



Aéro Club du Dauphiné
Aviation English Master Class
Session 4

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 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).

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 4: LFLS – LFML – LEGE with F-HPRA

Marc Alexandre, Benjamin Leiba



TEAM 4

ALEXANDRE Marc



LEIBA Benjamin



DA 62 F-HPRA

2018 Diamond Aircraft DA 62
Engines : Twin Austro Engine AE_330 (2*180ch)

Avionics : G1000 Nxi
GFC700 Automated Flight Control System & Yaw Damper
with flight envelop protection

Dual GPS/NAV/COM Receiver
ADS-B (mode S)
Weather Radar

ENDURANCE : 5h
With FF= 15USG/h
(+45min with FRF)



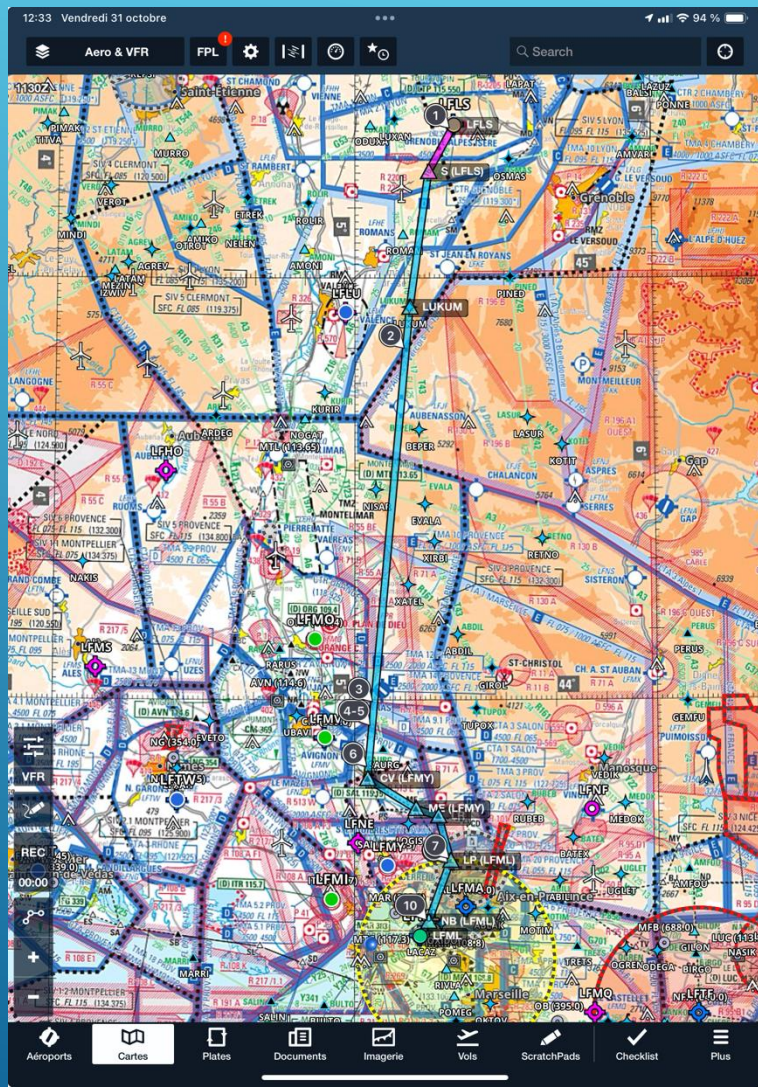
FLIGHT PLAN – 1st STEP

GRENOBLE ISERE (LFLS)
TO
MARSEILLE PROVENCE (LFML)

124NM / 53MIN
PLANNED FL : 085

WARNINGS : ORANGE & SALON MILITARY AREAS

ALTERNATE AIRPORT in case of rerouting: LFMV (AVIGNON CAUMONT)



ForeFlight Mobile - NavLog

WAYPOINT					TOTALS		
LFLS (DEP)	HDG	LEG					
S (LFLS)	201°M	8 nm	2,2 g	7m06s	8 nm	4,9 g	7m06s
LUKUM	187°M	20 nm	1,9 g	7m36s	27 nm	6,7 g	0h15m
CV (LFMY)	186°M	67 nm	6,2 g	0h26m	95 nm	13,0 g	0h41m
ME (LFMY)	125°M	8 nm	0,6 g	3m16s	103 nm	13,5 g	0h44m
LR	111°M	3 nm	0,3 g	1m26s	106 nm	13,8 g	0h45m
LP (LFML)	161°M	7 nm	0,6 g	2m52s	113 nm	14,4 g	0h48m
NB (LFML)	193°M	9 nm	0,8 g	3m54s	122 nm	15,3 g	0h52m
LFML	200°M	2 nm	0,2 g	1m00s	124 nm	15,5 g	0h53m

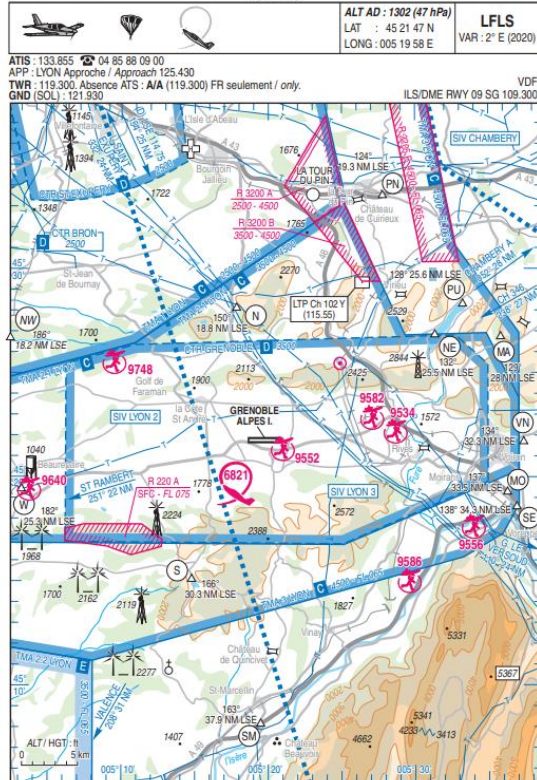
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LFLS

APPROCHE A VUE Visual approach

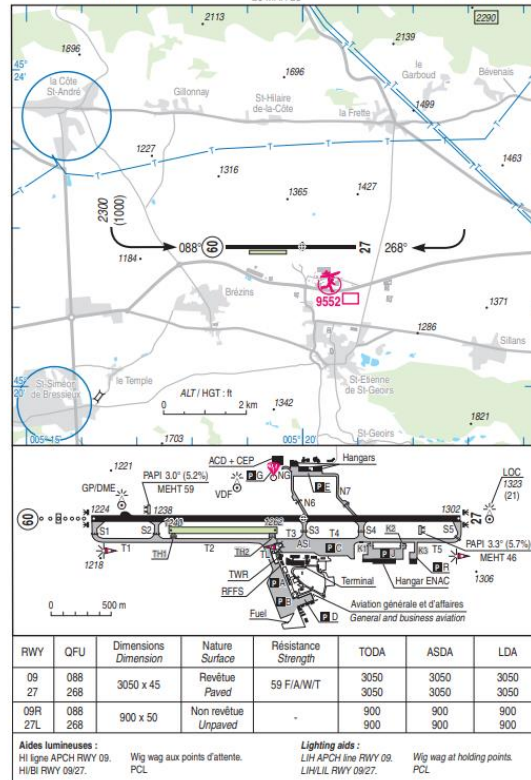
Ouvert à la CAP
Public air traffic
20 MAR 25

GRENOBLE ALPES ISERE AD 2 LFLS APP 01



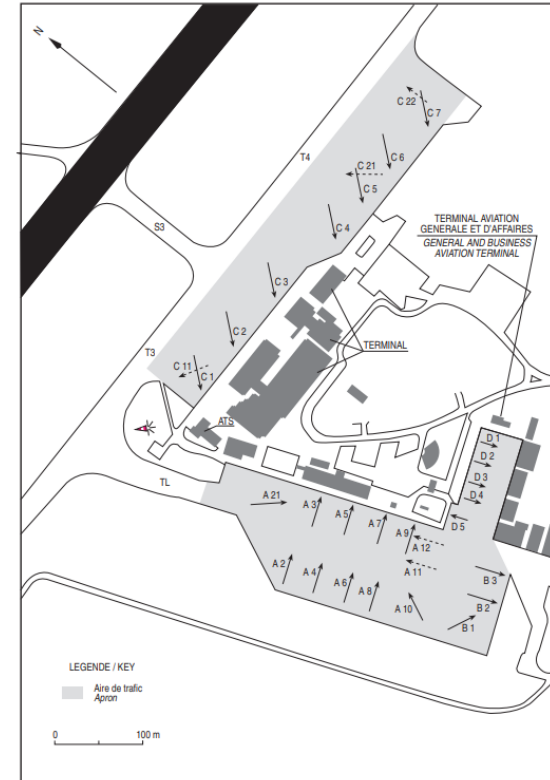
GRENOBLE ALPES ISERE AD 2 LFLS ATT 01

ATERRISSAGE A VUE Visual landing



AIRES DE STATIONNEMENT Parking areas

GRENOBLE ALPES ISERE AD 2 LFLS APDC 01



LFML

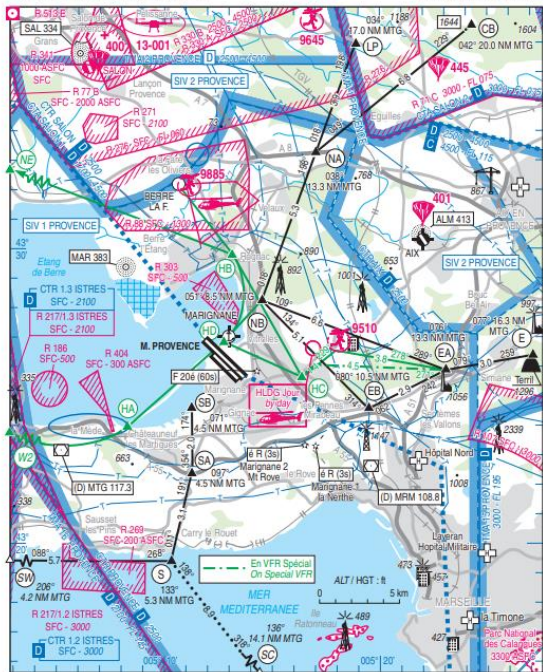
APPROCHE A VUE Visual approach

Ouvert à la CAP
Public air traffic
13 JUN 24

MARSEILLE PROVENCE AD 2 LFML APP 01

	ALT AD : 70 (3 hPa) LAT : 43 26 12 N LONG : 005 12 54 E	LFML VAR : 2° E (2020)
--	--	-------------------------------------

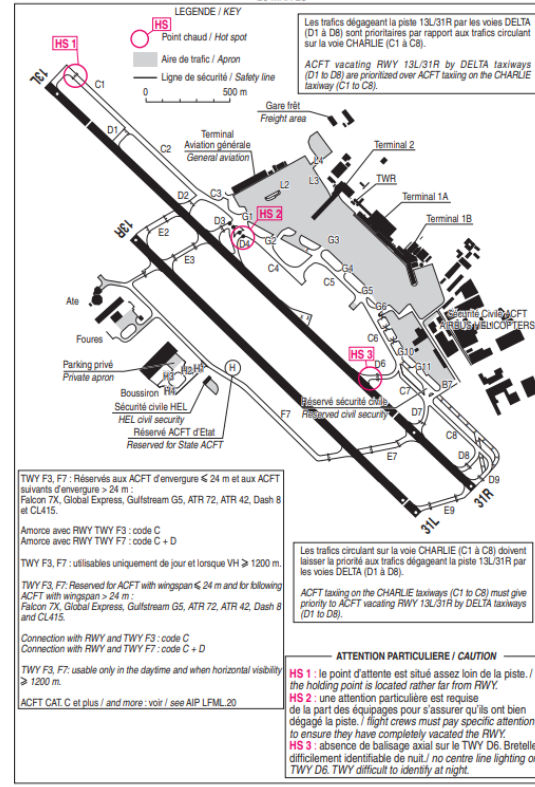
FIS : 124.350 (SV 2) - 132.300 (SV 3 et/and 6) - 132.950 (SV 1 et/and 4) - 126.260 (SV 5)
ATIS : 125.350 - 04 42 31 15 15
APP : 125.350 - 132.300
TWR : 133.100 - 123.725 (a)
GND (SOL) : 121.905 DELIVERY (PREVOL) : 121.730



AMDT 07/24 CHG : LF-R 303, position feux à éclats Marignane, LF-R 513 E, obstacles. © SIA

MOUVEMENTS A LA SURFACE Ground movements

MARSEILLE PROVENCE AD 2 LFML GMC 01

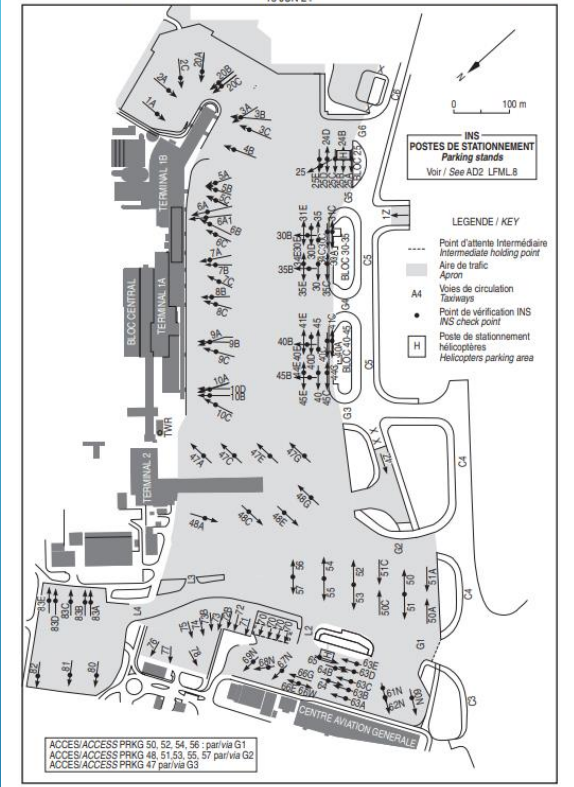


AMDT 04/25 CHG : HS 1, 2 et 3, attention particulière Hot Spots et précisions sur TWY. © SIA

