

Aéro Club du Dauphiné
Aviation English Master Class
Session 7

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 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).

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

Phraseology Guidelines

(EuroControl Guide, p8)

Aircraft Callsigns:

- Pilots may use their aircraft registration, a company callsign followed by a number, letters or both. Ex.: F-GTPT, EpicAir01A
- The name of the aircraft manufacturer or name of the aircraft model may be used as a prefix to the registration. Ex: Robin F-GTPT, Archer EpicAir01A

Ground Station Callsigns

- Ground stations are identified by the name of the location followed by a word indicating the type of unit or the service provided.

Ex. : Le Versoud Ground, Grenoble Tower, Valence Info

Callsign Abbreviation

- Once satisfactory communication has been established and provided that it will not be confusing, the name of the location or the callsign suffix may be omitted. F-PT, Ground.

Broadcast Calls:

- calls to aircraft operating on a frequency normally start with 'All stations'
- when operating at an unattended aerodrome, your transmissions should start with the aerodrome's name.

ATC Stations

(EuroControl Guide, p9)

Unit or service	Callsign Suffix	Instructions or information
Air Traffic Control (ATC) unit at an aerodrome	'GROUND' 'TOWER' 'APPROACH' 'ARRIVAL' 'DEPARTURE' 'DELIVERY'	ATC service is provided to prevent collisions between aircraft and on the manoeuvring area between aircraft and obstructions. You should comply with ATC instructions unless you advise the controller that you are unable to do so. At busy aerodromes separate controllers may use different callsigns for different tasks as shown
Radar unit (ATC)	'RADAR'	Radar unit in general
Area control centre (ATC)	'CONTROL'	Area control centre
Aerodrome Flight Information Service (AFIS)	'INFORMATION'	AFIS provides pilots with information useful for the safe and efficient conduct of aerodrome traffic. An AFISO may relay ATC clearances issued by a controller.
Flight Information Service (FIS)	'INFORMATION'	FIS provides pilots with information useful for the safe and efficient conduct of flight. A FISO may relay ATC clearances issued by a controller.
Aeronautical Station	'RADIO'	Aeronautical station in general

Initial Contact

“the Four Ws”:

[**Who** you’re talking to], [**Who** you are], [**Where** you are], [**What** you want].

Pilot: Grenoble Ground, F-HGPC. Good Morning

Ground: F-HGPC, Grenoble Ground. Pass your message

Pilot: F-HGPC , Robin DR400 on the Echo Apron, Request taxi for closed circuits with information India

Ground: F-PC, taxi to Holding Point N6 Runway 27, contact Tower when ready on 119.3.

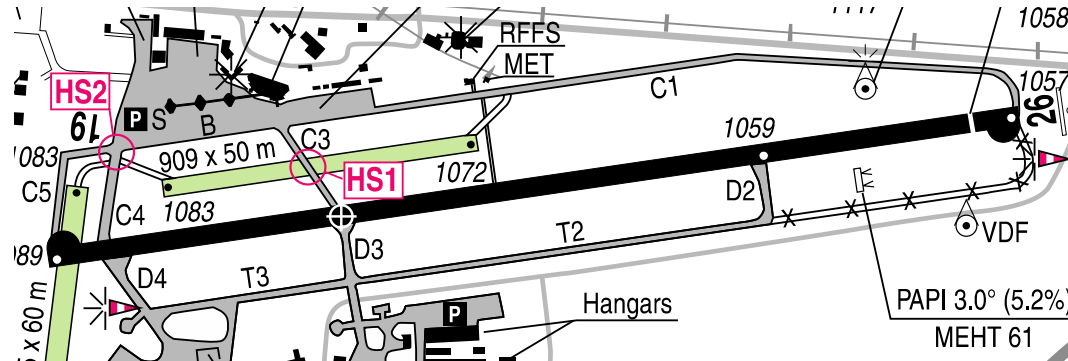
Pilot: Taxi to Holding Point N6 Runway 27, F-PC

Example:

Ground: Robin FGTP, Clermont Ground, Right turn on taxiway B, taxi to intersection C4.

(Note that intersection C4 is a clearance limit)

Taxi Instructions: Progressive Taxi



If you are unfamiliar with an airport or unsure of your position, you may request Progressive Taxi. The controller will divide your taxi route into manageable sections and issue instructions for each section

Example:

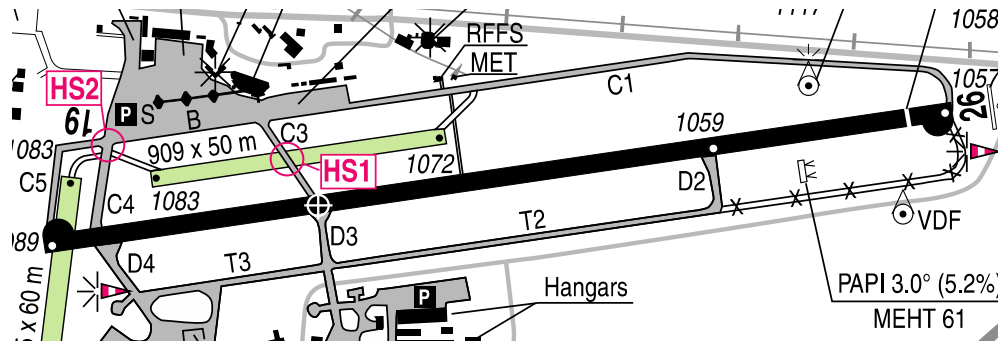
Pilot: Clermont Ground, Runway 26 vacated at D2, unfamiliar with airport, request progressive taxi to terminal, Robin F-GTPT

Ground: F-PT, Clermont Ground, Progressive Taxi to Terminal, turn right on taxiway T2 and taxi to intersection D3.

