



Aéro Club du Dauphiné  
**Aviation English Master Class**  
Session 5

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
  - 17 November Aviation Terminology, Departure Clearances, Sample Departure Script**
  - 24 November Practice Startup, Taxi and Departure Scripts (all crews).
  - 1 December Flying the Pattern, Sample Script.
  - 8 December Pattern Practice.
  - 15 December Enroute and Arrival, Flight Plans, Sample Enroute scripts
  - 22 December Practice Enroute and Arrival Scripts
  - 29 December Practice Enroute and Arrival Scripts, Inflight Emergencies,
  - 05 January Inflight Emergencies, FCL 055 VFR test preparation.
- (22 and 29 December sessions may be rescheduled to early January).

# 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	7
Dragos Dumitriu	8
Sam Durand	9
Gabriel Faivre	10
Eléonore Guénot	11
Lucas Lebreton	12
Benjamin Leiba	13
Anton Telechev	14

# TEMSt: significant weather chart

TEMSt: (carte du TEMps Significatif) significant weather chart

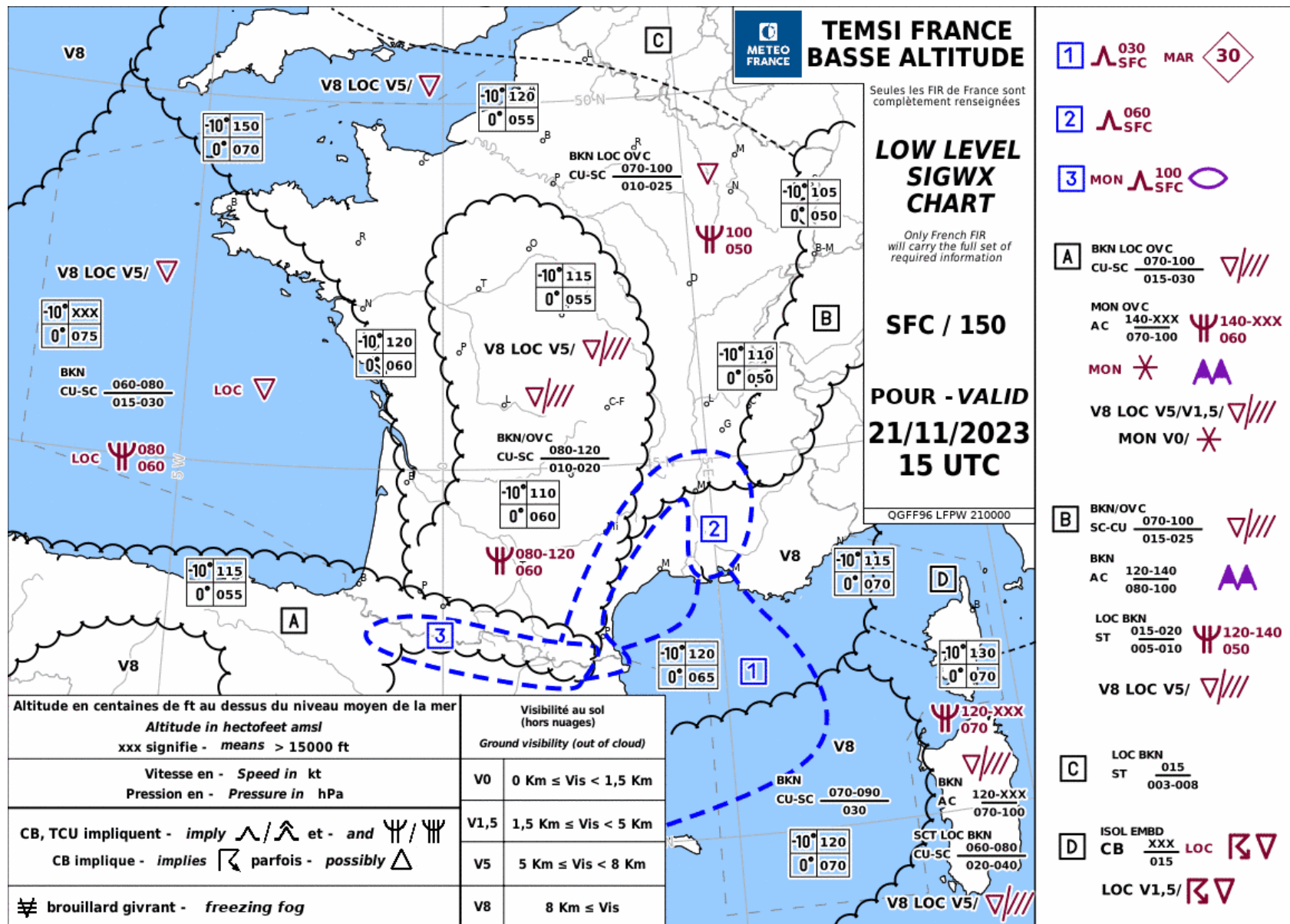
A TEMSt is a Graphical display of forecast aviation weather and significant weather events. In France, TEMSts summarize aeronautical weather and significant events below FL 150 . They are updated 6 times a day (every 3 hours) from 06 UTC to 21 UTC

In the US, Synoptic forecasts are available at:

<https://aviationweather.gov/>


and











<https://aviationweather-cprk.ncep.noaa.gov/progchart/sfc>





Données du Mardi 21 novembre 2023 à 15:05 UTC

# TEMSI Symbols

<b>CAT</b>	<b>Turbulence en ciel clair (Clear air turbulence)</b>
	<b>Ligne de grains forts (Severe line squall)</b>
	<b>Orage (Thunderstorm)</b>
	<b>Ondes orographiques (Mountain waves)</b>
	<b>Cyclone tropical (Tropical cyclone)</b>
	<b>Chasse-neige élevée de grande étendue (Widespread blowing snow)</b>
	<b>Obscurcissement des montagnes</b>

	<b>Pluie (Rain)</b>
	<b>Bruine (Drizzle)</b>
	<b>Pluie se congelant (Freezing rain)</b>
	<b>Neige (Snow)</b>
	<b>Averse (Shower)</b>
	<b>Grêle (Hail)</b>
	<b>Brouillard givrant (Fog icing)</b>
	<b>Givrage faible (Light icing)</b>
	<b>Givrage modéré (Moderate icing)</b>
	<b>Givrage fort (Severe icing)</b>

	<b>Eruption volcanique</b>
	<b>Pollution radioactive</b>
	<b>Brume de grande étendue (Widespread mist)</b>
	<b>Brouillard étendu (Widespread fog)</b>
	<b>Fumée de grande étendue (Widespread smoke)</b>
	<b>Forte brume de sable ou de poussière (Severe sand or dust haze)</b>
	<b>Tempête de sable ou de poussière (Widespread sanstrom or dustsrom)</b>
	<b>Brume sèche de grande étendue (Widespread haze)</b>
	<b>Turbulence modérée ( Moderate turbulence)</b>
	<b>Turbulence forte ( Severe turbulence)</b>



# Location of Phenomena

<b>COT :</b>	<b>Sur la côte</b>
<b>LAN :</b>	<b>A l'intérieur des terres</b>
<b>LOC :</b>	<b>Localement</b>
<b>MAR :</b>	<b>En mer</b>
<b>MON :</b>	<b>Au-dessus des montagnes</b>
<b>SFC :</b>	<b>En surface</b>
<b>VAL :</b>	<b>Dans les vallées</b>
<b>CIT :</b>	<b>A proximité ou au-dessus des villes importantes</b>



# TAFs and METARs

TAFs (Terminal Area Forecasts) are forecasts.