MARSEILLE PROVENCE AD 2 LFML APDC 01

Ouvert à la CAP
Public air traffic
13 JUN 24

AIRES DE STATIONNEMENT Parking areas



AMDT 07/24 CHG : suppression TWY L1. © SIA

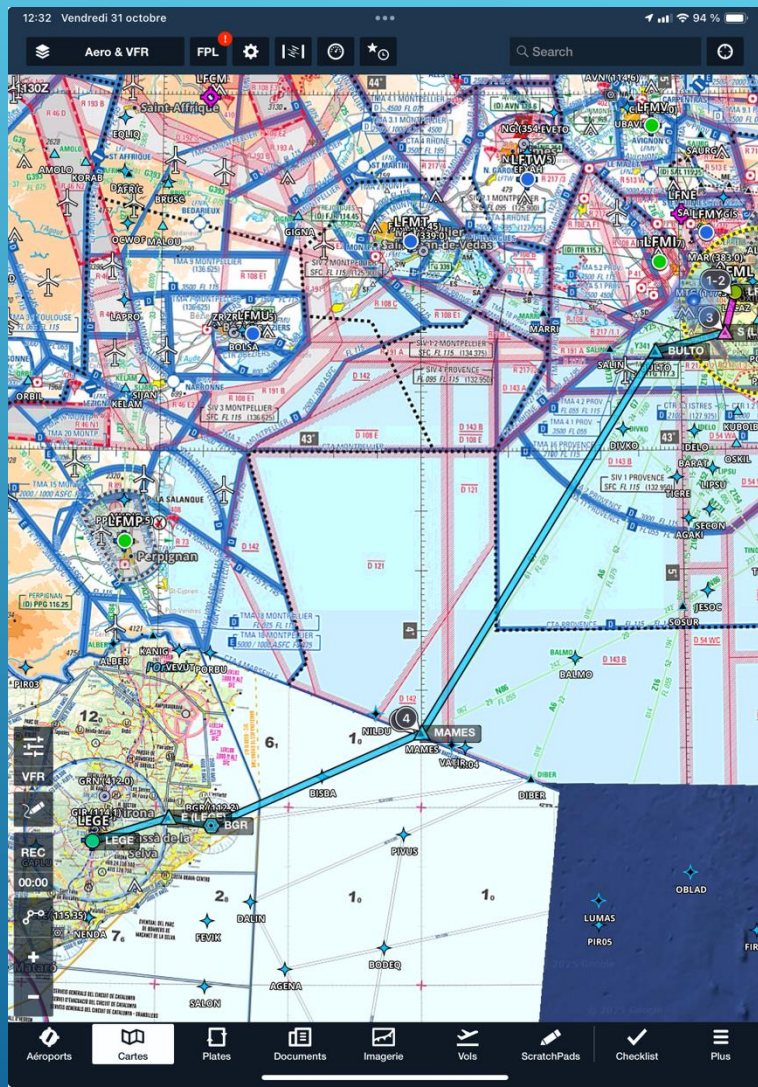
FLIGHT PLAN – 2nd STEP

MARSEILLE PROVENCE (LFML)
TO
GIRONA (LEGE)

154NM / 65MIN
PLANNED FL : 085

WARNINGS : SEA CROSSING

ALTERNATE AIRPORT in case of rerouting: LFMP (PERPIGNAN)

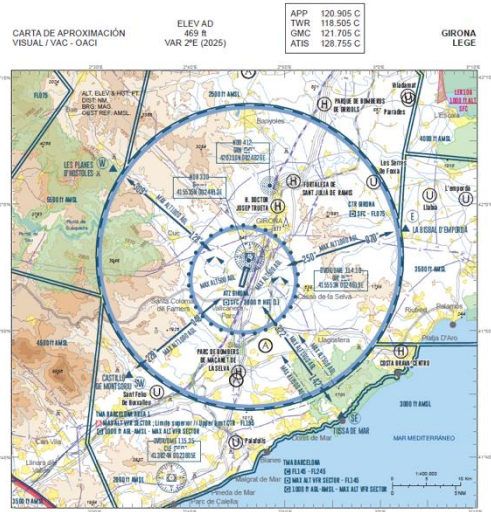


ForeFlight Mobile - NavLog

WAYPOINT							
LFML (DEP)	HGD	LEG			TOTALS		
S (LFMI)	177°M	7 nm	1,8 g	5m45s	7 nm	4,4 g	5m45s
BULTO	250°M	12 nm	1,3 g	4m52s	19 nm	5,7 g	0h11m
MAMES	211°M	75 nm	7,3 g	0h29m	94 nm	13,0 g	0h40m
BGR	244°M	39 nm	3,8 g	0h16m	133 nm	16,8 g	0h56m
E (LEGE)	273°M	7 nm	0,7 g	3m16s	141 nm	17,5 g	0h59m
LEGE	249°M	13 nm	1,2 g	5m47s	154 nm	18,7 g	1h05m

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LEGE



NOTAS
(1) ¿Hasta la elevación del techo de nubes, lo que resulte más bajo.
- Indica VFR, precaución por posible tráfico instrumental en tránsito, no superar los límites del TMA. Mantener en frecuencia APP.
- Si ningún caso se cruzará el q de de pista ni su prolongación sin autorización de APP o TWR.

LLEGADAS
Las aeronaves en VFR con destino Girona AD, antes de entrar en la CTR, establecerán contacto radio con Girona APP como mínimo 5 minutos antes de alcanzar los puntos VFR de notificación: El Puig de l'Empordà, SE (Tossa de Mar), por el SW (Castell de Montseny) (no sobrevolar el castell) o el (Les Planes d'Hostoles), donde efectuarse inspección a 2000 ft AGL, y solicitarán autorización para entrar en la CTR. Si procede, se les autorizará desde el punto de espera VFR, a integrarse lo más directamente en el circuito de tránsito de aeródromo y se les proporcionará instrucciones para el aterrizaje.

SALIDAS
Las aeronaves en VFR que deseen abandonar la CTR serán instruidas por la TWR, antes del despegue, del punto de salida a flanco, del sentido del viento, del tiempo en vuelo, y de la altura a mantener. Deberán notificar a la TWR el momento en que se abandona el límite de la CTR.

CRUCE
Las aeronaves manteniendo 2000 ft AGL, como máximo a una altitud asignada por TWR o APP.

NOTES
(1) Cl to up to cloud ceiling, whichever is lower.
- VFR traffic, caution due to possible instrument traffic on missed approach, not to exceed the TMA limits. Monitor on APP frequency.
- The runway centre line and its extension shall never be crossed without TWR or APP permission.

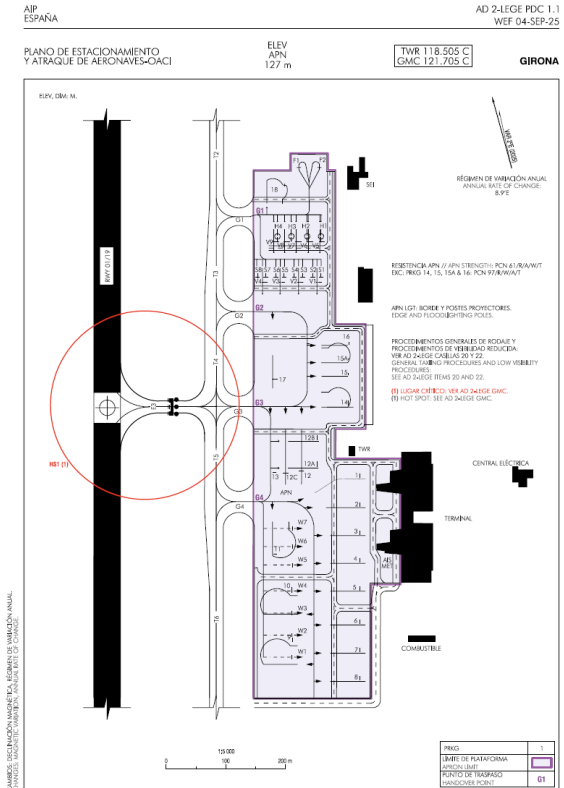
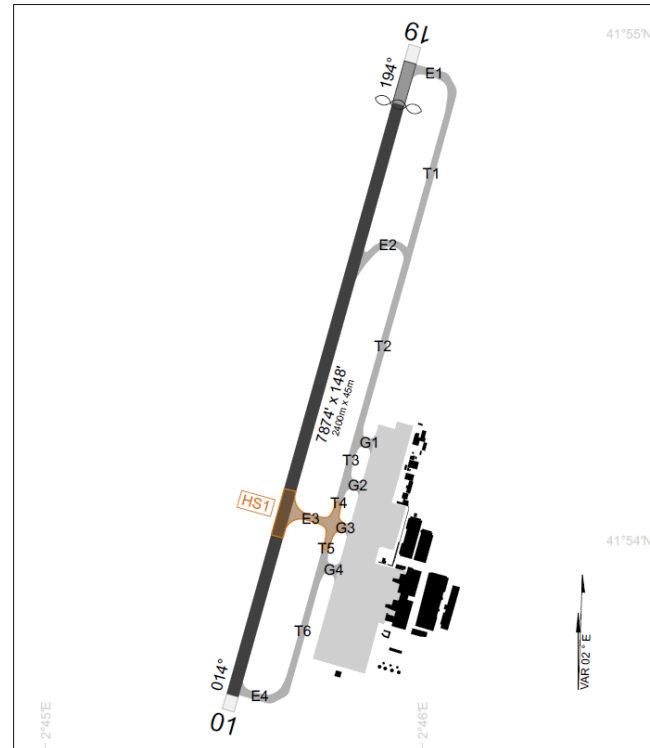
ARRIVALS
VFR aircraft bound for Girona AD shall establish radio contact with Girona APP before entering the CTR, at least 5 minutes before reaching VFR reporting points: El Puig de l'Empordà, SE (Tossa de Mar), from the south SW (Castell de Montseny) (not overfly the castle) or El Les Planes (Hostoles) where they shall accomplish holding pattern at 2000 ft AGL, and request clearance to enter the CTR. If appropriate, flight shall be cleared from the VFR holding point, to integrate as directly as possible in the aerodrome traffic circuit and supplied with landing instructions.

DEPARTURES
Aircraft in VFR that wish to exit the CTR shall be instructed by TWR, prior to take-off about the exit point, as to the turn direction after take-off and the altitude to maintain. They should notify the TWR as soon as they exit the limit of the CTR.

CROSSING
Aircraft shall maintain a maximum of 2000 ft AGL, unless otherwise advised by TWR or APP.

WEF 04-SEP-25 (AIRAC AMDT 08/25) AIP-ESPAÑA AD 2-LEGE VAC 1.1

LEGE: GIRONA GIRONA, GIRONA, SPAIN



FLIGHT PLANNING

ROUTE & ALTERNATES

AIRPORT	OACI	RUNWAY (more restrictive)		
DEPARTURE	LFLL	09	27	TODA 3050
Grenoble Isère				LDA 3050
ALTERNATE α	LFNV	17	35	TODA 1870 (35)
Anignon				LDA 1560 (35)
ALTERNATE β	LFNL	13	31	TODA 2370 (13R)
Neuve Provence				LDA 2265 (13R)
ALTERNATE X	LFNP	13	31	TODA 1085
Perpignan				LDA 1085
ARRIVAL	LEGE	01	19	TODA 2400
Girona				LDA 2400

FLIGHT PLANNING

FUEL PLANNING

		Minutes	USG / Liters
A	TAXI FUEL	15	4
B	TRIP FUEL	120	30
C	CONTINGENCY FUEL Min [5% of trip OR 5min]	10	2
D	FINAL RESERVE FUEL *	45	11 FRF
E	ALTERNATE FUEL (longest procedure)	30	8
F = A + B + C + D	MINIMUM REQUIRED FUEL	220	55 Required
G	ACTUAL FUEL		70
H = G - F	EXTRA FUEL	+60	+15 Extra

* Réserve :

- VFR : 30min (@holding at 1500ft above airfield)
- Night : 45min (@holding at 1500ft above airfield)

WEATHER BRIEFING

Not real !

