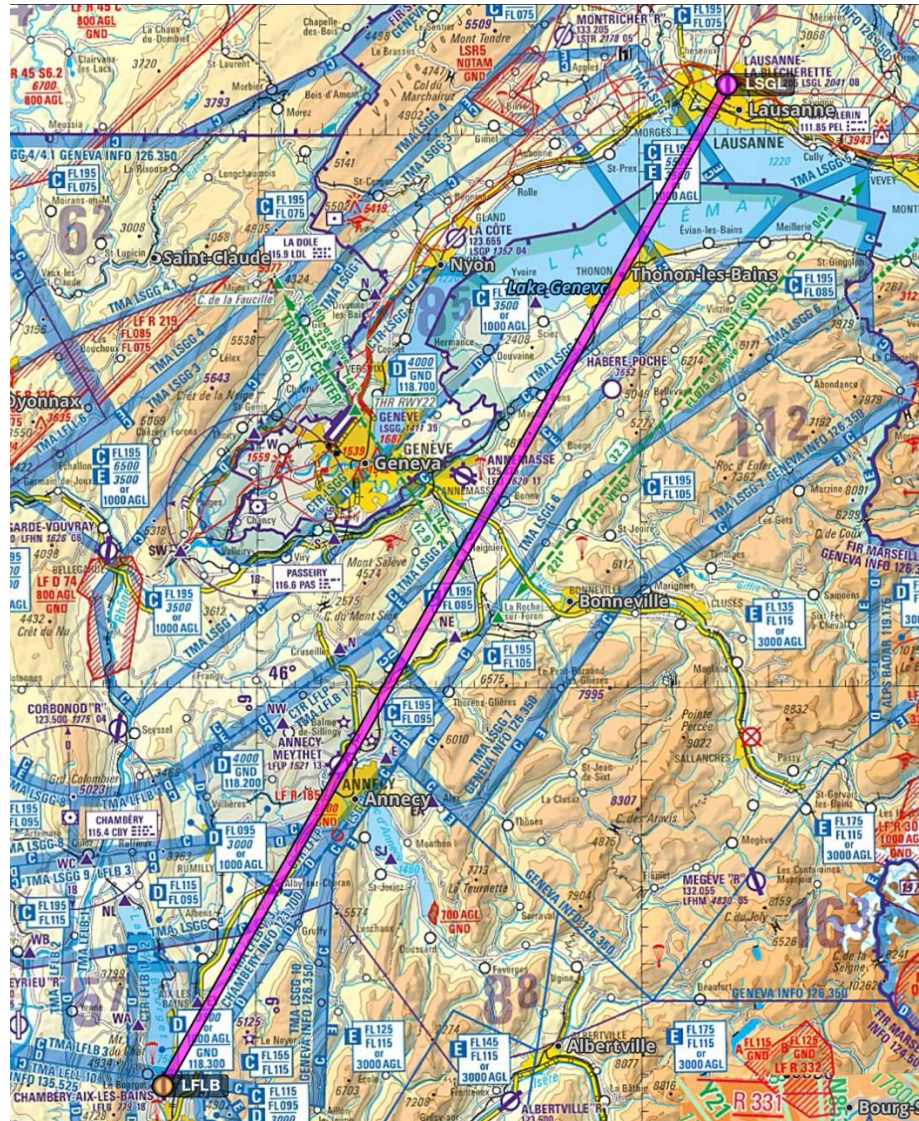
	Dist (Nm)	ETE (min)	HdgM True	Wind (°/kts)	ATAS (kts)	Level MSL	Estim. Time / Real Time	R-Nav. misc.
LFLG 45°13'05" N 005°50'55" E	18	09'	022° 022°	000° 00	0	3000 0		
1 SM 45°29'02" N 006°01'25" E	5	03'	319° 319°	000° 00	0	3000 0		
2 SB 45°32'35" N 005°55'28" E	11	06'	350° 350°	000° 00	0	3000 0		
3 Point 3 45°42'57" N 005°55'28" E	28	14'	004° 004°	000° 00	0	3000 0		
4 PAS 46°09'49" N 006°00'00" E	8	04'	065° 065°	000° 00	0	3000 0		
5 SE 46°12'48" N 006°10'21" E	12	06'	042° 042°	000° 00	0	3000 0		
6 E 46°20'50" N 006°21'47" E	15	08'	063° 063°	000° 00	0	3000 0		
7 MOLUS 46°28'38" N 006°40'48" E	10	05'	103° 103°	000° 00	0	3000 0		
8 Point 8 46°23'58" N 006°54'09" E	10	05'	155° 155°	000° 00	0	3000 0		
9 LSGB 46°15'30" N 006°59'11" E	8	04'	159° 159°	000° 00	0	3000 0		
10 Point 10 46°08'20" N 007°02'33" E	3	02'	136° 136°	000° 00	0	3000 0		
11 Martigny 46°06'42" N 007°04'34" E	11	06'	051° 051°	000° 00	0	3000 0		
12 VOR SIO 46°12'34" N 007°16'22" E	3	02'	073° 073°	000° 00	0	3000 0		
LSGS 46°13'09" N 007°19'37" E								