METARS (METeorological Reports) are reports of actual weather.

Larger Airports often produce TAFs 24 or 30 hour in advance.

METARs are normally updated every half an hour although weather reports on ATIS will be updated more often if the weather is changing frequently.

TAFs and METARS are increasingly available plain language. However, you may be expected in the exam to decode these.

TAFs/METARs give the cloud base in relation to the ground level at the reporting aerodrome

# Example TAF – EGHI (Southampton, UK)

EGHI 121954Z 1221/1223 34008KT 9999 SCT025 TEMPO 1221/1223 8000  
PROB30 1221/1223 3000 BR MIFG

121954Z:	time of issue – 1954 UTC on 12th day of the month;
1221/122:	period of the forecast – 2100 UTC to 2300 UTC on 12th day of the month;
340/08KT	wind – coming from 340° at 8 kts
9999	visibility ‘9999’ = >10 km. Reported in meters If < 10km
SCT025	Scattered clouds. (‘SCT’ means 3/8 to 4/8 of the sky is cloudy)
TEMPO	temporarily
8000	Visibility will reduce to 8 km.
PROB30	There is a 30% probability that
1221/1223	Between 21h00 and 23h00 on the 12 <sup>th</sup> .
3000m	Visibility will be 3000m
BR MIFG	with mist (BR) or shallow fog (MIFG).

# Weather abbreviations

From the UK Skyway Code – pp 155 - 157

These are relevant to TAFs, METARs and Metform 215.

<b>AT</b> At	<b>CAT</b> Clear air turbulence	<b>CS</b> Cirrostratus	<b>FEW</b> Few clouds (1-2 oktas)
<b>AUTO</b> Automated report	<b>CAVOK</b> Ceiling and visibility OK	<b>CU</b> Cumulus	<b>FC</b> Funnel cloud
<b>BC</b> Patches	<b>CB</b> Cumulonimbus	<b>DEG</b> Degrees	<b>FG</b> Fog
<b>BECMG</b> Becoming	<b>CC</b> Cirrocumulus	<b>DP</b> Dew point	<b>FM</b> From
<b>BKN</b> Broken clouds (5-7 oktas)	<b>CI</b> Cirrus	<b>DR</b> Drifting	<b>FPM</b> Feet per minute
<b>BL</b> Blowing	<b>CLD</b> Cloud	<b>DS</b> Dust storm	<b>FRQ</b> Frequent
<b>BLW</b> Below	<b>CLR</b> Clear	<b>DU</b> Widespread dust	<b>FU</b> Smoke
<b>BR</b> Mist	<b>COR</b> Correction	<b>DZ</b> Drizzle	<b>FZ</b> Freezing
<b>BTN</b> Between	<b>COT</b> At the coast	<b>EMBD</b> Embedded	<b>G</b> Gust

# Aviation Terminology

- Airspeeds (V-speeds)
- Engine Power
- Performance and Flight Planning
- Weight and Balance

General Airspeed Terminology	
Terminology	Definition
KCAS	Knots Calibrated Airspeed is the indicated airspeed corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.
KIAS	Knots Indicated Airspeed is the speed shown on the airspeed indicator. The IAS values published in this handbook assume no instrument error.
KTAS	Knots True Airspeed is the airspeed expressed in knots relative to undisturbed air which is KCAS corrected for altitude and temperature.
$V_G$	Best Glide Speed is the speed at which the greatest flight distance is attained per unit of altitude lost with power off.
$V_O$	Operating Maneuvering Speed is the maximum speed at which application of full control movement will not overstress the airplane.
$V_{FE}$	Maximum Flap Extended Speed is the highest speed permissible with wing flaps in a prescribed extended position.
$V_{NO}$	Maximum Structural Cruising Speed is the speed that should not be exceeded except in smooth air, and then only with caution.
$V_{NE}$	Never Exceed Speed is the speed that may not be exceeded at any time.
$V_{PD}$	Maximum Demonstrated Parachute Deployment Speed is the maximum speed at which parachute deployment has been demonstrated.
$V_S$	Stalling Speed is the minimum steady flight speed at which the aircraft is controllable.

General Airspeed Terminology (Continued)	
Terminology	Definition
$V_{S\ 50\%}$	Stalling Speed is minimum steady flight speed at which the aircraft is controllable with 50% flaps.
$V_{SO}$	Stalling Speed is the minimum steady flight speed at which the aircraft is controllable in the landing configuration (100% flaps) at the most unfavorable weight and balance.
$V_X$	Best Angle of Climb Speed is the speed at which the airplane will obtain the highest altitude in a given horizontal distance. The best angle-of-climb speed normally increases slightly with altitude.
$V_Y$	Best Rate of Climb Speed is the speed at which the airplane will obtain the maximum increase in altitude per unit of time. The best rate-of-climb speed decreases slightly with altitude.

**Table 3:** Engine Power Terminology

Engine Power Terminology	
Terminology	Definition
HP	Horsepower is the power developed by the engine.
MCP	Maximum Continuous Power is the maximum power that can be used continuously.
MAP	Manifold Pressure is the pressure measured in the engine's induction system expressed as in.Hg.
RPM	Revolutions Per Minute is engine rotational speed.
Static RPM	Static RPM is RPM attained during a full-throttle engine runup when the airplane is on the ground and stationary.

Performance and Flight Planning Terminology	
Terminology	Definition
g	One “g” is a quantity of acceleration equal to that of earth’s gravity.
Demonstrated Crosswind Velocity	Demonstrated Crosswind Velocity is the velocity of the crosswind component for which adequate control of the airplane during taxi, takeoff, and landing was demonstrated during certification testing. Demonstrated crosswind is not considered to be limiting.
Service Ceiling	Service Ceiling is the maximum altitude at which the aircraft at maximum weight has the capability of climbing at a rate of 100 feet per minute.
GPH	Gallons Per Hour is the amount of fuel (in gallons) consumed by the aircraft per hour.
NMPG	Nautical Miles Per Gallon is the distance (in nautical miles) which can be expected per gallon of fuel consumed at a specific engine power setting and/or flight configuration.
Unusable Fuel	Unusable Fuel is the quantity of fuel that cannot be safely used in flight.
Usable Fuel	Usable Fuel is the fuel available for flight planning.