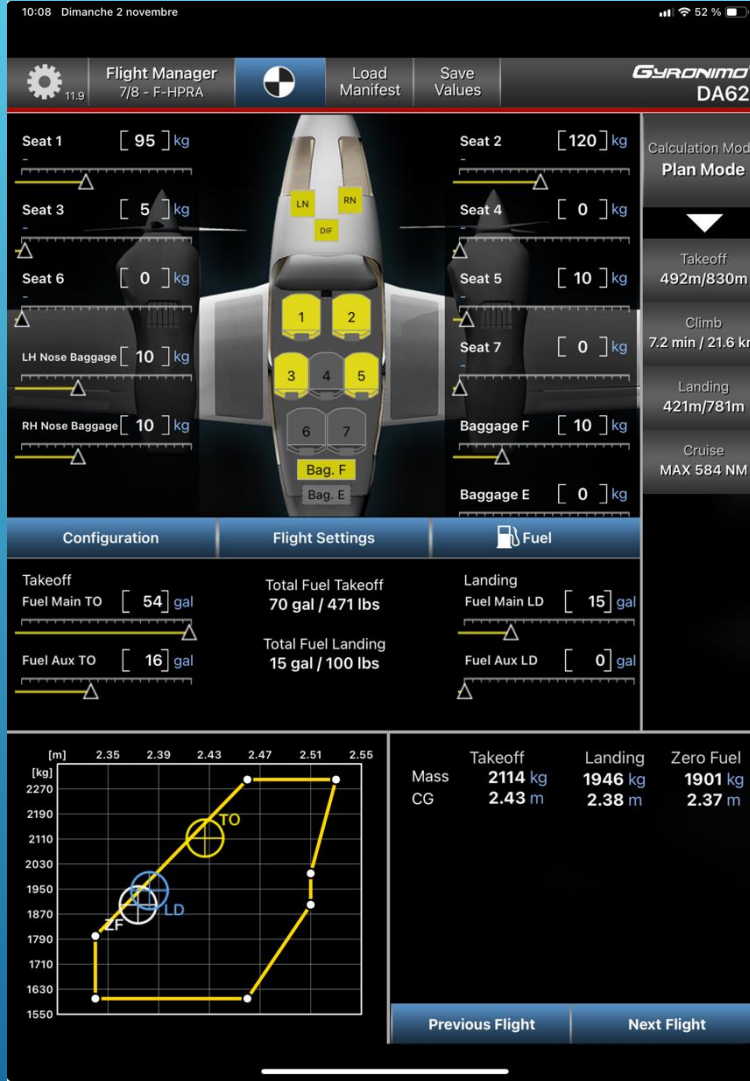
LFLS :

Temperature : +10°C
Wind Calm
SCT 040 / BKN 070
Visibility >10kms
QNH : 1010

LEGE :

Temperature : +20°C
Wind Calm
CAVOK
QNH : 1010





PERFORMANCES

Takeoff

Conditions: Flaps T/O, MAX Power, VR 78KIAS, V50ft 86KIAS

No Head/Tail Wind

No crosswind component



Ground Roll	492 m	Distance	830 m
Wind	-0 m	Wind	-0 m
RWY Cond.	+0 m	RWY Cond.	+0 m
Slope	+0 m	Slope	+0 m
Total	492 m	Total	830 m

ft m

Landing

Conditions: Flaps LDG, Power IDLE, Vref 89 KIAS

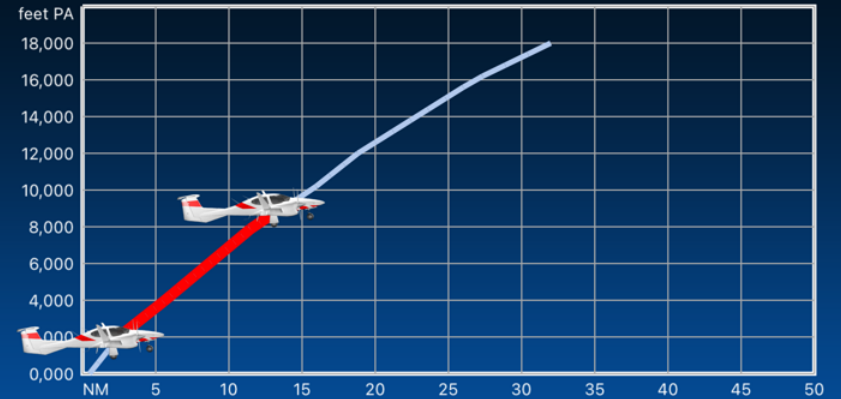
No Head/Tail Wind

No crosswind component



Ground Roll	421 m	Distance	781 m
Wind	0 m	Wind	0 m
RWY Cond.	+0 m	RWY Cond.	+0 m
Slope	+0 m	Slope	+0 m
Total	421 m	Total	781 m

ft m



Climb

Conditions

No Wind

ft m

	Climb Time	Fuel Used	Distance	Pressure Alt	Speed	Rate Of Climb
Start	1.4 min	3.5 gal	2.6 km	1398'	95.7 KIAS	7224 ft/min
End	8.3 min	2.5 gal	22.9 km	8596'	100.6 KIAS	1113 ft/min
Total	7.0 min	-1.0 gal	20.3 km			

ISA Temp Correction* = -2 %

Includes 10% for time, fuel and distance for each 10°C/12°F increase in OAT

FUN FACTS



LFLS DEPARTURE

LFLS - Departure from S5 Runway 27
Or
Closed Traffic at LFLS

LFLS

LFLS - Departure from S5 Runway 27

Satellite Class D Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights

Pilot: Grenoble Ground, **F-HPRA**. Good Morning

Ground: **F-HPRA**, Grenoble Ground. Pass your message

Pilot: Grenoble Ground, **F-HPRA, a Diamond DA62** on Apron E,
VFR departure to **Marseille Provence** via SE 2500 feet, 2 POB,
request taxi to Holding Point S5 Runway 27 with information India.

Ground: **F-RA** Taxi to Holding Point N6, Report when ready on this frequency.

Pilot: Taxiing to Holding Point N6, will report ready on this frequency. **F-RA**

Pilot: Grenoble Ground, **F-RA** at Holding point N6 request Cross Runway 27, taxi
to holding point S5 runway 27.

Ground: **F-RA**, Cross runway 27, Taxi to S5 via S3, T4, T5,
Contact Tower when ready on 119.300

Pilot: Crossing runway 27 Taxi to S5 via Taxiway S3, T4, T5, will Contact Tower
when ready on 119.300 **F-RA**

LFLS

Closed Traffic at LFLS

Satellite Class D Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights

Pilot: Grenoble Ground, **F-HPRA**, Good day
Ground: **F-HPRA**, Grenoble Ground, Good day, pass your message.
Pilot: **F-HPRA**, a Diamond DA62 on the Gulf apron, 2 POB for closed traffic
Traffic Touch-and-Gos, request taxi to holding point N6, runway 09, with information K,
Ground: **F-HPRA**, squawk 1257, taxi to holding point N6, runway 09, report when ready on tower frequency 119.3.
Pilot: Squawk 1257, taxiing to holding point N6, runway 09, report when ready on 119.3, **F-HPRA**
Pilot: Grenoble Tower, **F-HPRA**, holding point N6 for closed traffic touch-and-gos, ready for intersection departure runway 09.
Tower: **F-HPRA**, line up runway 09. cleared for take-off, wind calm, report right downwind runway 09
Pilot: **F-HPRA** Taking-off runway 09 will report right down wind runway 09

LFLS

Closed Traffic at LFLS

Satellite Class D Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights

Pilot: **F-HPRA**, right downwind runway 09 for a touch-and-go.
Tower: **F-HPRA**, number 2, behind aircraft on final, report final runway 09.
Pilot: will report final. **F-HPRA**
Pilot: **F-HPRA** on final runway 09 for a touch-and-go
Tower: **F-HPRA**, cleared for touch and go runway 09, report right downwind runway 09.
Pilot: Touch-and-going runway 09, will report right down wind runway 09
F-HPRA