Distance : 135 Nm Time : 1h07' ACD-AD42 VP: 120 kts FB: 0.5 min/Nm



Crew 3: LFLB – LSGL with N1725R

Sam Durand, Anton Telechev



Crew 3: LFLB – LSGL with N1725R

Sam Durand, Anton Telechev

Crew #3 - Sam & Anton - Flight briefing



[sources](#)

Cessna 172S SkyHawk - N7275R

Why?

- Similar to our training aircraft at the ACD
- The documentation is originally in English
- Seen in many places all over the world



Crew 3: LFLB – LSGL with N1725R

Sam Durand, Anton Telechev

Crew #3 - Sam & Anton - Flight briefing



Main characteristics:

- Cruise speed at sea level: 124 knots
- Engine 180 BHP at 2700 RPM, fixed pitch prop
- Normal and utility categories
- Stalling speed: 48 KCAS (Vs) and 53 KCAS (Vso)
- Useful load: 895 lb (406 kg)
- Autonomy: 4.3 to 6.7 hours (47 to 30 l/h)
- Max fuel: 53 US gallons (200 litres), 100LL

[source](#)

Crew 3: LFLB – LSGL with N1725R

Sam Durand, Anton Telechev

APPROCHE A VUE Visual approach

Ouvert à la CAP
Public air traffic
17 APR 25

CHAMBERY AIX LES BAINS AD 2 LFLB APP 01



ALT AD : 779 (28 hPa)	LFLB
LAT : 45 38 21 N	VAR : 2°E (2020)
LONG : 005 52 48 E	

FIS : CHAMBERY Information 123.700
 ATIS : 127.100 ☎ 04 85 44 09 66
 APP : CHAMBERY Approche /Approach 121.205
 TWR : 118.300 Absence ATS : A/A (123.700) FR seulement/only