Weight and Balance Terminology	
Terminology	Definition
Reference Datum	Reference Datum is an imaginary vertical plane from which all horizontal distances are measured for balance purposes.
Tare	Tare is the weight of all items used to hold or position the airplane on the scales for weighing. Tare includes blocks, shims, and chocks. Tare weight must be subtracted from the associated scale reading.
Fuselage Station	Fuselage Station (FS) is a location along the airplane fuselage measured in inches from the reference datum and expressed as a number. For example: A point 123 inches aft of the reference datum is FS 123.
CG	Center of Gravity is the point at which an airplane would balance if suspended. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane.
Arm	Arm is the horizontal distance from the reference datum to the center of gravity (CG) of an item. The airplane’s arm is obtained by adding the airplane’s individual moments and dividing the sum by the total weight.
Moment	Moment is the product of the weight of an item multiplied by its arm.
Basic Empty Weight	Basic Empty Weight is the actual weight of the airplane including all operating equipment that has a fixed location in the airplane. The basic empty weight includes the weight of unusable fuel and full oil.
MAC	Mean Aerodynamic Chord is the chord drawn through the centroid of the wing plan area.
LEMAC	Leading Edge of Mean Aerodynamic Chord is the forward edge of MAC given in inches aft of the reference datum (fuselage station).



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<b>Weight and Balance Terminology (Continued)</b>	
<b>Terminology</b>	<b>Definition</b>
Maximum Ramp Weight	Maximum Ramp Weight is the maximum weight approved for ground maneuver and includes the weight of the fuel used for startup and taxi.
Maximum Gross Weight	Maximum Gross Weight is the maximum permissible weight of the airplane and its contents as listed in the aircraft specifications.
Maximum Takeoff Weight	Maximum Takeoff Weight is the maximum weight approved for the start of the takeoff run.
Maximum Zero Fuel Weight	Maximum Zero Fuel Weight is the maximum permissible weight of the airplane and its contents minus the total weight of the fuel onboard.
Useful Load	Useful Load is the basic empty weight subtracted from the maximum ramp weight. It is the maximum allowable combined weight of pilot, passengers, fuel, and baggage.
Maximum Landing Weight	Maximum Landing Weight is the maximum weight approved for the landing touchdown.

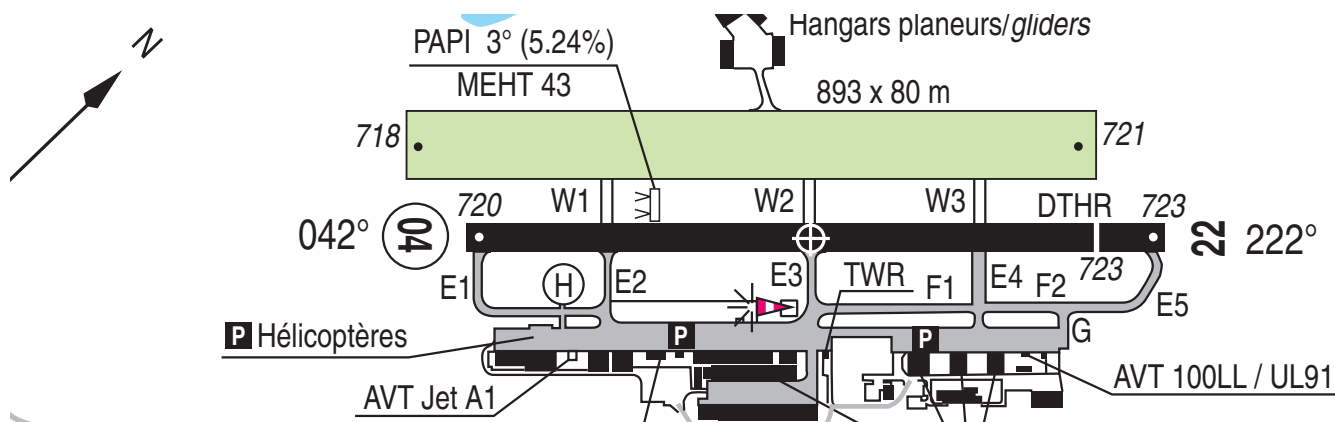
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## Departure from LFLG

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-GTCI on the apron. Good Morning

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

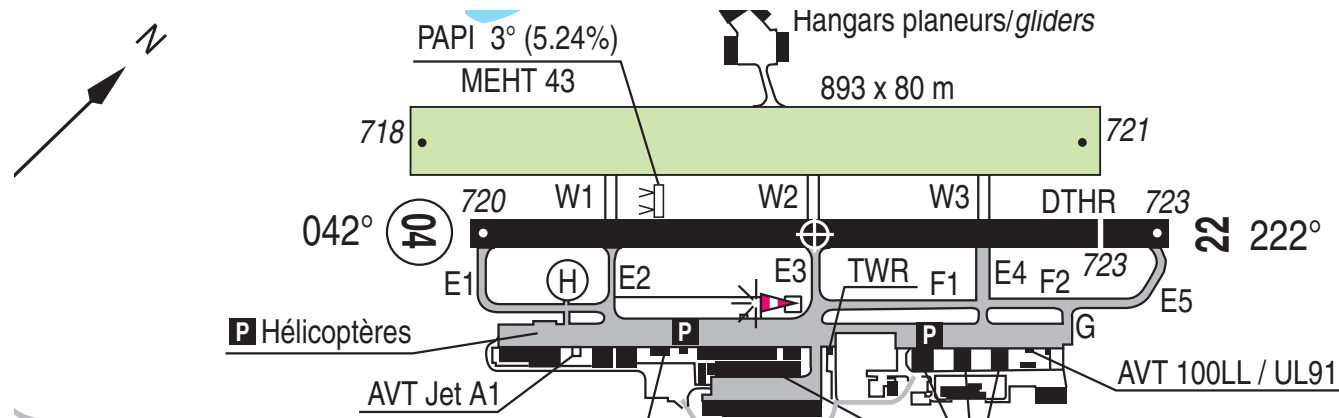
**Pilot:** Le Versoud Ground, Cirrus F-GTCI, with information Bravo, 1 POB, request taxi to Runway 04 for VFR departure to Grenoble Isere