Crew 5: LFLG – LEBB with F-HGPC

Bernard Bigot and Philippe Brun



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

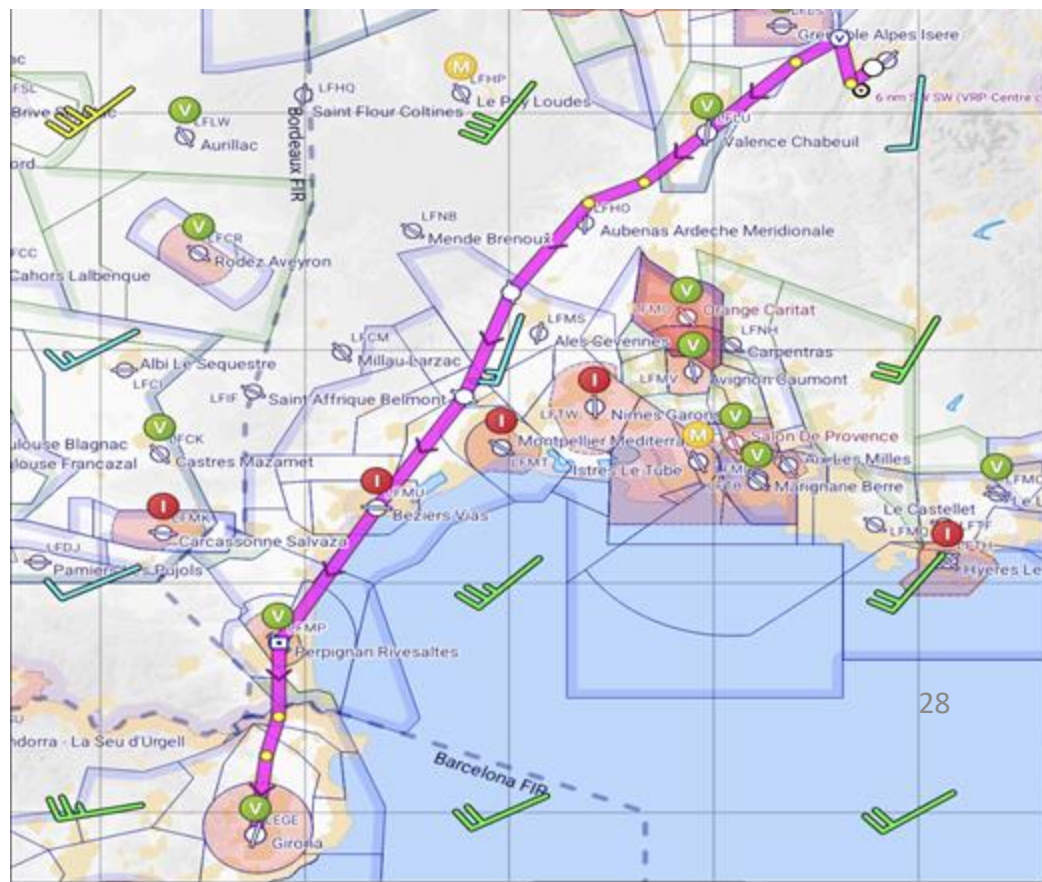
- Motorisation

- 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

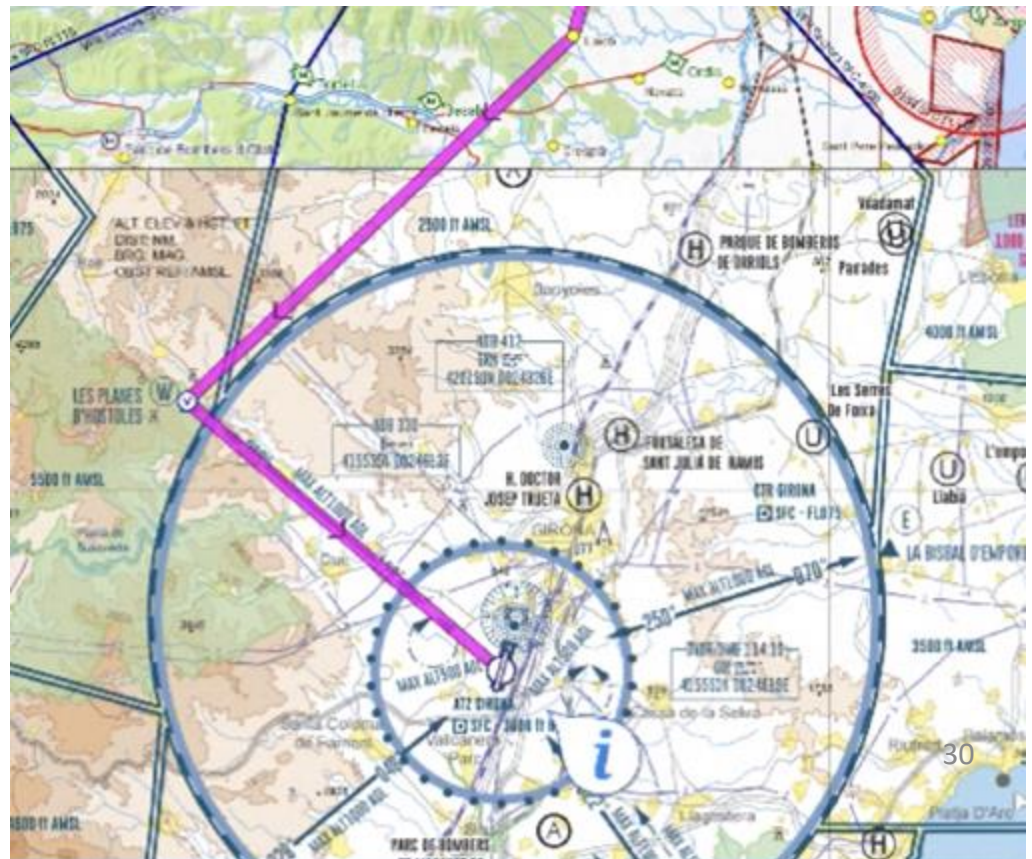


Flight plan: Le Versoud to Girona

- 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

- **Girona arrival (LEGE)**

-



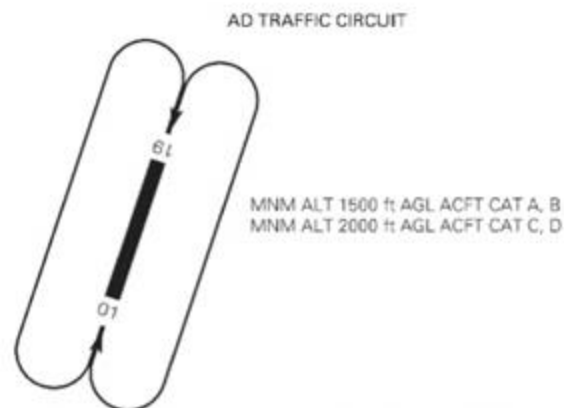
Flight plan: Le Versoud to Girona

- 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

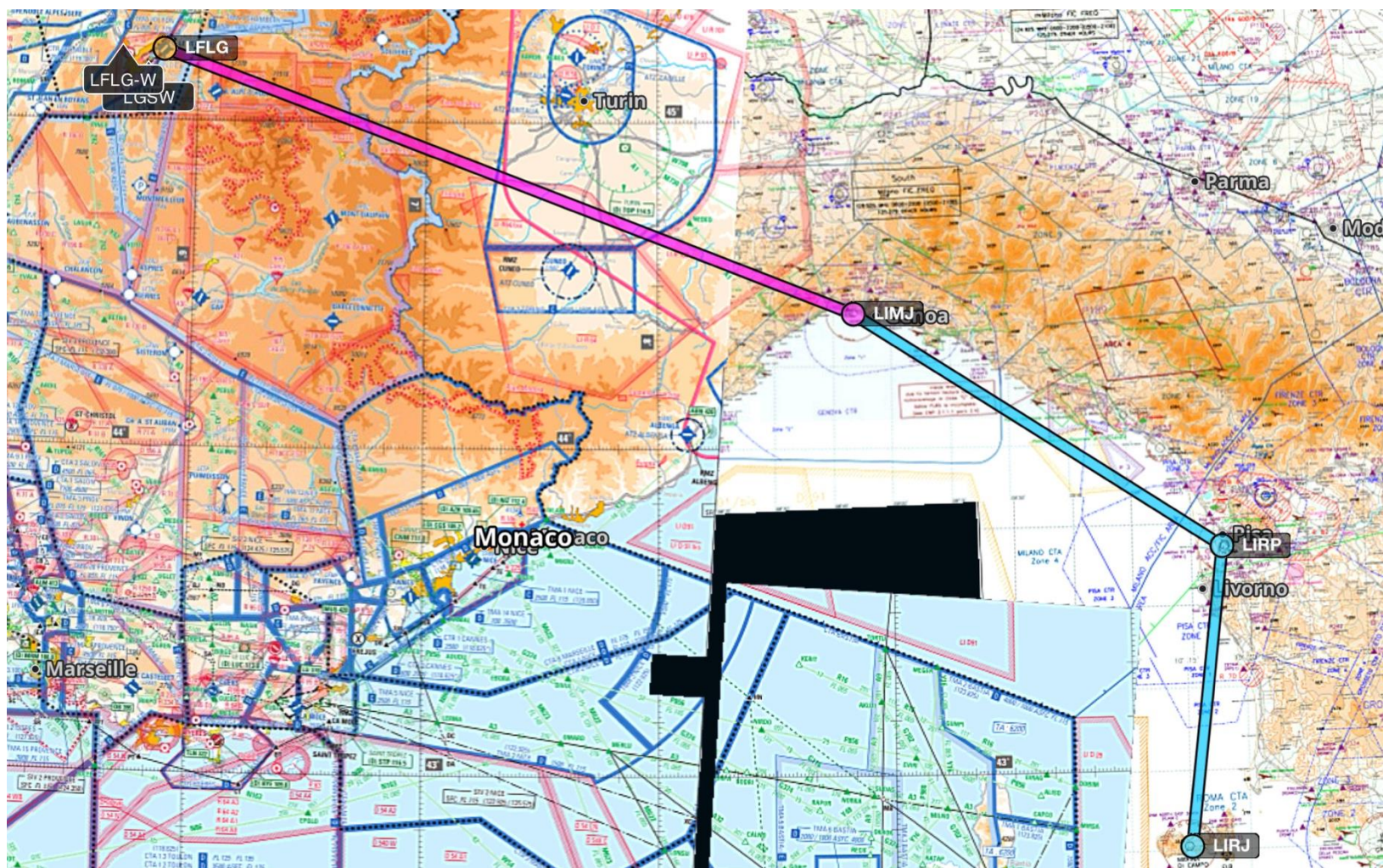


La Lleona: kissing
the lioness's aft
means you will
never leave
Girona



Crew 7: LFLG – LIRJ with F-GSRE

Jérôme Coudurier, Marie Baird



Crew 7: LFLG – LIRJ with F-GSRE

Jérôme Coudurier, Marie Baird

NAVIGATION LOG

Flight Information

- **Departure:** LFLG (~~Limoges~~ **VERSOUX**
Bellegarde Airport, France)
- **Destination:** LIRJ (Marina di
Campo Airport, Elba Island,
Italy)
- **Date:** 3/11/2025
- **Aircraft Registration:**
F-GSRE
- **Aircraft Type:**
DR 400
- **Pilot in Command:**
JEROME / MARIE

Pre-Flight Data

- **Departure Time (UTC):**
08. UTC
- **Estimated Flight Time:**
2 H 50
- **Estimated Arrival Time
(UTC):** 10 H 45

- **Fuel on Board:**
190 l L/gal
- **Endurance:**
5 H 30 hrs
- **Passengers:**
2
- **Alternate Airport:**
LIMJ / LIRP

Weather Briefing

LFLG Departure Weather

- **METAR:** _____
- **Wind:** _____
- **Visibility:** _____
- **Clouds:** _____
- **Temperature/Dew Point:**

- **QNH:** _____

LIRJ Destination Weather

- **METAR:** _____
- **Wind:** _____
- **Visibility:** _____

Crew 7: LFLG – LIRJ with F-GSRE

Jérôme Coudurier, Marie Baird

Flight Plan Route

Waypoint	Radial/Track	Distance (NM)
LFLG	Saône NE	---
	9500 ft MT CENIS	---
	→ Susa Valley → GENOA	---
	→ COAST → Elba Island	---
Total Distance: 278 NM		
Total ETE: 2 ^H 50 hrs		

En-Route Log

Time (UTC)	Position	Heading	Altitude

cr. joint.

Radio Communications Log

Time (UTC)	Station	Frequency	Mess
	MANTOVA	123.065	
	MILAN	123.985	
	GENOVA	123.6	
	LIRJ	123.7	

Key points for the flight

- 1 Mountain coming. (Good Weather)
pass Mount Cenis minimum 9500 ft
- 2 International flight
- deposit flight plans
- 3 Sea coming
about 35 km over the
Ligurian sea to reach
Elba island
⇒ need flight life jacket

Crew 7: LFLG – LIRJ with F-GSRE

Jérôme Coudurier, Marie Baird

Airmate NavLog LFLG-LIRJ Grenoble Le Versoud - Marina Di Campo

Date		Pilot		Plane	FGSRE
From	LFLG	To	LIRJ	Speed	97
Routing	LIMJ LIRP				

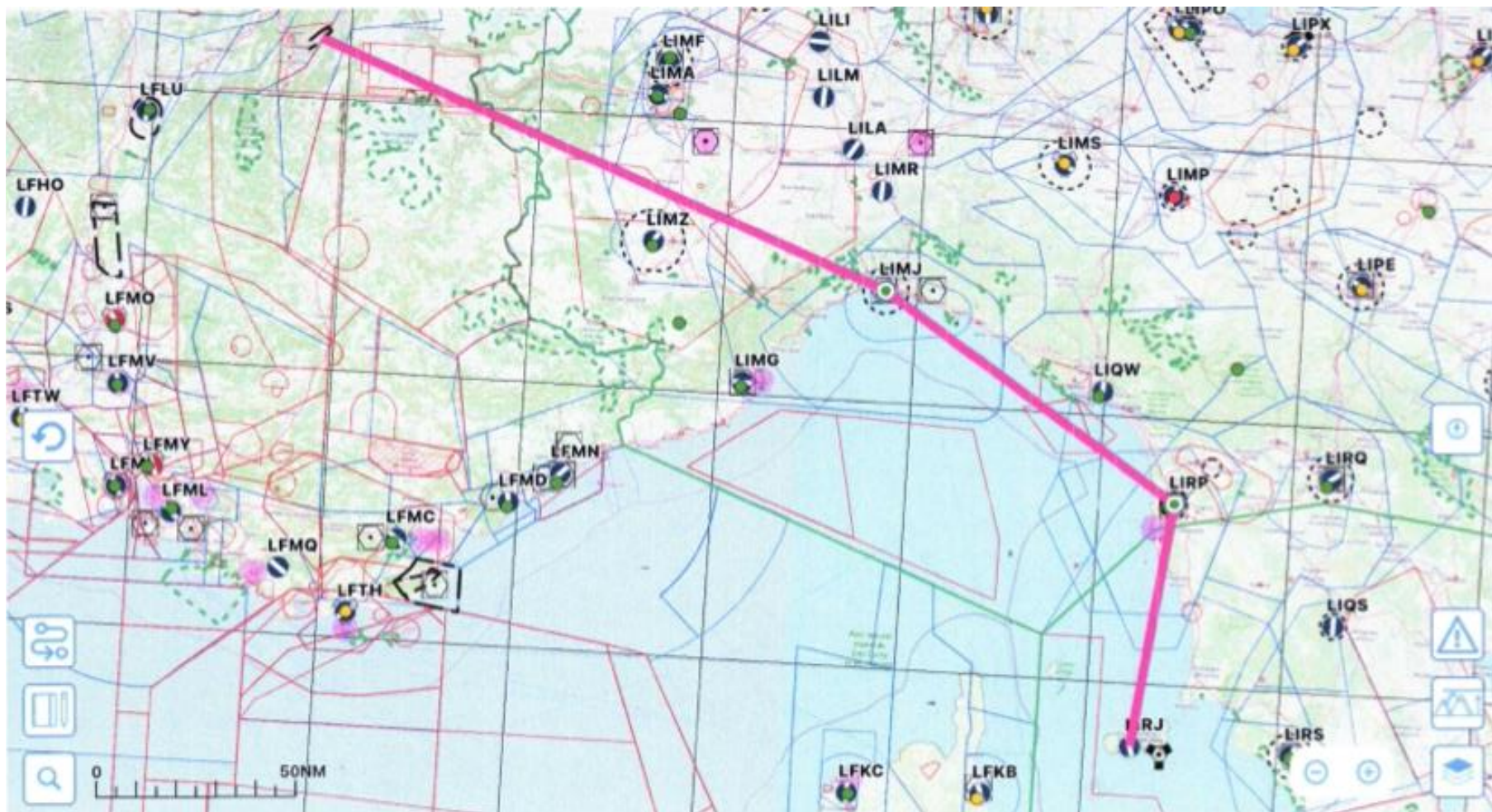
Toutes les données sont indicatives et doivent être vérifiées et validées avant le vol par le Commandant de Bord grâce au manuel de vol de l'avion, un briefing météo officiel et les données aéronautiques et NOTAM fournies par les autorités aéronautiques
Vents selon la prévision du 2025-11-01 16:21 +0000

Blk Off		T/O		Fuel Out	
Blk On		Land		Fuel In	
ATIS					
Clearance					

 LFLG TWR: 121 ATIS: 125.23	Route	TrkT	Wind	HdgM	GS Km/h	Dist NM	Fuel USG	ETE	ETA
	Alt					Remaining			
 TOC (500 ft/mn)						7.4	-	0:07:33	
 LIMJ ATIS: 122.825 TWR: 118.6	-	110°	157°	109°	172	128.7	-	1:19:27	
	-		6kt			136.0	-	1:23:23	
 LIRP GND: 121.6 TWR: 119.1	-	123°	219°	125°	182	80.3	-	0:48:58	
	-		9kt			55.8	-	0:34:25	
 TOD (500 ft/mn)						42.9	-	0:26:28	
 LIRJ AFIS: 123.7	-	187°	264°	187°	178	12.9	-	0:07:56	
	30		5kt			0.0	-	0:00:00	
TOTAL						272.2	-	2:49:24	

Crew 7: LFLG – LIRJ with F-GSRE

Jérôme Coudurier, Marie Baird



Speaking Order

Name	Order
James Crowley	-0-
Marc Alexandre	1
Marie Baird	2
Antony Barclais	3
Bernard Bigot	4
Philippe Brun	5
Jerome Coudurier	6
Ulysse Cugat (excused)	7
Dragos Dumitriu	8
Sam Durand	9
Gabriel Faivre	10
Eléonore Guénot	11
Lucas Lebreton	12
Benjamin Leiba	13
Anton Telechev	14

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

Phraseology Guidelines: Taxi Instructions

(from Nav Canada VFR Phraseology)

Format:

Pilot: (ATC unit call sign) (aircraft call sign) WITH INFORMATION (ATIS identifier) (intentions/request)

ATC: (aircraft call sign) (ATC unit call sign) RUNWAY (number) WIND (direction/speed) ALTIMETER (setting)

Pilot: (read back clearance/instruction) (aircraft call sign)

Example:

Pilot: Le Versoud Ground, Robin F-GTPT, with information Hotel. Request taxi to Runway 04 for VFR departure to Chambéry.

Ground: Robin F-PT, Le Versoud Ground, Runway 04 in use, wind calm, Taxi to Holding Point E1 Runway 04 Contact Tower when ready for Departure on 121.0

Pilot: Taxi to Holding Point E1 Runway 04, Contact Tower when ready for Departure on 121.0, Robin F-PT

Aeronautical Radiotelephony Communications

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

(from page 10): **Read Back**

Messages containing the following must be read back:

ATC route clearance

Clearances/instructions to enter, land on, take-off from, hold short of, cross or backtrack any runway

Runway in use

Altimeter settings

Level or heading instructions

Speed instructions

Transition levels

SSR Codes (Secondary surveillance radar = Squawk)

Example:

Pilot: Le Versoud Ground, Robin F-GTPT request departure information

Tower: Robin F-PT, runway in use 04, wind 030 degrees, 2 knots, QNH 1020, temperature 10, dewpoint 9

Pilot: Robin F-PT Runway 04, QNH 1020

Aeronautical Radiotelephony Communications

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

(from page 14): **Placing of Call signs**

Once satisfactory communication has been established, a message is normally prefixed with the aircraft call sign. However, when you need to read back an instruction or important information the instruction or information is repeated first followed by the aircraft call sign.