ILS/DME RWY 18 CY 109.5

METAR LFLB
 311300Z AUTO
 04003KT 360V070
 CAVOK 14/11
 Q1015 NOSIG

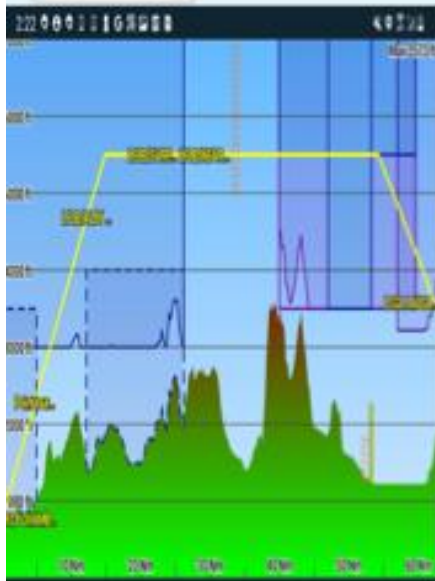
Departure



Crew 3: LFLB – LSGL with N1725R

Sam Durand, Anton Telechev

Route



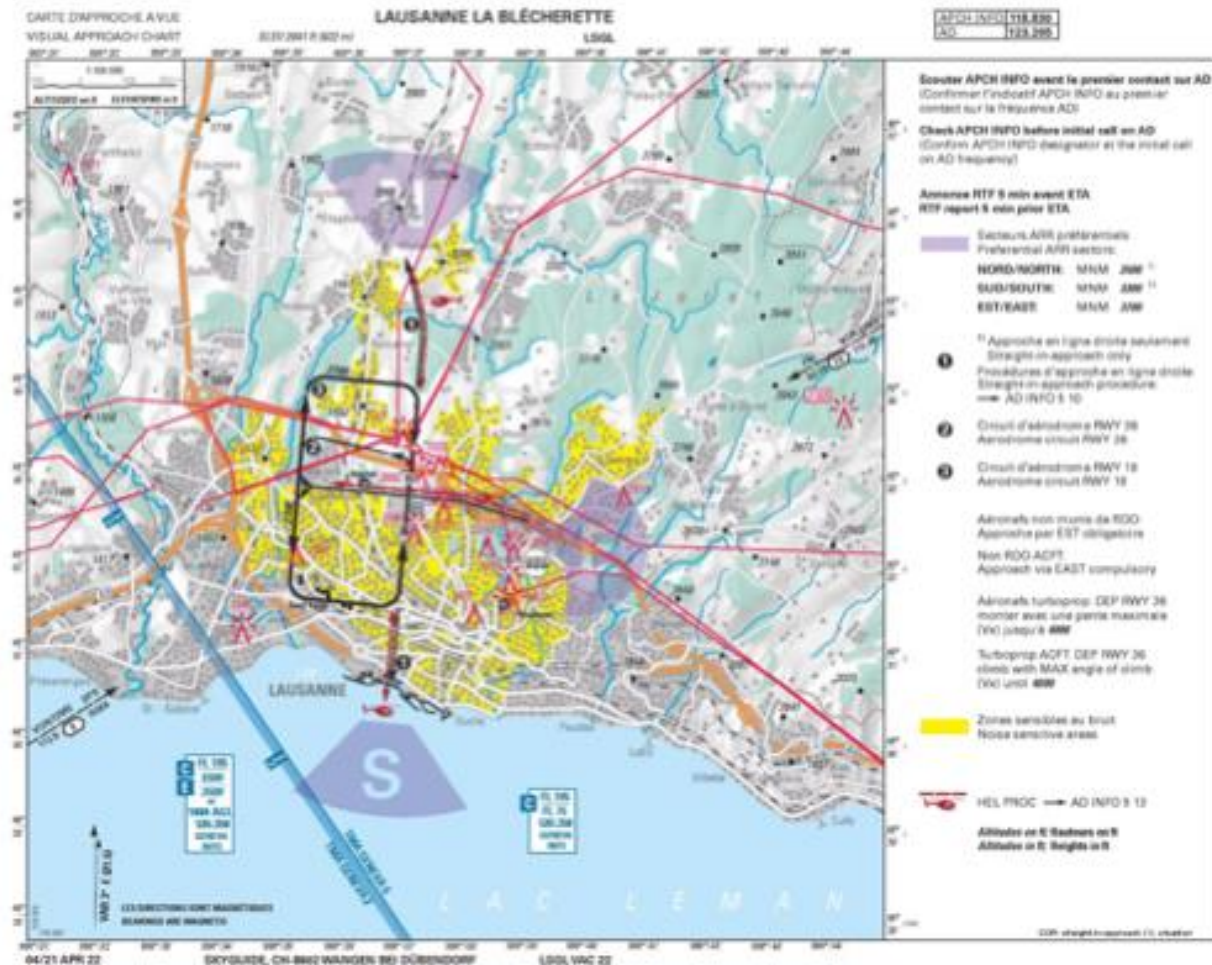
CHAMBERY TWR 118.3 -> FIS CHAMBERY 123.7 -> FIS GENEVA 126.350 -> LAUSANNE APCH 118.830 -> AD 123.205