**Ground:** Cirrus F-CI 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-CI

# Departure from LFLG

Busy VFR Airport with ATIS, Ground and Tower



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

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

**Pilot:** Maintaining position, aircraft in sight, F-CI

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

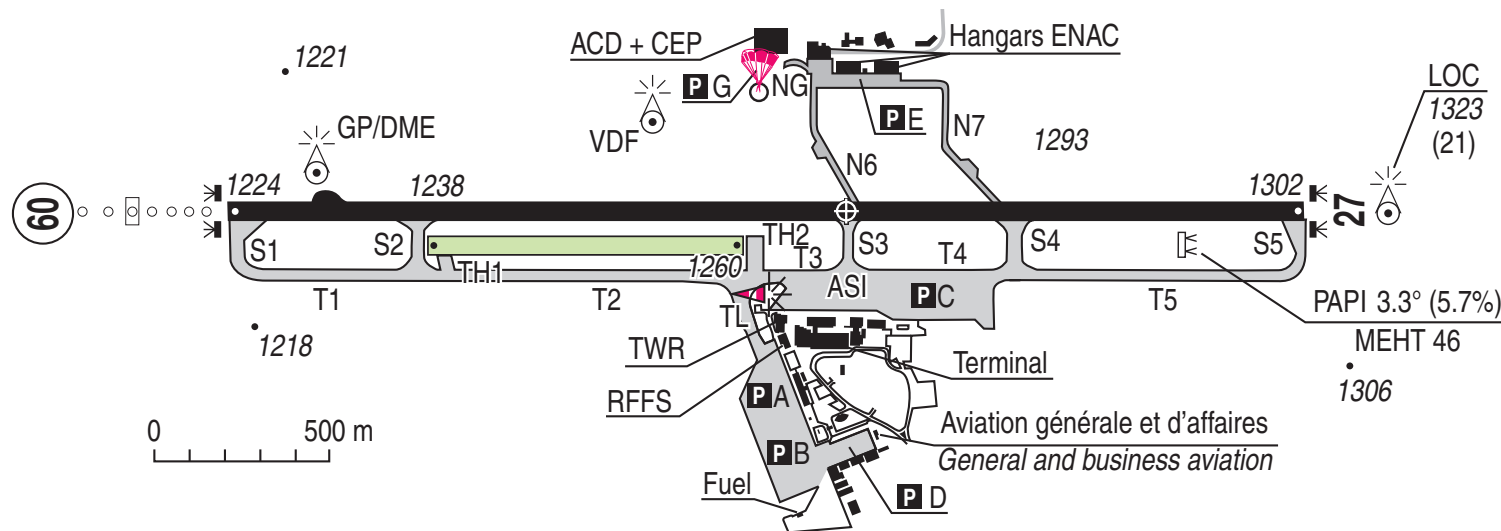
**Pilot:** Behind the aircraft on short final, lining up Runway 04 and waiting, Behind F-CI

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

**Pilot:** Departing Runway 04 , will report leaving frequency, Cirrus F-CI.

# Departure from LFLS

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

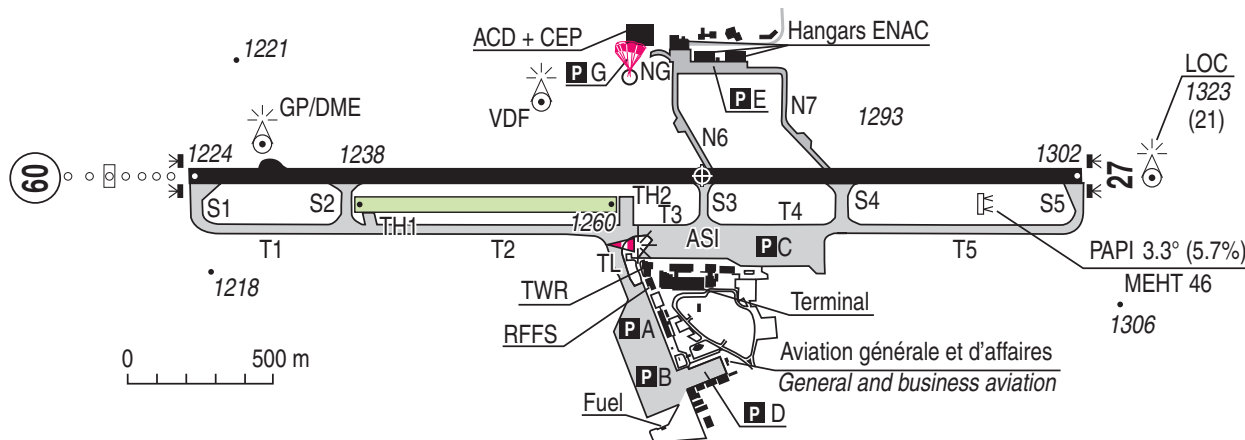


**ATIS:** Hello this is Grenoble Isere Information Bravo recorded at 0734, ILS Approach Runway 09, Runway in use 09, Runway Dry, Wind 100 degrees 6 knots, CAVOK, Temperature 9, Dewpoint 2, QNH 1027, inform Grenoble on first contact that you have received Bravo



# 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-GTCL. Good Morning

**Ground:** Cirrus F-GTCL, Grenoble Ground. Pass your message

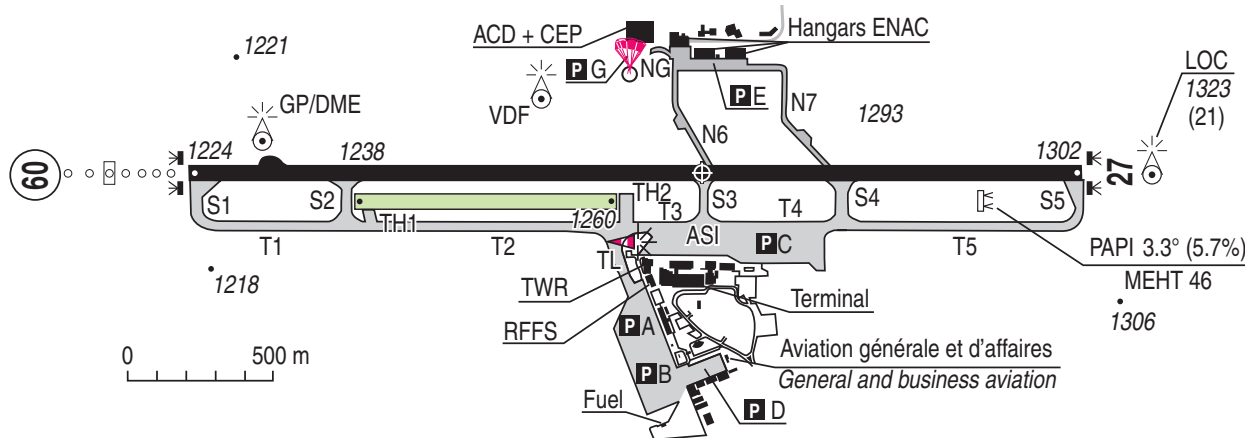
**Pilot:** Cirrus F-GTCL, SR20 on Apron E, 1 POB, VFR to Le Versoud via SE 3300 feet, request taxi to Holding Point S1 Runway 09 with information Bravo.