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

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

Pilot: Le Versoud Ground, Robin F-GTPT, 2 POB, request taxi to Runway 04 for VFR departure to Chambery with information Hotel.

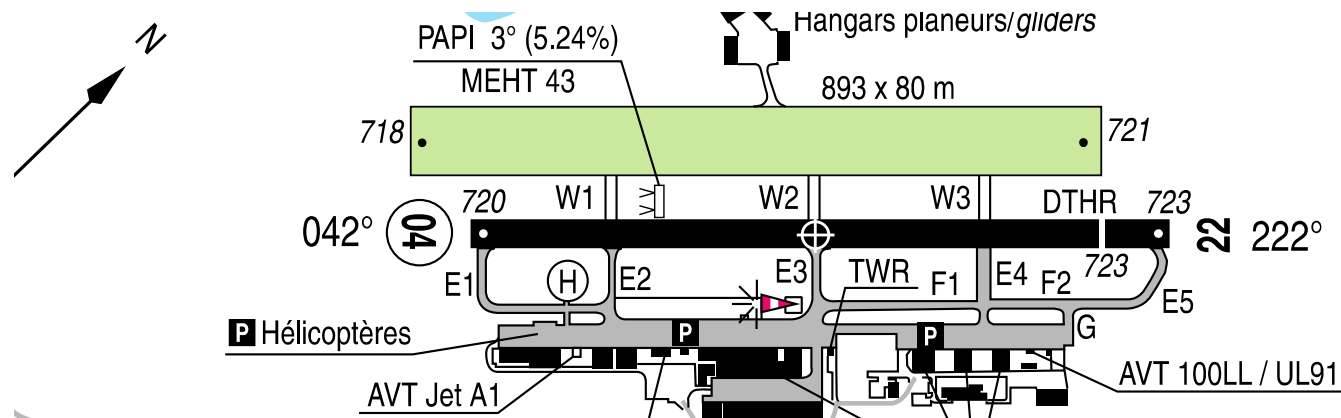
Ground: F-PT Taxi to Holding Point E1 Runway 04 Contact Tower when ready for Departure on 121.0

Pilot: Taxi to Runway 04 Holding Point E1, Contact Tower when ready for Departure on 121.0, Robin F-PT

POB = Persons on Board. Also said as SOB = Souls on Board in the the US.

Aeronautical Radiotelephony Communications

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



(from page 17): **Taxi Clearance**

...taxi clearances contain a clearance limit, which is the point at which you must stop unless further permission to proceed is given.

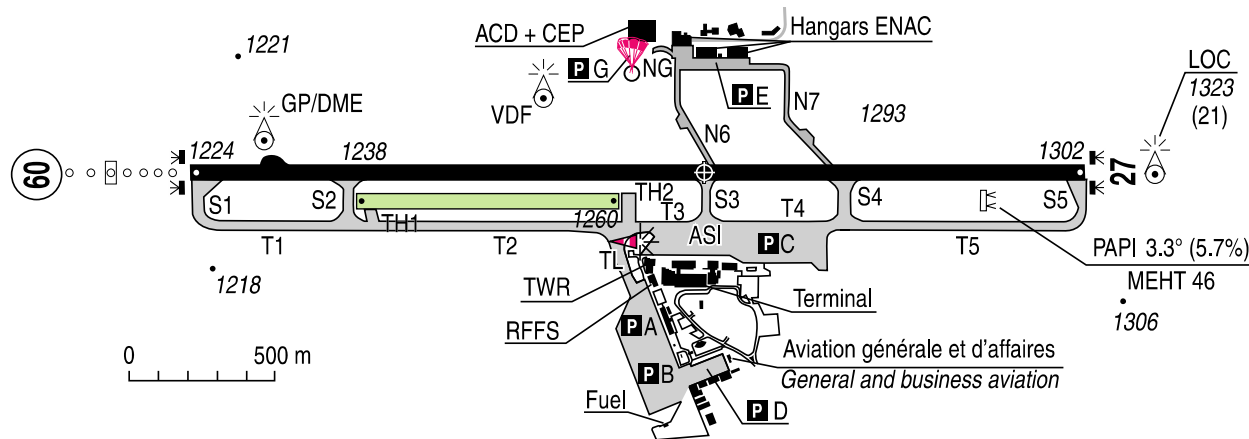
Example:

Tower: F-PT, Taxi to holding point E1 runway 04.

Pilot: Taxi to holding point E1 runway 04, Robin F-PT

Aeronautical Radiotelephony Communications

(from: **All Clear: ICAO Standard Phraseology**)



Crossing an Intermediate Runway

If a taxi route involves crossing a runway, whether active or not, specific clearance to cross that runway is required.

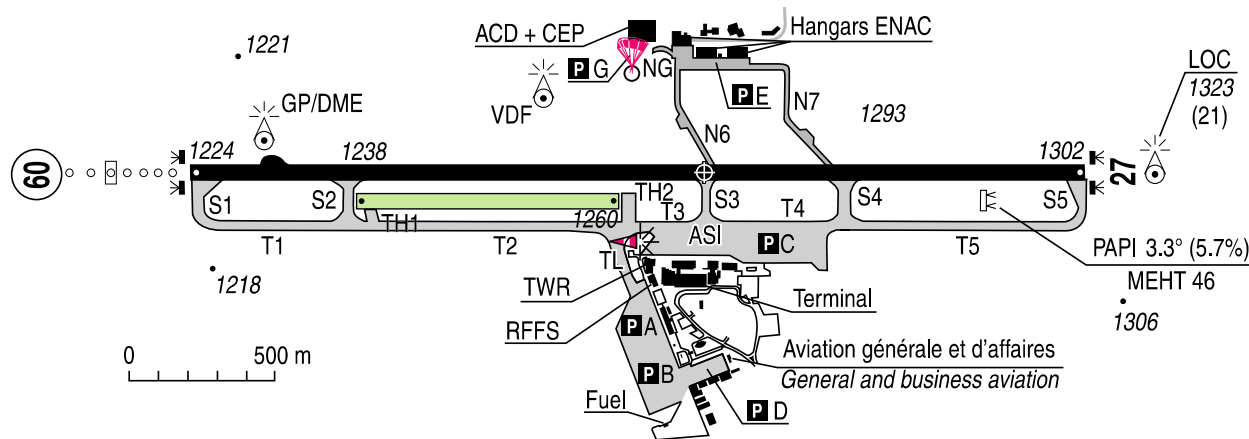
Example:

Pilot: Grenoble Ground, Cirrus F-GTCl at at Holding point N6 runway 09
request Cross runway 09, taxi to holding point S1 Runway 09

Ground: F-Cl, Cross runway 09 Taxi to Holding point S2 via Taxiways T3, T2,
Contact Tower when ready on 119.3

Aeronautical Radiotelephony Communications

(from: **All Clear: ICAO Standard Phraseology**)



Crossing an Intermediate Runway

HOLD SHORT of a runway means that you must **stay on the taxiway** behind the hold short line and cannot enter the runway until further instructions are received. **A HOLD SHORT** instruction requires a readback.

Example:

Pilot: Grenoble Ground, Cirrus F-CI at Holding point N6 runway 09 request Cross runway 09, taxi to holding point S1 Runway 09

Ground: Cirrus F-CI, Hold Short of Runway 09

Pilot: Holding Short of runway 09. Cirrus F-CI

Aeronautical Radiotelephony Communications

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

(from page 12): **Conditional Clearances**

A conditional clearance allows a pilot to carry out an action only after another action has taken place. Conditional clearances consist of

Aircraft call sign

Condition

Clearance

Brief reiteration of the condition

The condition must be the first item read back.

(This is often used in the FCL55 test!)

Example:

Tower: Robin F-PT, behind the landing PA 28 line up and wait behind

Pilot: Behind the PA 28, lining up and waiting behind, Robin F-PT

Aeronautical Radiotelephony Communications

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

(from page 17): **Clearance for Takeoff or Landing**

...the word '**cleared**' is only used in connection with a clearance to take-off or land. For other RTF exchanges, words such as 'cross', 'departure' and 'approved' should be used.

...the words '**take-off**' are only used when an aircraft is cleared for take-off, or when cancelling a take-off clearance. At other times you should use the terms 'departure' and 'airborne'.

Example:

Pilot: Le Versoud Tower, Robin F-GTPT at holding point E1 runway 04, **Ready for Departure**

Tower: F-PT. Runway 04, wind 030 at 3 kts, **Cleared for takeoff**, report leaving the frequency

Pilot: Departing on Runway 04 Robin F-PT

Aeronautical Radiotelephony Communications

In actual practice....

The above examples include hard rules and recommended phrases.

The recommended phrases are **redundant** to reduce the risk of error.

In the real world, under time pressure, pilots and controllers omit certain terms, and simplify certain expressions:

Examples:

Robin F-GTPT => F-GTPT=> F-PT

Le Versoud Tower => Tower

Holding point E1 Runway 04 => E1

Contact Le Versoud Tower when ready for Departure => Contact Tower when ready

However, the rules for read back, taxi clearance, conditional clearance, runway crossing and departure phrases are sacred.

Never say **line up**, or **take-off** except in relation to a take-off clearance.

Never say **landing** or **touch and go** except in relation for a landing clearance. 49

Aeronautical Radiotelephony Communications

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

Broadcast Calls (Unattended Aerodrome Phraseology)

...when operating at an unattended aerodrome, your transmissions should start [and end] with the aerodrome's name. (p43) At unattended aerodromes include the runway designator of the runway you intend to use ...



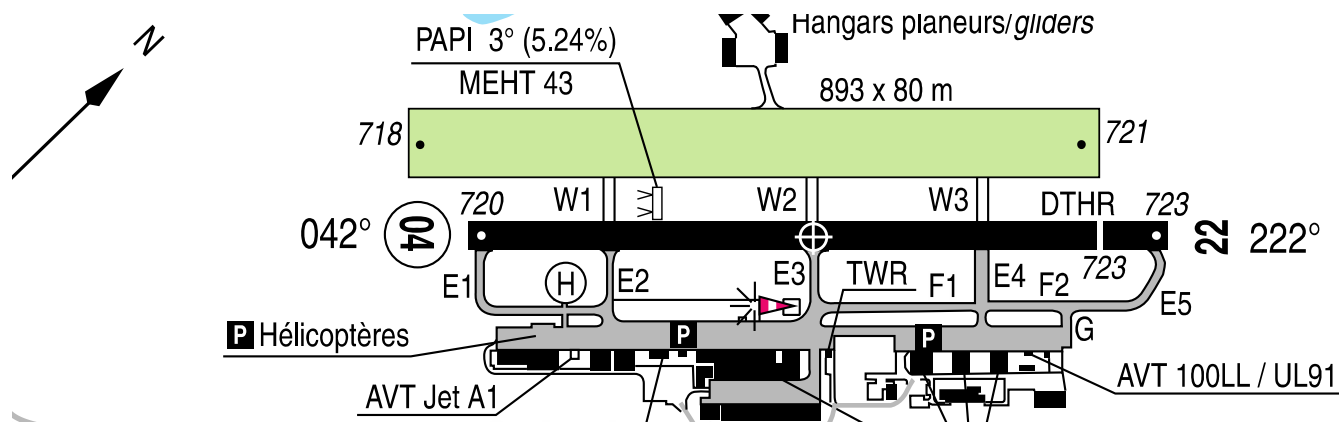
Example:

- Pilot:** Albertville traffic, Robin F-GTPT on the apron, taxiing to runway 23 Albertville
- Pilot:** Albertville traffic, Robin F-GTPT at holding point A, entering runway 23 to backtracking runway 23 for departure, Albertville
- Pilot:** Albertville traffic, Robin F-GTPT Taking off runway 23 to enter right pattern runway 23 Albertville



Departure from LFLG

Busy VFR Airport with ATIS, Ground and Tower



ATIS: Good day, this is Information Bravo recorded at 0700 UTC, Runway 04 in use, Wind 360 degrees 2 knots, CAVOK, temperature 7, QNH 1027, inform Le Versoud on initial contact that you have received information Bravo

Pilot: Le Versoud Ground, Cirrus F-GTCL on the apron. Good Morning

Ground: Cirrus F-GTCL, Le Versoud Ground. Pass your message

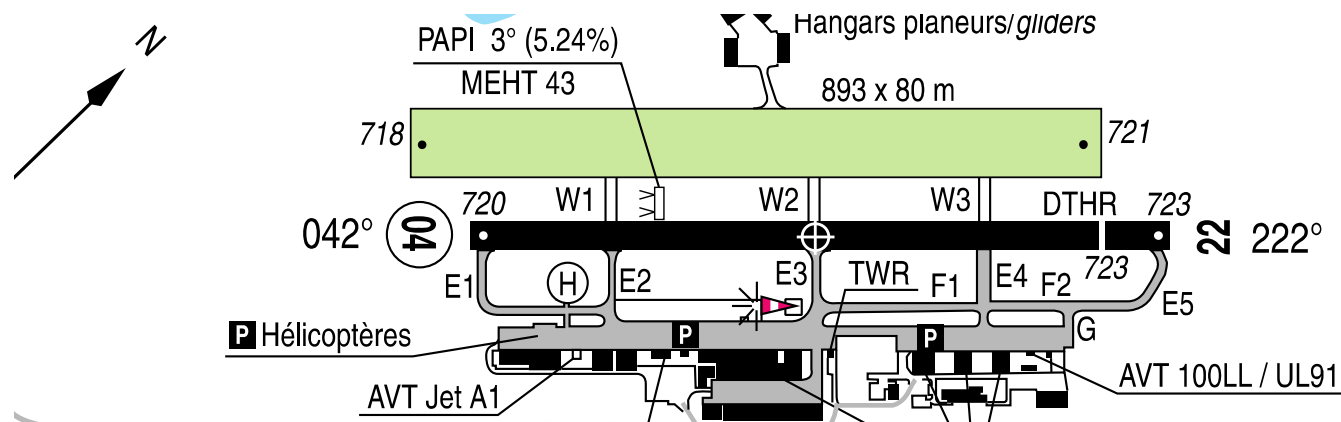
Pilot: Le Versoud Ground, Cirrus F-GTCL, with information Bravo, 1 POB, request taxi to Runway 04 for VFR departure to Grenoble Isere

Ground: Cirrus F-GTCL Taxi to Holding Point E1 Runway 04 contact tower when ready on 121.0

Pilot: Taxiing to Holding Point E1 Runway 04, will contact tower when ready on 121.0, Cirrus F-GTCL

Busy VFR Airport with ATIS, Ground and Tower

Busy VFR Airport with ATIS, Ground and Tower



Pilot: Le Versoud Tower, Cirrus F-GTCL at Holding Point E1 Runway 04. Ready for Departure.