Crew 3: LFLB – LSGL with N1725R

Sam Durand, Anton Telechev

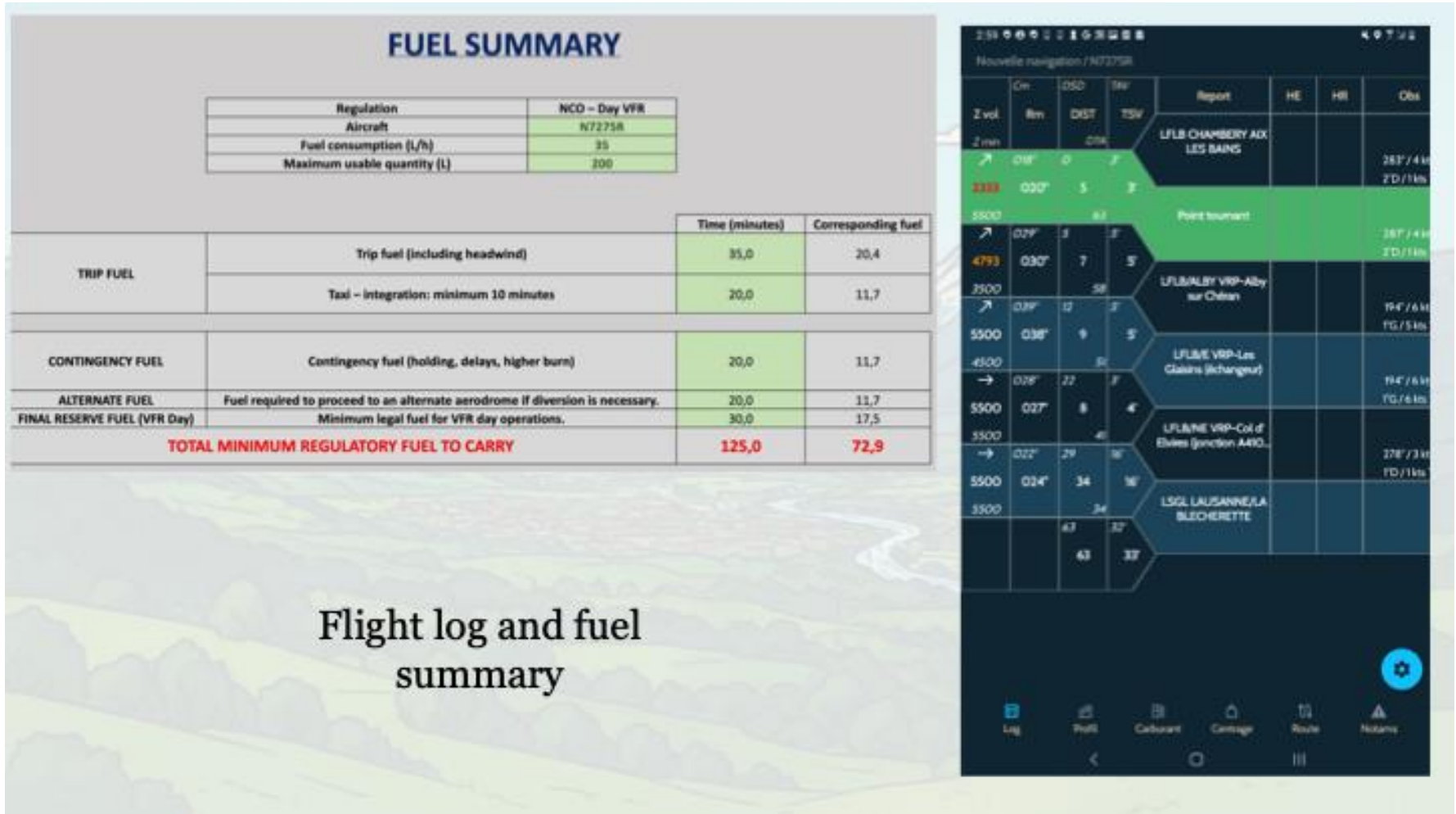
Arrival

METAR LSMP
311350Z AUTO
VRB02KT 9999NDV
NCD 14/10 Q1016
RMK



Crew 3: LFLB – LSGL with N1725R

Sam Durand, Anton Telechev



Crew 3: LFLB – LSGL with N1725R

Sam Durand, Anton Telechev

Crew #3 - Sam & Anton - Flight briefing



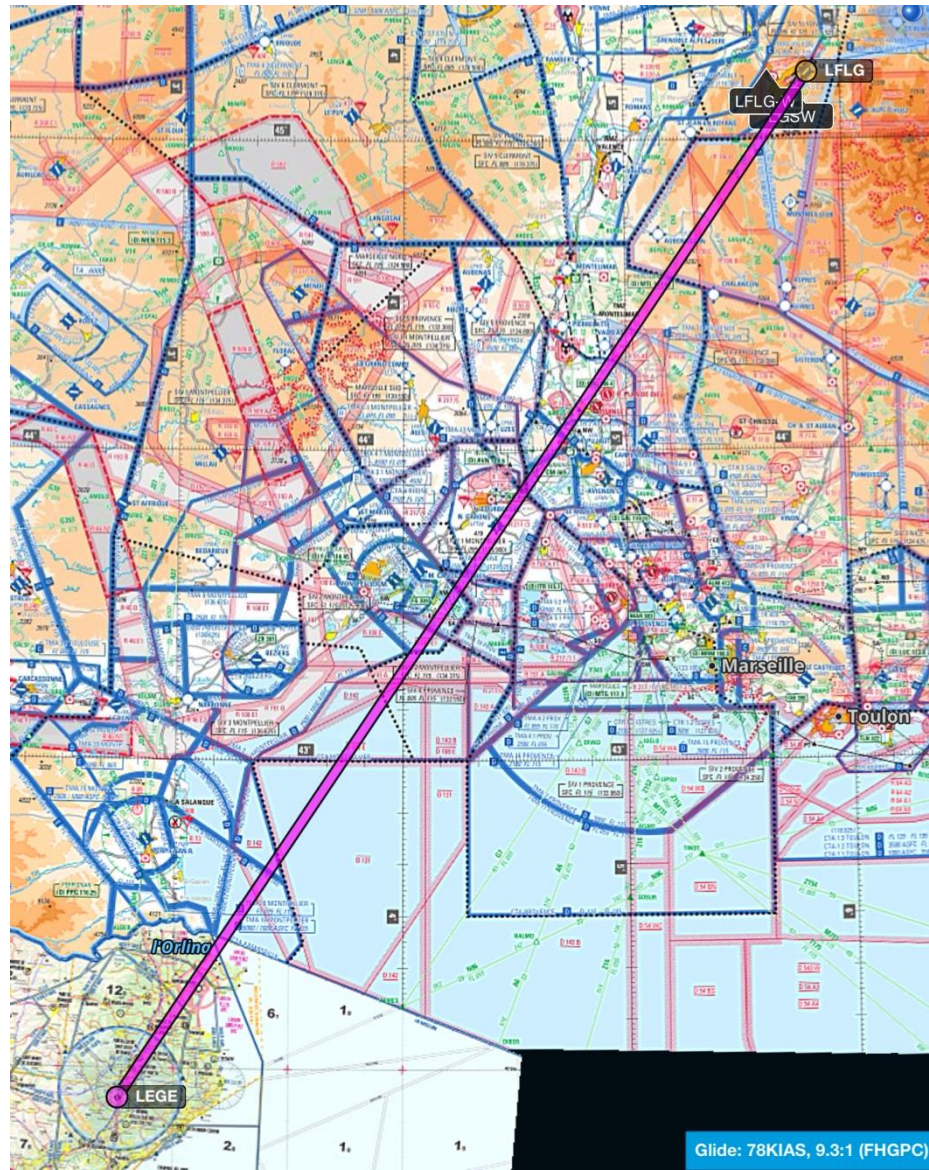
Lausanne - la Blécherette

- Since 1910!
- 36000 operations per year.
- Located on a plateau above the city and close to it.
- Grass RW replaced with paved only in 2020.
- Ecology:
 - solar panels on hangars
 - electrical aircraft for students



Crew 6: LFLG – LEGE with F-GTPT

Dragos Dumitriu, Lucas Lebreton



20251101_Session 3 Masterclass ACD Le Versoud (LFLG) to Girona (LEGE)

Presented by: Dragos DUMITRIU and
Lucas LEBRETON

Agenda

- Aircraft: F-GTPT
- Flight Plan: Le Versoud (LFLG) to Girona (LEGE)
- Fun facts about Girona

Aircraft: F-GTPT

- Airspeeds:
 - Cruise (6500 ft):
 - 2500 RPM (65%) = 235 km/h / 127 kt
 - 2650 RPM (75%) = 254 km/h / 137 kt



ROBIN DR-400 180

Flight Condition	Configuration	Speed (kt)	Speed (km/h)
Optimal climb speed	Flaps takeoff position (1st notch)	81	150
	Flaps retracted	92	170
Optimal climb rate	Flaps takeoff position (1st notch)	70	130
	Flaps retracted	76	140
Maximum rough air speed	Flaps retracted	140	260
Maximum speed	Flaps landing position (2nd notch)	92	170
Approach (final) landing speed	Flaps landing position (2nd notch)	68	125