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

**Pilot:** Squawk 1234, Taxiing to Holding Point N7, will Report when ready to cross runway 09 on this frequency. 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



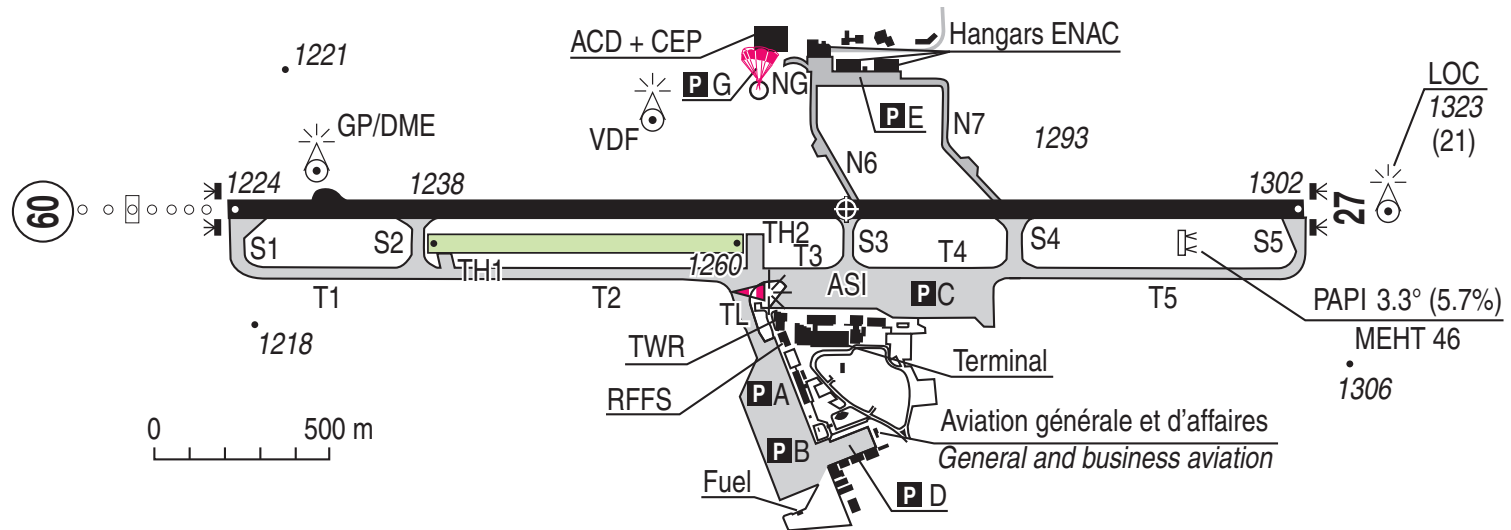
**Pilot:** Grenoble Ground, Cirrus F-CI at Holding point N7 request Cross runway 09, taxi to holding point S1 runway 09.

**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, will Taxi to Holding point S2 via Taxiway T4, T3, T2 will Contact Tower when ready on 119.3, F-CI

# Departure from LFLS

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



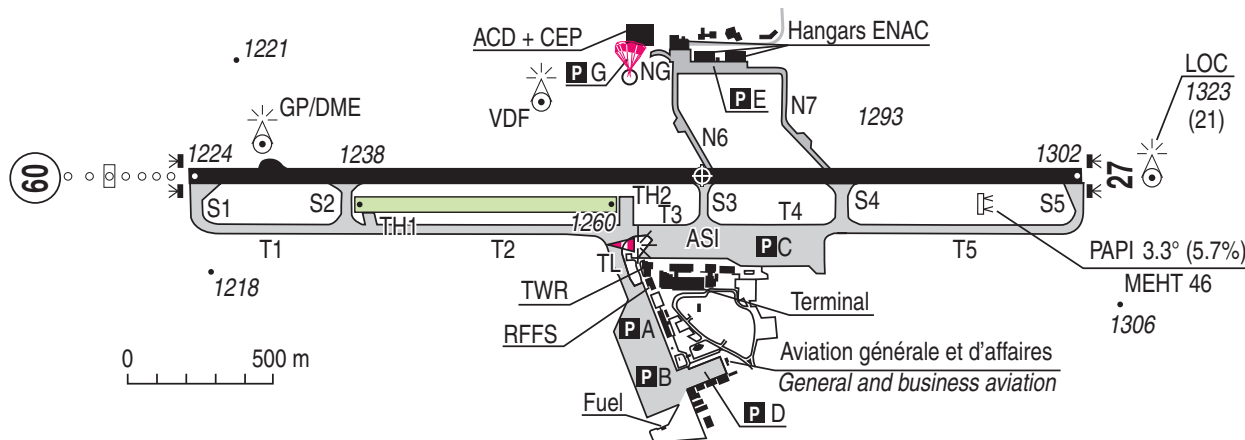
**ATIS:** Hello this is Grenoble Echo Information recorded at 0855 UTC, Approach RNP 27, Runway in use 27, Runway wet, Romeo 220 alpha active, CTR 2, TMA 15 active, Wind 290 degrees 10 knots, Visibility more than 10 kilometers, a few rain clouds scattered 1400 feet, broken 2000 feet, broken 2500 feet, 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-GTCL. Good Morning

**Ground:** Cirrus F-GTCL, Grenoble Ground. Pass your message

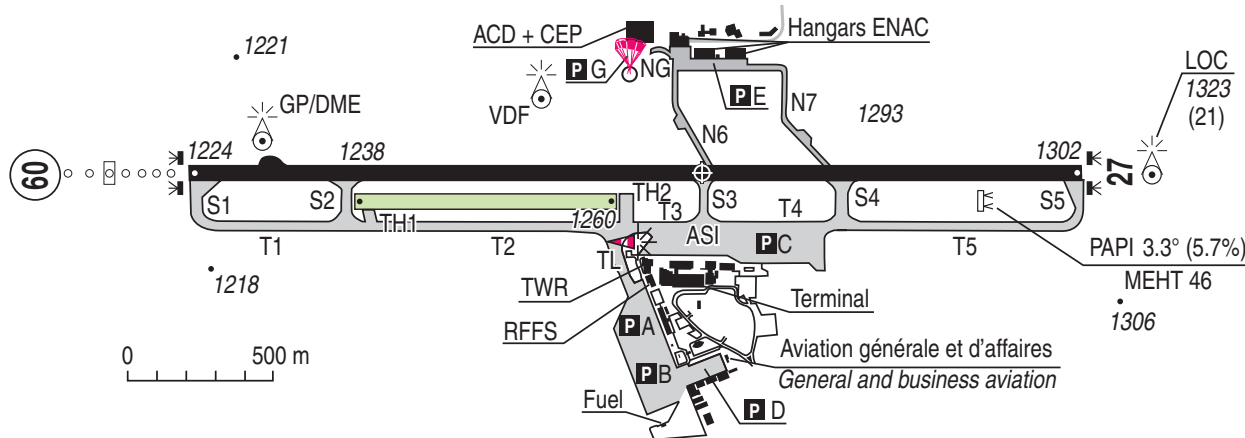
**Pilot:** Grenoble Ground, Cirrus F-GTCL, SR20 at E apron, 1 POB, VFR to Le Versoud via SE 3300 feet, request taxi to Holding Point S5 Runway 27 with information Echo.