Tower: F-Cl, Le Versoud Tower. Maintain position, aircraft on short final, report aircraft in sight.

Pilot: Maintain position, aircraft in sight, Cirrus F-CI

Tower: Cirrus F-CI Behind the aircraft on short final, line up Runway 04 and wait Behind

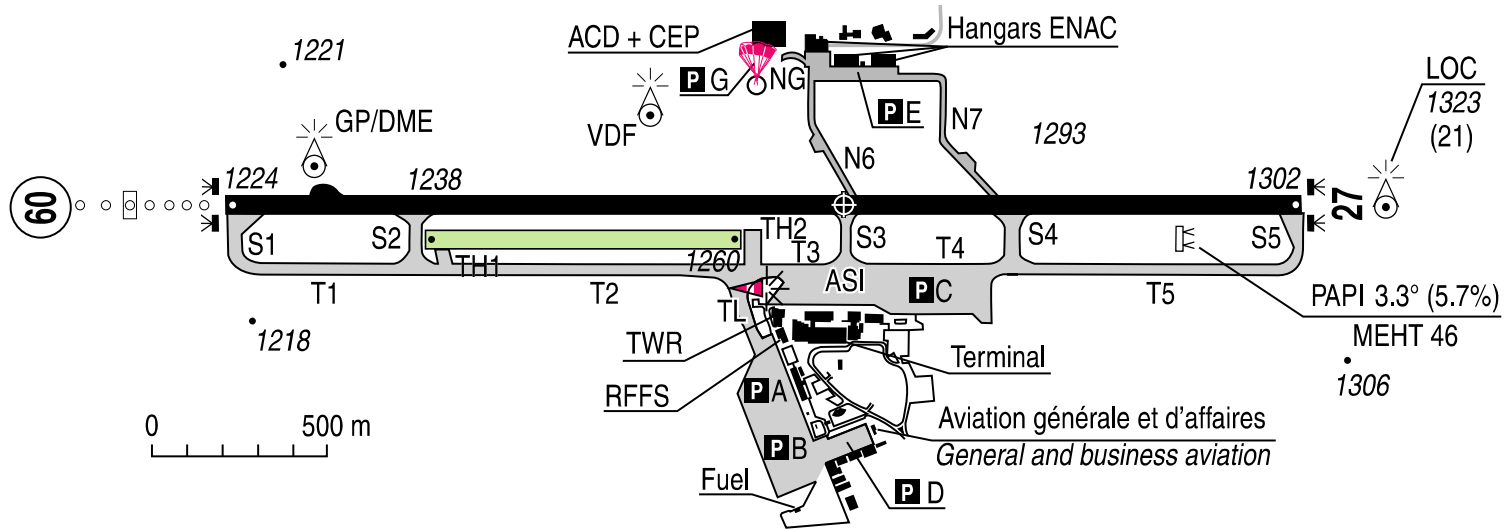
Pilot: Behind the aircraft on short final, lining up Runway 04 and waiting,
Behind Cirrus F-CI

Tower: Cirrus F-CI Cleared for takeoff, wind calm, report leaving frequency

Pilot: Cleared for takeoff , report leaving frequency, Cirrus F-Cl.

Departure from LFLL

Satellite Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights

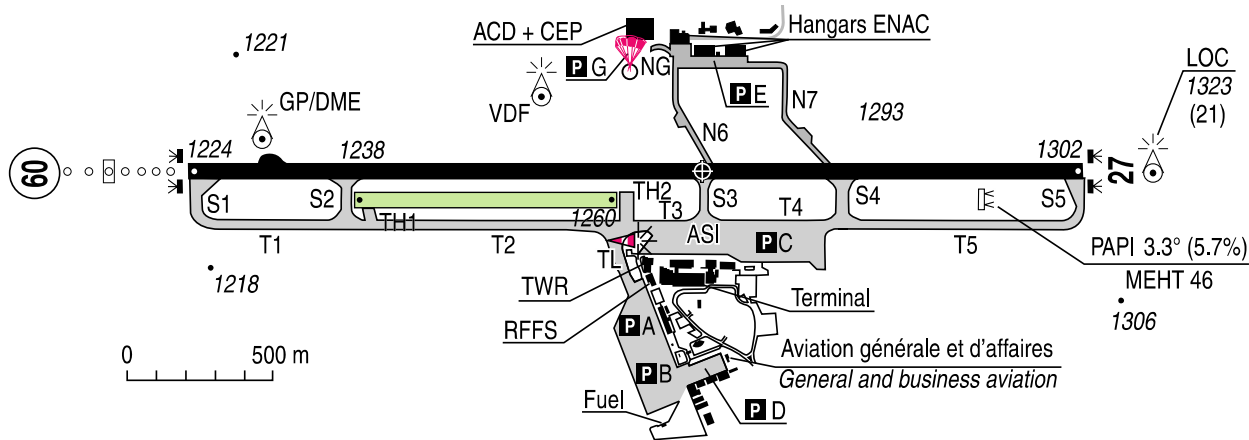


ATIS: Hello this is Grenoble Isere Information Bravo recorded at 0734, ILS Approach Runway 09, Runway in use 09, Runway Dry, Wind 100 degrees 6 knots, CAVOK, Temperature 9, Dewpoint 2, QNH 1027, inform Grenoble on first contact that you have received Bravo



S2 Departure from LFLS

Satellite Class D Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights



Pilot: Grenoble Ground, Cirrus F-GTCI. Good Morning

Ground: Cirrus F-GTCI, Grenoble Ground. Pass your message

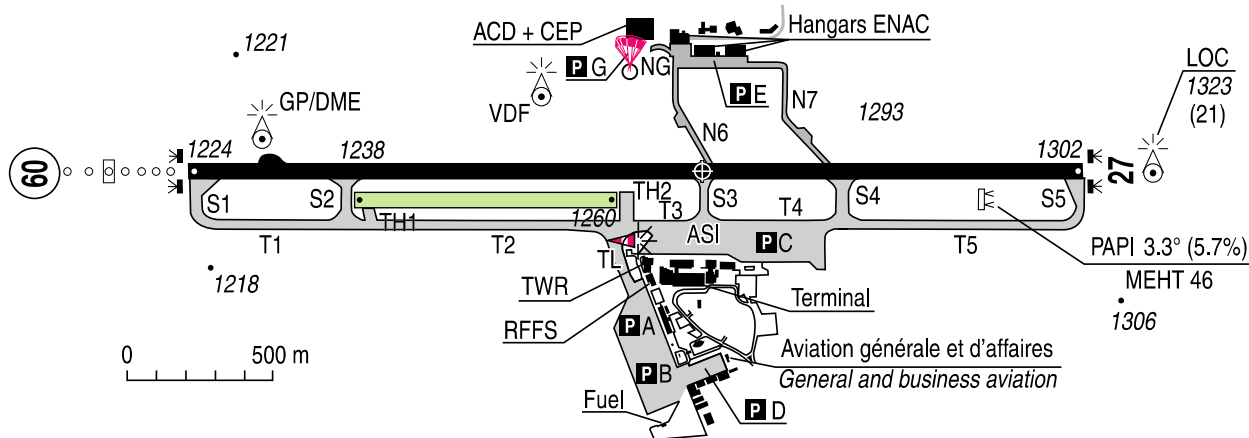
Pilot: Cirrus F-GTCI, SR20 on Apron E, 1 POB, VFR to Le Versoud via SE 3300 feet, request taxi to Holding Point S1 Runway 09 with information Bravo.

Ground: F-CI, squawk 1234, Taxi to Holding Point N7, Report when ready to cross runway 09 on this frequency.

Pilot: Squawk 1234, Taxi to Holding Point N7, Report when ready to cross runway 09 will Report when ready on this frequency. Cirrus F-CI

S2 Departure from LFLS

Satellite Class D Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights



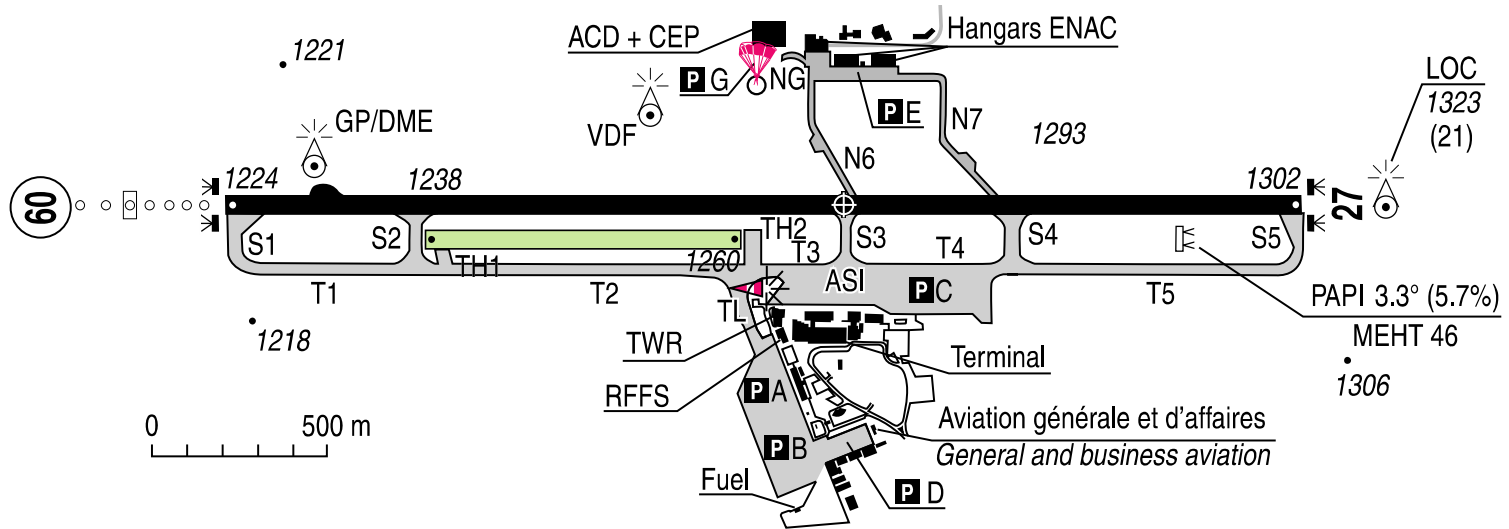
Pilot: Grenoble Ground, Cirrus F-CI at Holding point N7 request Cross runway 09, taxi to holding point S1 runway 09.