Aircraft: F-GTPT

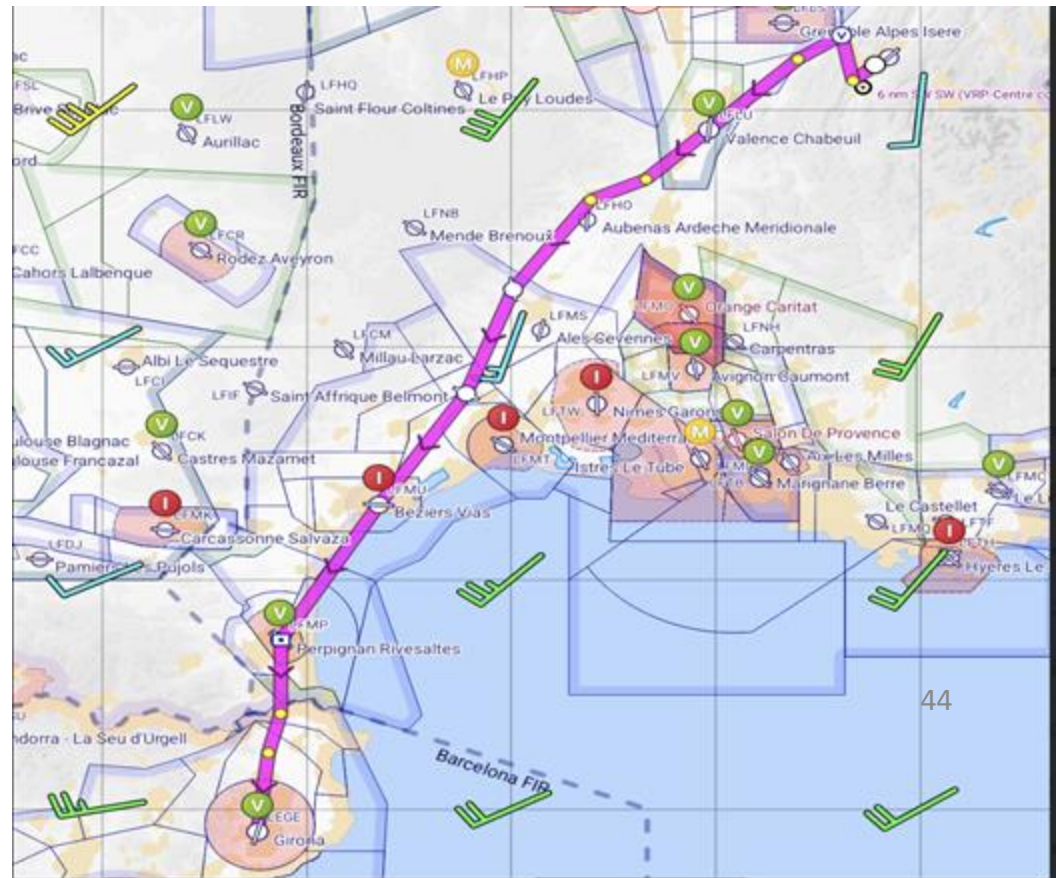
- Motorisation

- 180 hp
- Gas: Avgas 100 LL, 190 L
- Consumption / autonomy:

ALTITUDE Zp (ft)	REGIME		CONSUMPTION		VITESSE PROPRE		AUTONOMIE	DISTANCE	
	%	rpm	l/h	us gal/h	km/h	kt	h.min	km	Nm
0	75	2500	38	10.2	237	128	4.55	1178	636
	65	2350	33	8.8	220	119	5.40	1248	674
2500	75	2550	38	10.2	243	131	4.55	1208	652
	65	2400	33	8.8	225	121	5.40	1288	696
4500	75	2600	38	10.2	248	134	4.55	1233	666
	65	2450	33	8.8	230	124	5.40	1317	711
6500	75	2650	38	10.2	254	137	4.55	1263	682
	65	2500	33	8.8	235	127	5.40	1345	727
8500	75	2700	38	10.2	257	139	4.55	1278	690
	65	2550	33	8.8	240	130	5.40	1375	742
10 500	65	2580	33	8.8	245	132	5.40	1402	757