**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

# S5 Departure from LFLS

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



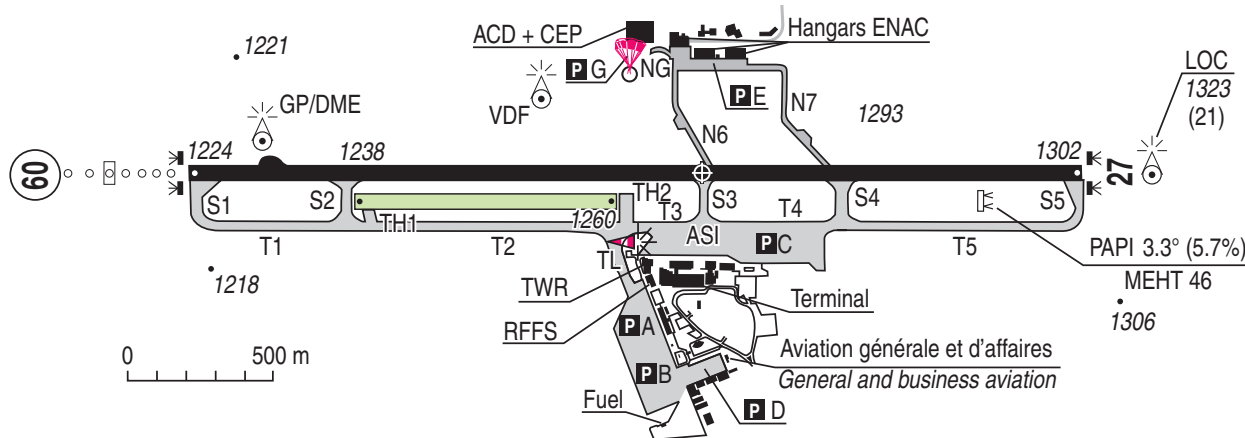
**Pilot:** Grenoble Ground, Cirrus F-CI at Holding point N7 request Cross runway 27, taxi to holding point S5 runway 27.

**Ground:** Cirrus F-CI, Cross runway 27, Taxi to Holding point S5 via Taxiway T5, Contact Tower when ready on 119.3

**Pilot:** Cross runway 27 Taxing to Holding point S5 via Taxiway T5 will Contact Tower when ready on 119.3, Cirrus F-CI

# 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-GTCL. Good Morning

**Ground:** Cirrus F-GTCL, Grenoble Ground. Pass your message

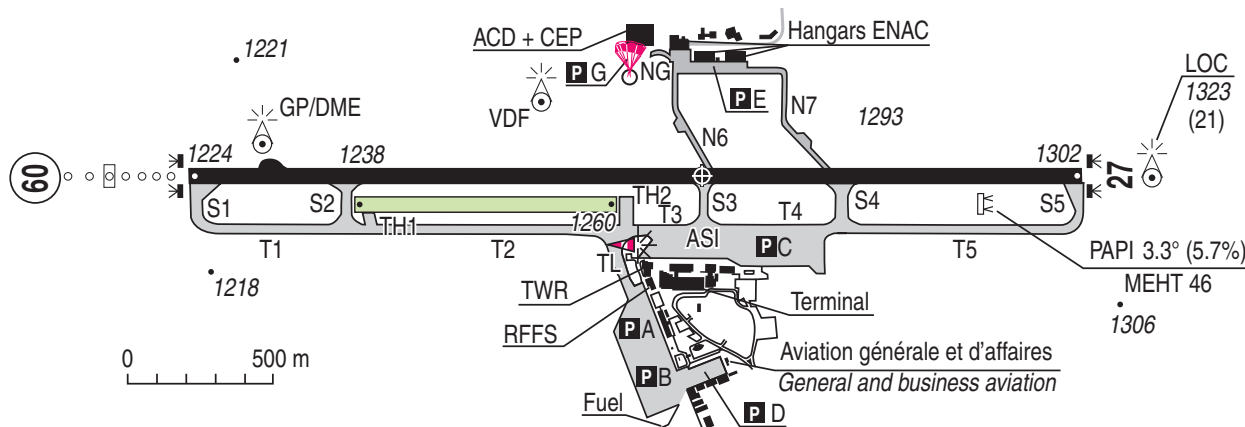
**Pilot:** Grenoble Ground, Cirrus F-GTCL, SR20 on E apron, VFR to Le Versoud via SE 3300 feet, 1 POB, request taxi to Holding Point N7 Runway 27 with information Echo.

**Ground:** 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. F-CI

# Intersection 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, F-CI Holding short of Runway 27 at N7, Request intersection departure intersection N7 Runway 27
- Ground:** F-CI, Contact Grenoble Tower on 119.3
- Pilot:** Contacting Grenoble Tower on 119.3, F-CI
- Pilot:** Grenoble Tower, Cirrus F-GTCI Holding Point N7 Runway 27 Request intersection departure from N7 Runway 27, Ready for departure
- Tower:** Cirrus F-CI Intersection N7 Runway 27 TORA 1750 meters, line up runway 27, Cleared for takeoff, wind 220 15kts, Maintain at or below 3300 feet, Report leaving CTR at SE
- Pilot:** Lining up from intersection N7 Runway 27, Cleared for takeoff, will Maintain at or below 3300 feet and Report leaving CTR at SE F-CI

# 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

	<b>ALT AD : 821 (30 hPa)</b> LAT : 45 43 32 N LONG : 005 04 52 E	<b>LFLL</b> VAR : 1°E (15)
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**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

- 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

		<b>ALT AD : 821 (30 hPa)</b> LAT : 45 43 32 N LONG : 005 04 52 E	<b>LFL</b> 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