Ground: F-CI, Cross runway 09, Taxi to Holding point S2 via Taxiway T4, T3, T2 Contact Tower when ready on 119.3

Pilot: Crossing runway 09 Taxing to Holding point S2 via Taxiway T4, T3, T2 will Contact Tower when ready on 119.3, Cirrus F-CI

Departure from LFLS

Satellite Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights

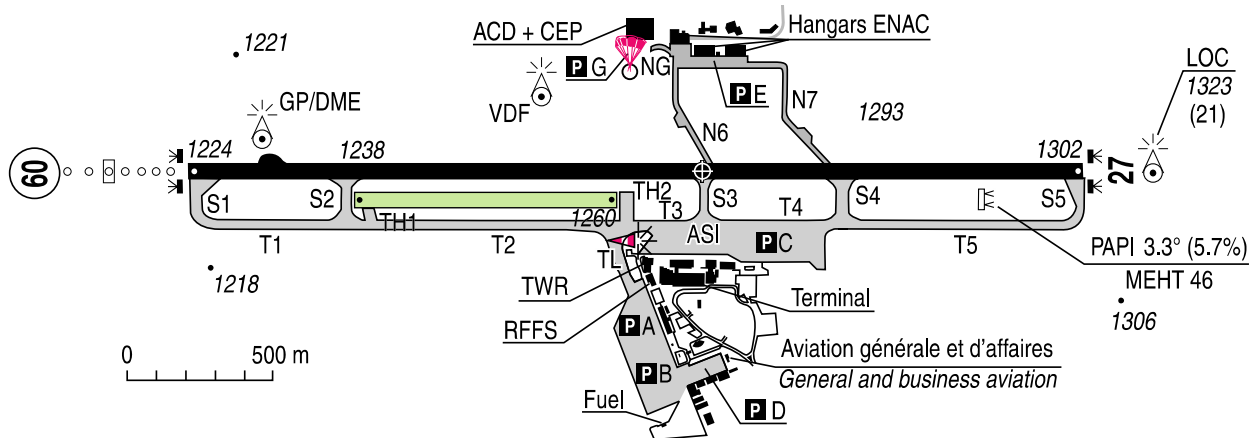


ATIS: Hello this is Grenoble Echo Information recorded at 0855 UTC, Approach RNP 27, Runway in use 27, Runway wet, Romeo 220 alpha active, CTR 2, TMA 15 active, Wind 290 degrees 10 knots, Visibility more than 10 kilometers, a few rain clouds scattered 1400 feet, broken 2000 feet, broken 2500 feet, towering cumulus in the vicinity of the airfield, Temperature 10, Dew point 7, QNH 997, inform Grenoble on first contact that you have received Echo information



S5 Departure from LFLS

Satellite Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights



Pilot: Grenoble Ground, Cirrus F-GTCI. Good Morning

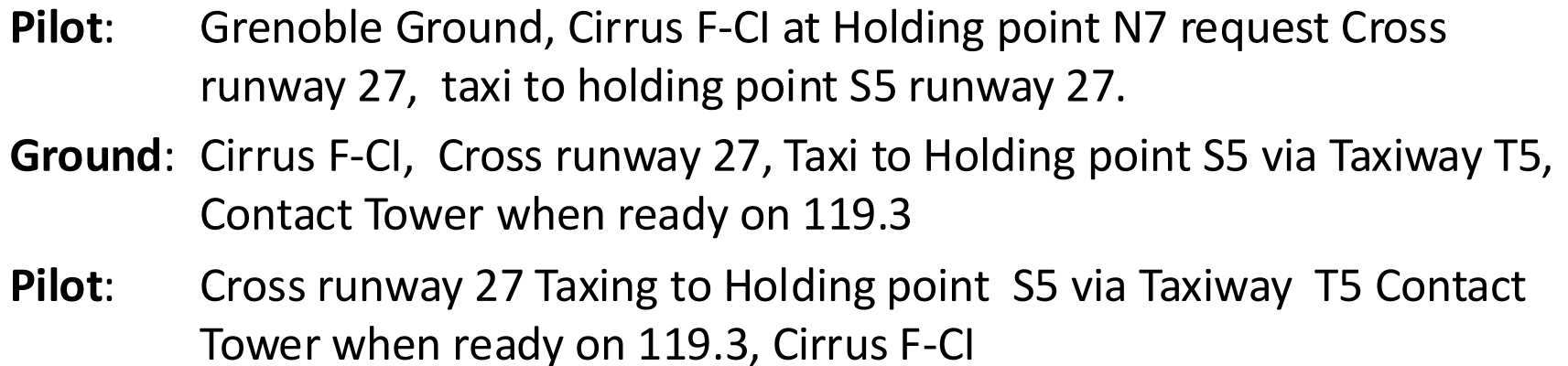
Ground: Cirrus F-GTCI, Grenoble Ground. Pass your message

Pilot: Grenoble Ground, Cirrus F-GTCI, SR20 at E apron, 1 POB, VFR to Le Versoud via SE 3300 feet, request taxi to Holding Point S5 Runway 27 with information Echo.

Ground: Cirrus F-CI, squawk 1234, Taxi to Holding Point N7 runway 27, Report when ready to cross runway 27 on this frequency.

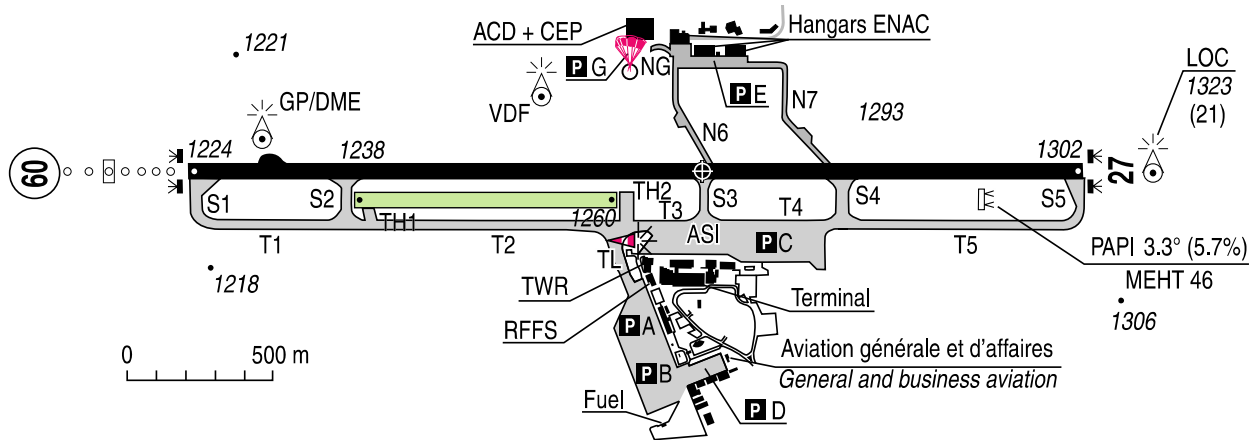
Pilot: Squawk 1234 Taxi to Holding Point N7 runway 27 will Report when ready on this frequency. Cirrus F-CI

Satellite Class D Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights



Intersection N7 Departure from LFLS

Satellite Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights



Pilot: Grenoble Ground, Cirrus F-GTCI. Good Morning

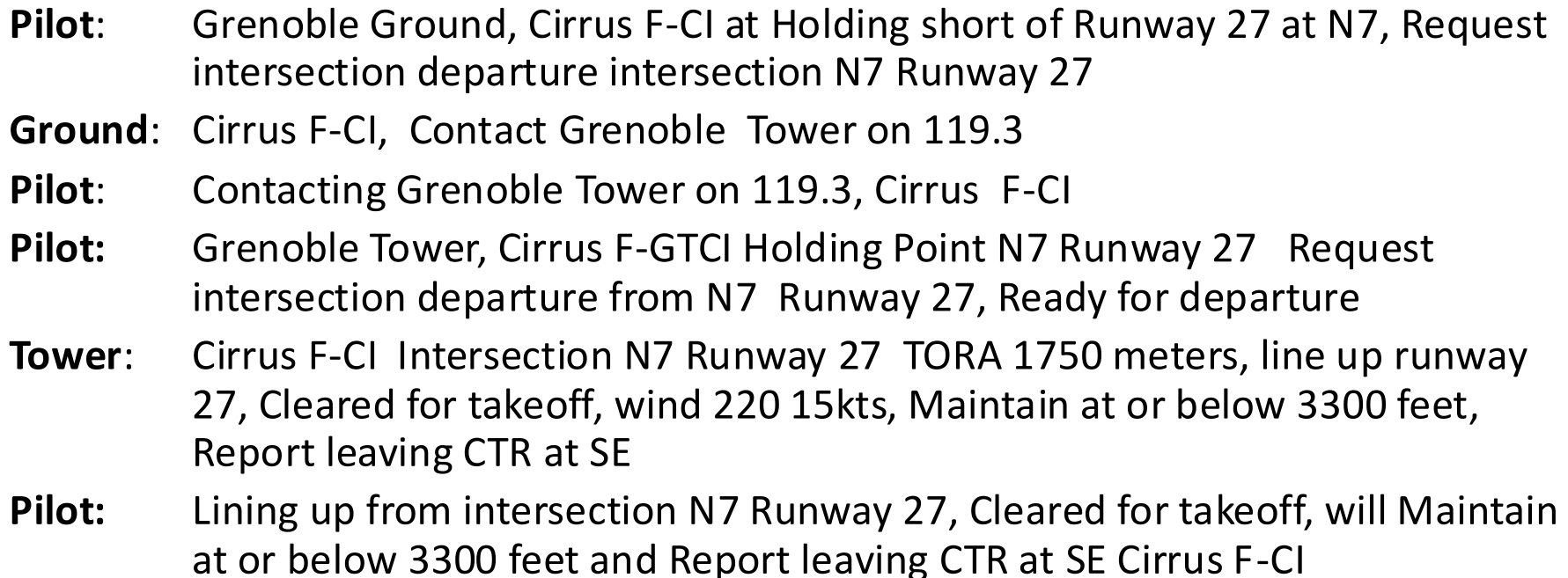
Ground: Cirrus F-GTCI, Grenoble Ground. Pass your message

Pilot: Grenoble Ground, Cirrus F-GTCI, SR20 on E apron, VFR to Le Versoud via SE 3300 feet, 1 POB, request taxi to Holding Point N7 Runway 27 with information Echo.

Ground: Cirrus F-CI, squawk 1234, Taxi to Holding Point N7 runway 27, Report when ready on this frequency.

Pilot: Squawk 1234 Taxi to Holding Point Holding N7 runway 27 will Report when ready on this frequency. Cirrus F-CI

Satellite Class D Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights



Clearance Structure - CRAFT

Primary (Class C) Airport with ATIS, Preflight, Ground, Tower, Approach, and FIS

APPROCHE A VUE
Visual approach

Ouvert à la CAP
Public air traffic
18 JUN 20

LYON SAINT EXUPERY
AD 2 LFLL APP 01



ALT AD : 821 (30 hPa)
LAT : 45 43 32 N
LONG : 005 04 52 E

LFLL
VAR : 1°E (15)

FIS : LYON Information 135.200 (1) - 135.525 (2)

VDF

ATIS 126.180

APP : LYON Approche/Approach 131.315 - 120.230 - 136.075 - 132.000 (s)

TWR : 120.450

GND (SOL) : 121.830

PREFLIGHT (PREVOL) : 121.655

ILS/DME RWY 35 L - SAN 110.75

ILS/DME RWY 35 R - LSN 111.5

ILS/DME RWY 17 L - LSS 109.1

- C** Clearance limit (F-GTCL is cleared to PU)
- R** Route (via PN)
- A** Altitude (maintain 3500)
- F** Frequency (departure frequency is 120.230)
- T** Transponder (Squawk 1234)

Write it down! You must read back your clearance as stated.

Departure from LFL

Primary (Class C) Airport with ATIS, Preflight, Ground, Tower, Approach, and FIS
Used for Commercial ATP traffic. VFR arrival and departure tolerated.

APPROCHE A VUE
Visual approach

Ouvert à la CAP
Public air traffic
18 JUN 20

LYON SAINT EXUPERY
AD 2 LFL APP 01



ALT AD : 821 (30 hPa)
LAT : 45 43 32 N
LONG : 005 04 52 E

LFL
VAR : 1°E (15)

FIS : LYON Information 135.200 (1) - 135.525 (2)

ATIS 126.180

APP : LYON Approche/Approach 131.315 - 120.230 - 136.075 - 132.000 (s)

TWR : 120.450

GND (SOL) : 121.830

PREFLIGHT (PREVOL) : 121.655

VDF

ILS/DME RWY 35 L - SAN 110.75

ILS/DME RWY 35 R - LSN 111.5

ILS/DME RWY 17 L - LSS 109.1

Pilot: Lyon Preflight, This is Cirrus F-GTCL, Good morning

Preflight: Cirrus F-GTCL, Lyon Preflight, Pass your message

Pilot: Lyon Preflight, Cirrus F-GTCL, is an SR20, 1 POB, request VFR departure for LFLG, Via PU, 3500 feet

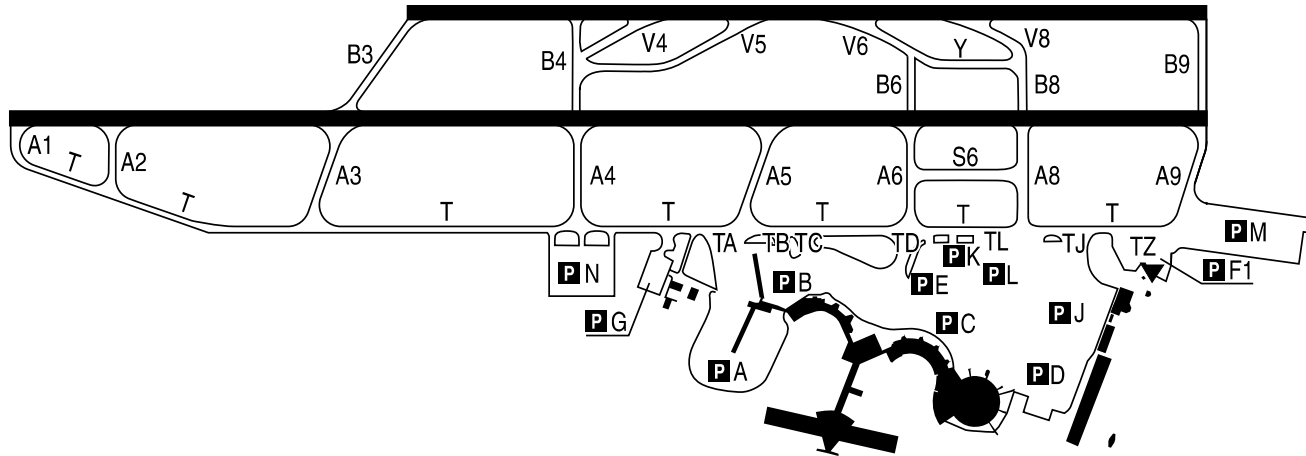
Preflight: Cirrus F-CI, Cleared for VFR departure via PU maintain 3500, departure frequency is 120.230, Squawk 1234

Pilot: Cirrus F-CI is Cleared for VFR departure via PU maintain 3500, departure frequency 120.230, Squawk 1234

Preflight: Cirrus F-CI Read back is correct, contact ground on 121.830 for taxi

Departure from LFLL

Primary (Class C) Airport with ATIS, Preflight, Ground, Tower, Approach, and FIS
Used for Commercial ATP traffic. VFR arrival and departure tolerated.