Flight plan: Le Versoud to Girona

- Distance: 280 NM
 - Estimated flight duration: 2h 35m
 - No refuel stop

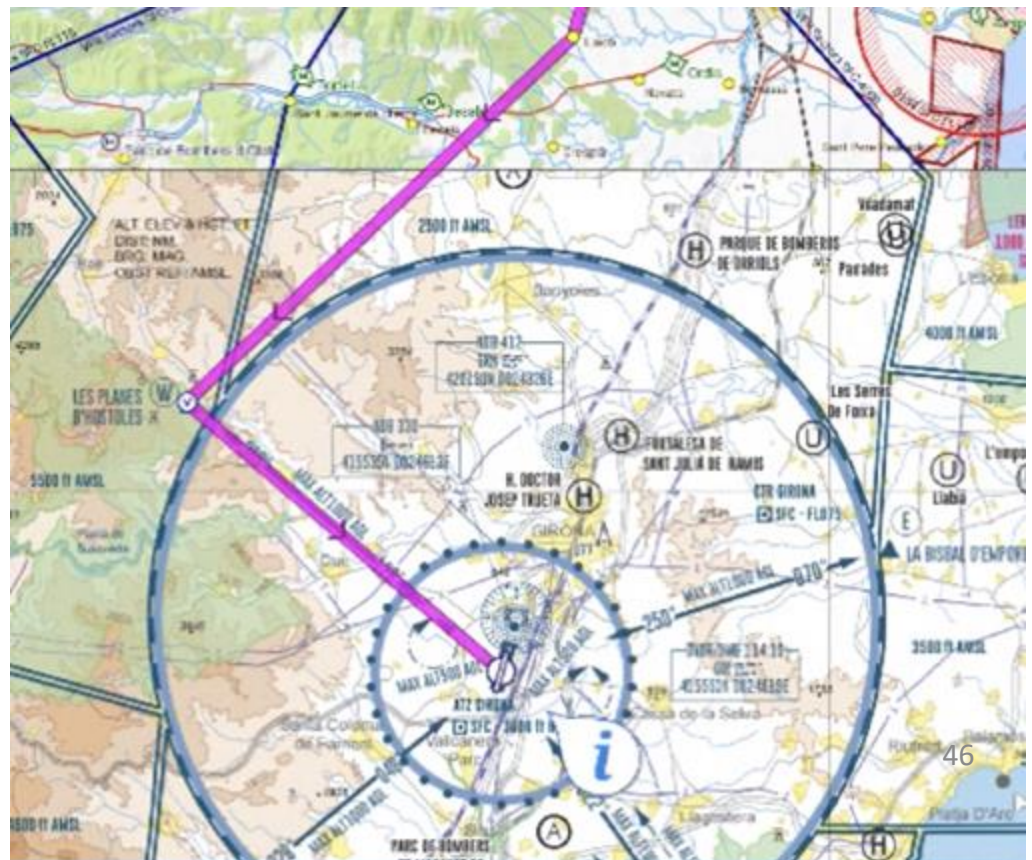


Flight plan: Le Versoud to Girona

- Departure
 - From Le Versoud to SE following Grenoble valley toward North-West
 - Heading Valence (South-West) → avoid mountains
- Main waypoints
 - Valence
 - Aubenas - Béziers
 - To avoid Orange, Marseille and Montpellier areas
 - After Perpignan
 - Class D (6500 ft/ FL 145) before Spain boarder --> contact Barcelona TMA APP 121.155
 - Girona approach
 - Girona tower (surface / FL 75) → contact TWR 118.505

Flight plan: Le Versoud to Girona

- **Girona arrival (LEGE)**
 - Arrival by W
- Alternate: Sabadell (LEGE), if Girona is unavailable
 - 43 NM (25 min) to the SW



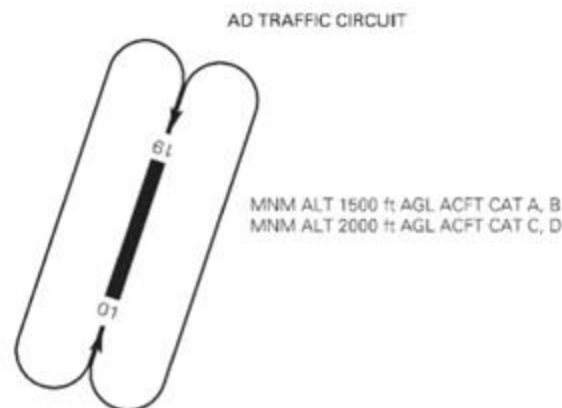
Flight plan: Le Versoud to Girona

- Runways:

RWY	Orient.	SRFC	Length	Width	TODA	ASDA	LDA	Strength	Lighted
01	16	Asphalt	2 400 m	45 m	2 460 m	2 400 m	2 400 m	PCN 150/F/A/W/T	Yes
19	196				2 460 m	2 400 m	2 240 m		Yes

1 Local time:

- AD traffic circuit:
 - With F-GTPT, 1500 ft cat A (approach speed < 91 kt)



Flight plan: Le Versoud to Girona

- Landing exit and parking:
 - Contact ground 121.705
 - Exit E3
 - Need check with ground for parking area (stand?)

Fun facts about Girona

Much of Game
of Thrones
Season 6 was
filmed in Girona



The Girona
Cathedral has
the world's
widest Gothic
nave



City of a
Thousand Sieges
- in fact, it was
only under siege
25 times



La Lleona: kissing
the lioness's aft
means you will
never leave
Girona



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 Complete Flight Crews, Flight Briefings Crews 1, 2, 3, 6
- 10 November Flight Briefings Crews 4, 5, 7, Taxi Clearances, Sample Script**
- 17 November Practice prepared Scripts for startup, tax, departure
- 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).