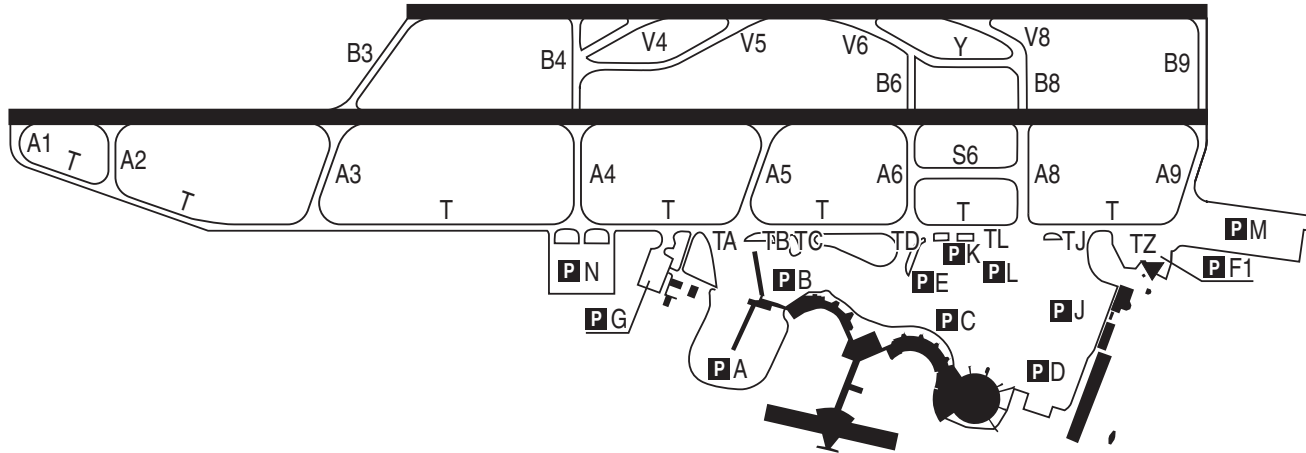
**Preflight:** F-CI, Cleared for VFR departure via PU maintain 3500, departure frequency is 120.230, Squawk 1234