Pilot: Lyon Ground, Cirrus F-GTCI

Ground: Cirrus F-GTCI, Lyon Ground, Pass your message

Pilot: Lyon Ground, Cirrus F-GTCI at G apron, Request taxi to holding point A4 runway 18R, intersection departure from A4 with India

Preflight: Cirrus F-CI, Taxi to holding point A4 via Taxiway T, Contact Tower when ready on 120.450

Pilot: Cirrus F-CI Taxiing to holding point A4 via Taxiway T, will Contact Tower when ready on 120.450

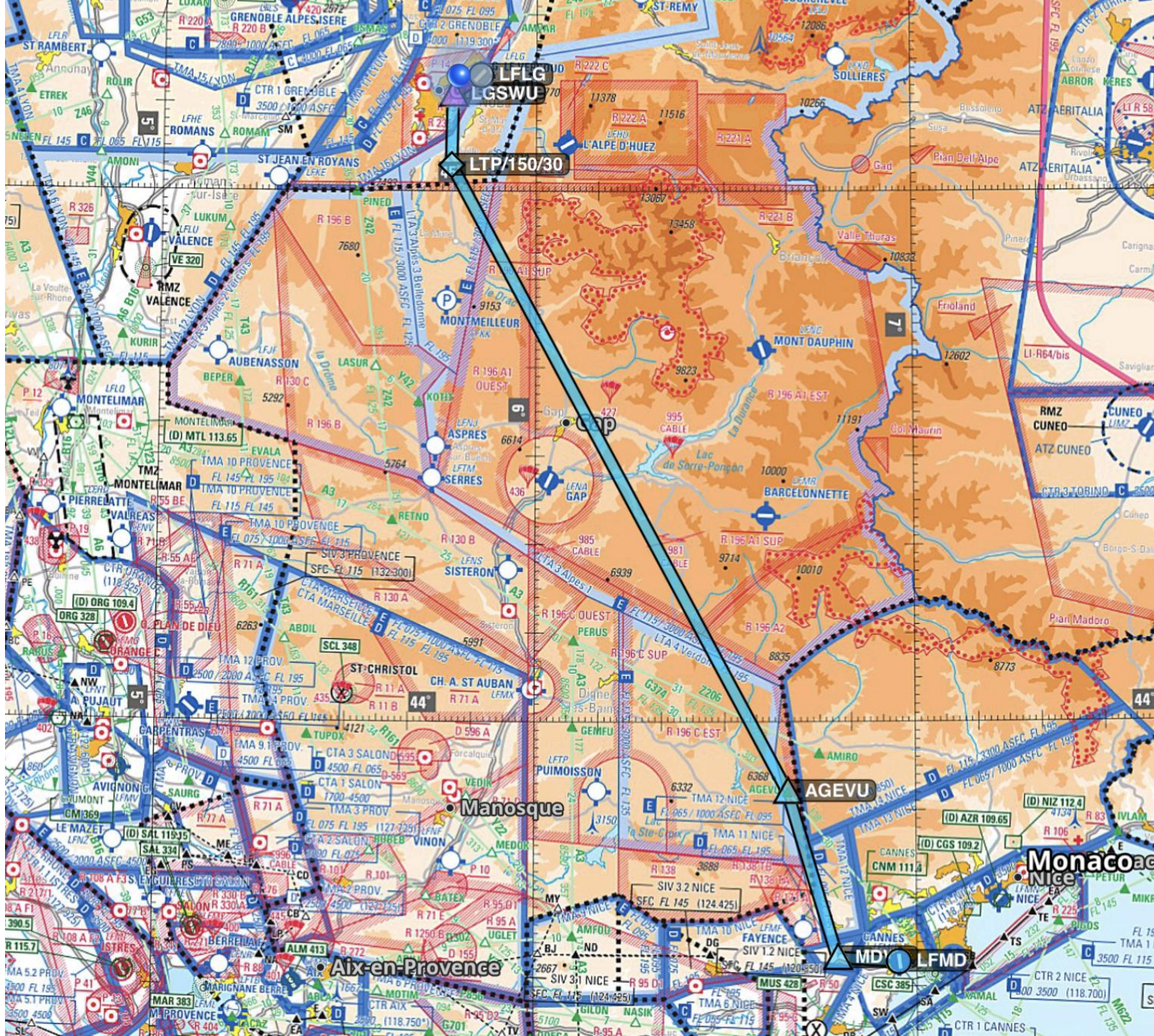
For Next Time

Prepare

- 1) A presentation of the departure airfield (parking, taxiways, runways, etc)
- 2) A script for the VFR departure phraseology for your trip.

We will practice departure airfield briefings and then VFR departure scripts.

EXAMPLE: LFLG – LFMD with F-GTCI



ATTERRISSAGE A VUE

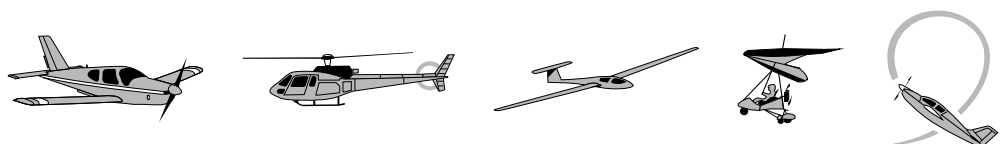
Visual landing

Ouvert à la CAP
Public air traffic

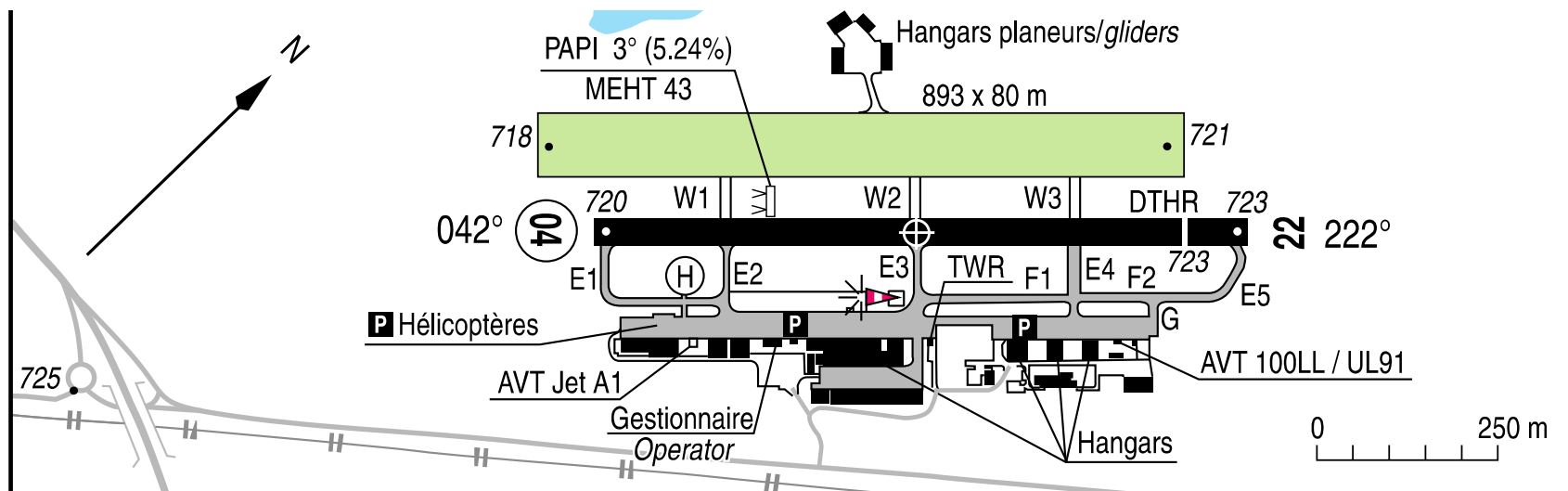
09 SEP 2021

GRENOBLE LE VERSOUD

AD 2 LFLG ATT 01

	ALT AD : 724 (26 hPa) LAT : 45 13 05 N LONG : 005 50 55 E	LFLG VAR : 1°E (15)
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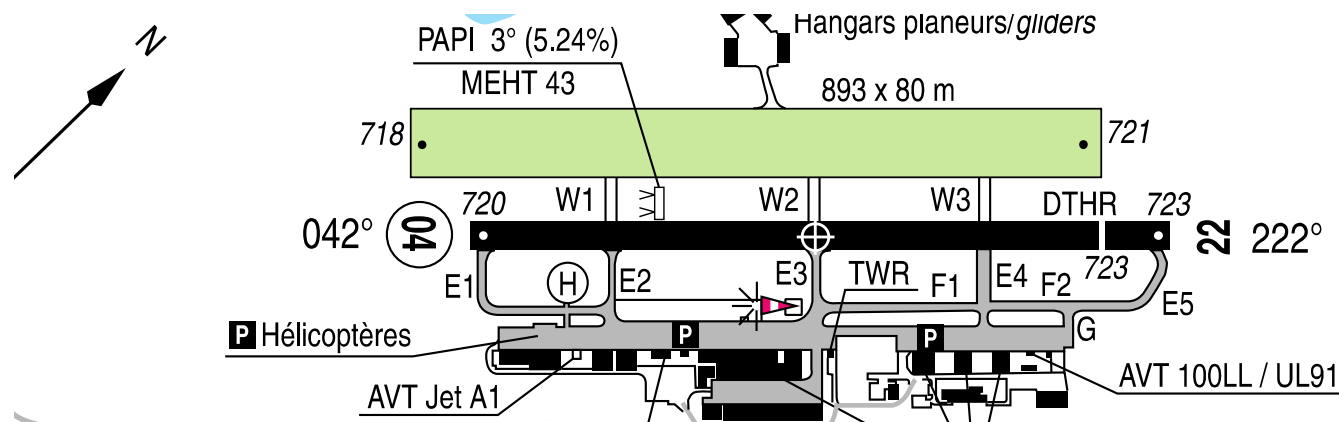
ATIS 125.230 ☎ 04 85 88 10 17
APP : NIL
TWR : 121.000
GND (SOL) : 121.655



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
04 22	042 222	900 x 30	Revêtu Paved	6.3 TRSI	900 900	900 900	900 815
Aides lumineuses : NIL				Lighting aids : NIL			

Departure from LFLG

Busy VFR Airport with ATIS, Ground and Tower



Pilot: Le Versoud Ground, Cirrus F-GTCL on the apron. Good Morning

Ground: F-GTCL, Le Versoud Ground. Pass your message

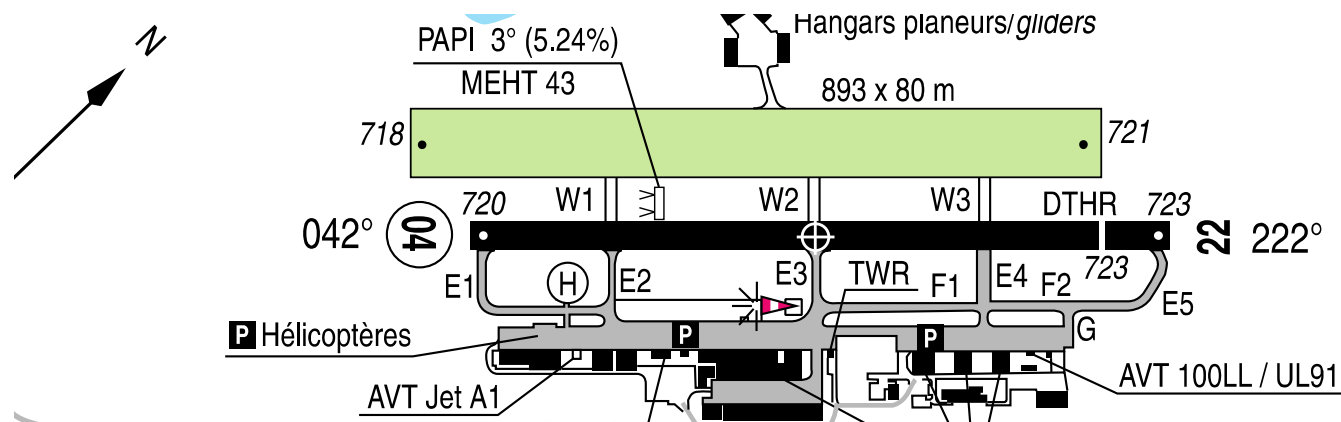
Pilot: Le Versoud Ground, Cirrus F-GTCL, with information Bravo, 1 POB, request taxi to Runway 04 for VFR departure to Cannes.

Ground: F-CI Taxi to Holding Point E1 contact tower when ready on 121.0

Pilot: Taxiing to Holding Point E1, will contact tower when ready on 121.0, Cirrus F-CI

Departure from LFLG

Busy VFR Airport with ATIS, Ground and Tower



Pilot: Le Versoud Tower, Cirrus F-GTCl at Holding Point E1. Ready for Departure on Runway 04.

Tower: F-CI, Le Versoud Tower. Maintain position, aircraft on short final, report aircraft in sight.

Pilot: Maintain position, aircraft in sight, Cirrus F-CI

Tower: F-CI Behind the aircraft on short final, line up Runway 04 and wait Behind

Pilot: Behind the aircraft on short final Runway 04 line up and wait, Behind Cirrus F-CI

Tower: Cirrus F-CI Cleared for takeoff, wind calm, report leaving frequency

Pilot: Taking off on Runway 04, will report leaving frequency, Cirrus F-CI.

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).