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

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

# 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.



**Pilot:** Lyon Ground, Cirrus F-GTCL

**Ground:** Cirrus F-GTCL, Lyon Ground, Pass your message

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

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

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

# For Next Time

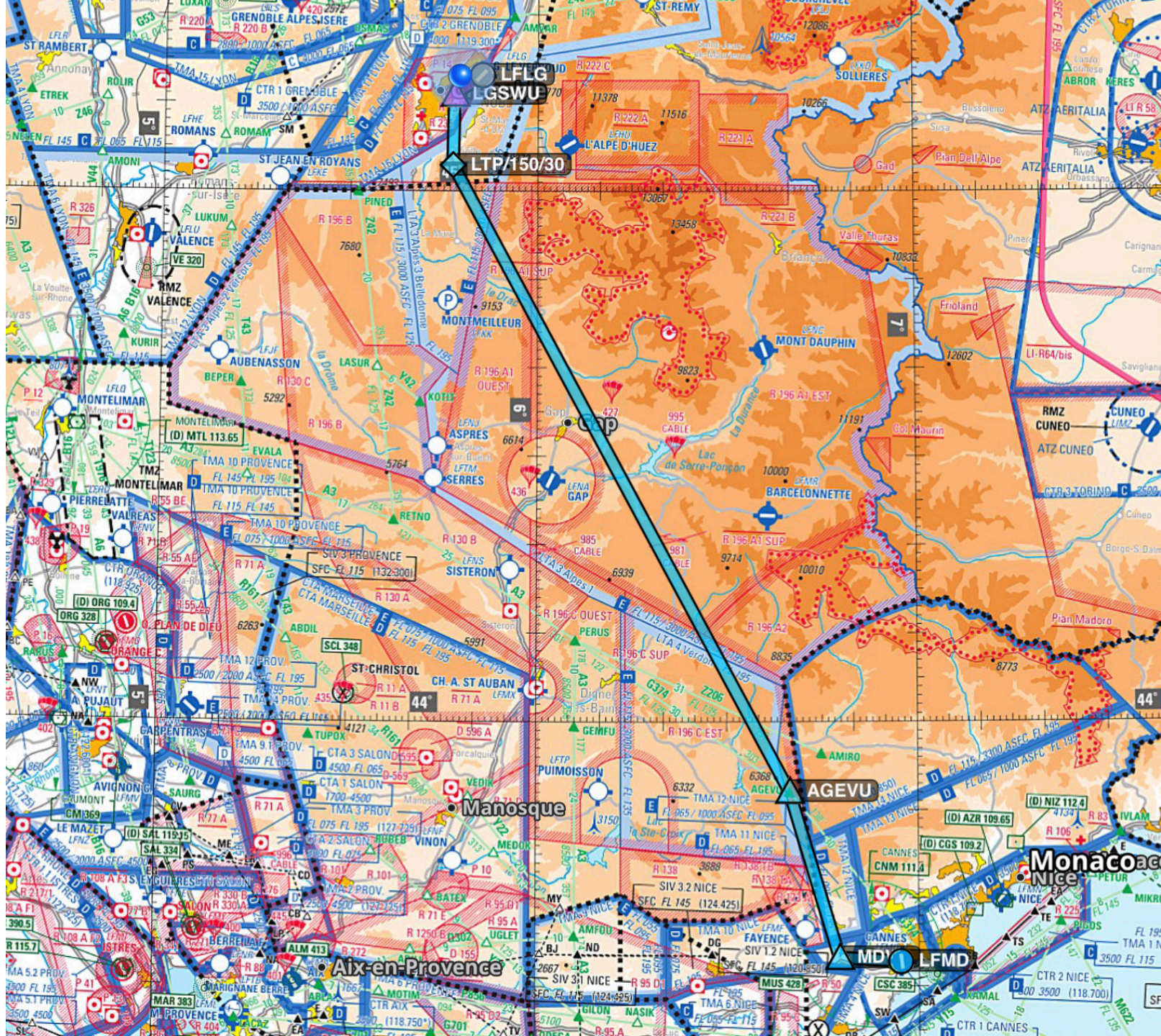
Prepare

- 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

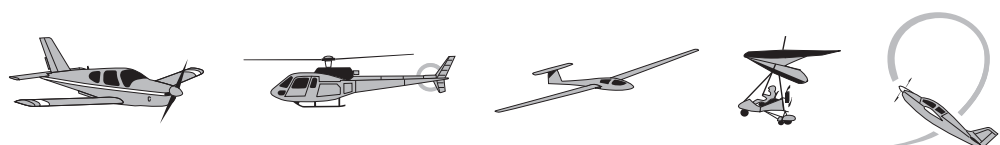
## Visual landing

Ouvert à la CAP  
Public air traffic

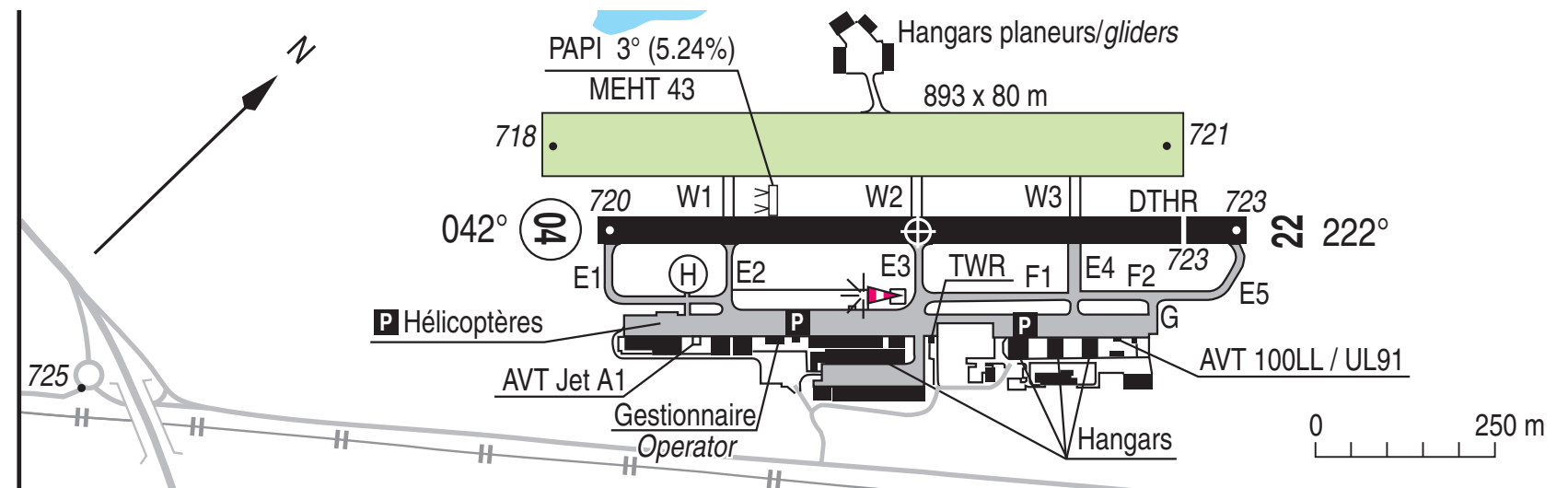
09 SEP 2021

# GRENOBLE LE VERSOUD

## AD 2 LFLG ATT 01

	<b>ALT AD : 724 (26 hPa)</b> LAT : 45 13 05 N LONG : 005 50 55 E	<b>LFLG</b> 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



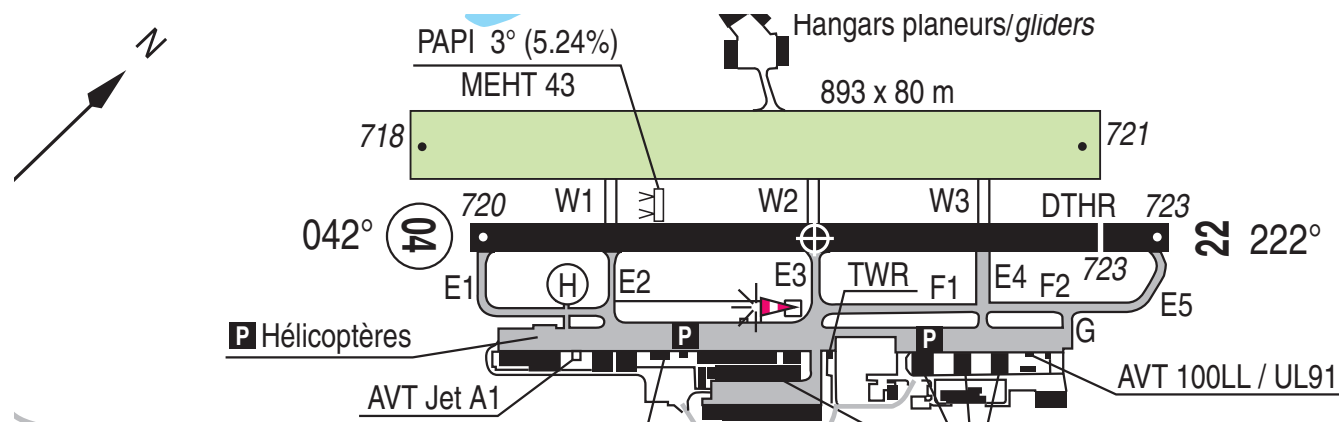
RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
04 22	042 222	900 x 30	Revêtu Paved	6.3 TRSI	900 900	900 900	900 815

Aides lumineuses : NIL

Lighting aids : NIL

# Busy VFR Airport with ATIS, Ground and Tower

# Busy VFR Airport with ATIS, Ground and Tower



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

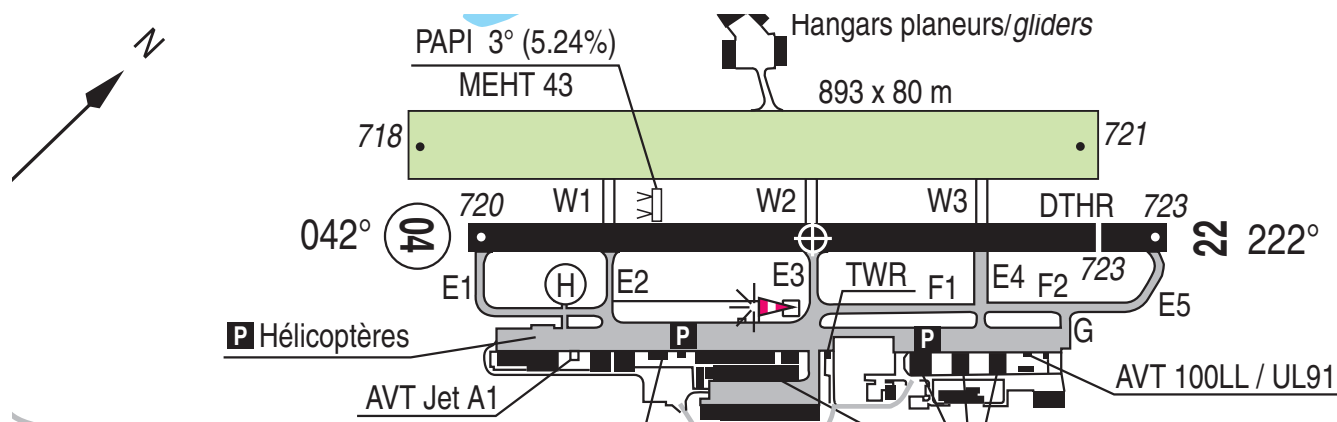
**Pilot:** Le Versoud Ground, Cirrus F-GTCL, with information Bravo, 1 POB,  
request taxi to Runway 04 for VFR departure to Cannes.

**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
- 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.
- 15 December Enroute and Arrival, Flight Plans, Sample Enroute scripts
- 22 December Practice Enroute and Arrival Scripts
- 29 December Practice Enroute and Arrival Scripts, Inflight Emergencies,
- 05 January Inflight Emergencies, FCL 055 VFR test preparation.
- (22 and 29 December sessions may be rescheduled to early January).