Pilot: Right on taxiway T2 and taxi to intersection D3, F-PT

Departure Instructions

(from Nav Canada VFR Phraseology)



ATC may issue specific departure instructions. This is NOT a take-off clearance.

Example

ATC: (aircraft call sign) (instruction)

Pilot: (instructions) (aircraft call sign)

Example:

Pilot: Clermont Tower, Robin F-GTPT, holding short of runway 08 at C4, ready for departure.

Tower: F-PT, After departure, fly Runway heading, climb 2500 feet and contact Clermont approach on 122.225.

Pilot: After departure, Fly runway heading, climb 2500 feet and contact Clermont approach on 122.225, Robin F-PT

Readback of Clearances (EuroControl Guide, p7 and p17)

► Items to be 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
- SSR codes
- Level or heading instructions
- Speed instructions
- Transition levels

Takeoff

(from Nav Canada VFR Phraseology)

*To take off from a controlled runway, you must be issued a clearance containing the words **CLEARED FOR TAKEOFF**.*

Ensure you are holding short of the appropriate runway and are ready to take off before contacting ATC. When you receive your take-off clearance, it is good practice to repeat the runway number in your read back. (See also p8 and p12 of ICAO manual)

Aircraft: (ATC unit call sign) (aircraft call sign) HOLDING SHORT RUNWAY
(runway number, ready for departure)

ATC: (aircraft call sign) CLEARED FOR TAKEOFF RUNWAY (runway number)

Example:

Pilot: Clermont Tower, F-PT Holding short Runway 08 at C4, Ready for Departure

Tower: Robin F-PT wind 150, 3 kts, **Cleared for takeoff** runway 08

Pilot: **Departing** runway 08, F-PT
(or **Cleared for Takeoff** Runway 08, F-PT)

Immediate Takeoff

(from Nav Canada VFR Phraseology)

Tower may ask if you are able to perform an immediate departure. This means that because of other traffic, no extra time can be spent on the runway. You must taxi onto the runway and take off with no delay. If you are unable to do this, say “unable”, remain holding short, and the tower will issue you a standard take-off clearance when able.

Example:

Pilot: Clermont Tower, Robin F-GTPT Holding short Runway 08 at C4, Ready for Departure

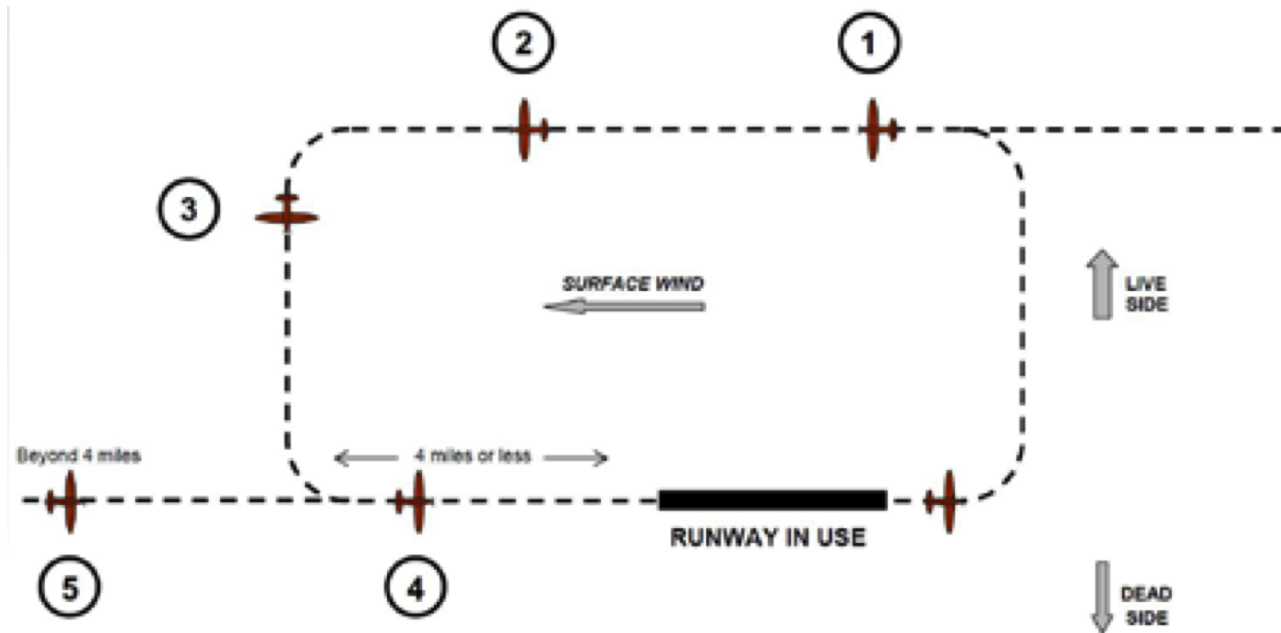
Tower: F-PT, are you able an **immediate departure**?

Pilot: Affirm, F-PT

Tower: Robin F-PT wind 150 3 kts, **Cleared for immediate takeoff** runway 08

Pilot: **Immediate Departure** runway 08, F-PT
(or **Cleared for immediate takeoff** Runway 08, F-PT)

EuroControl: Guide to Phraseology



Left-Hand Circuit

Position 1: Aircraft reports on '**Downwind**' leg.

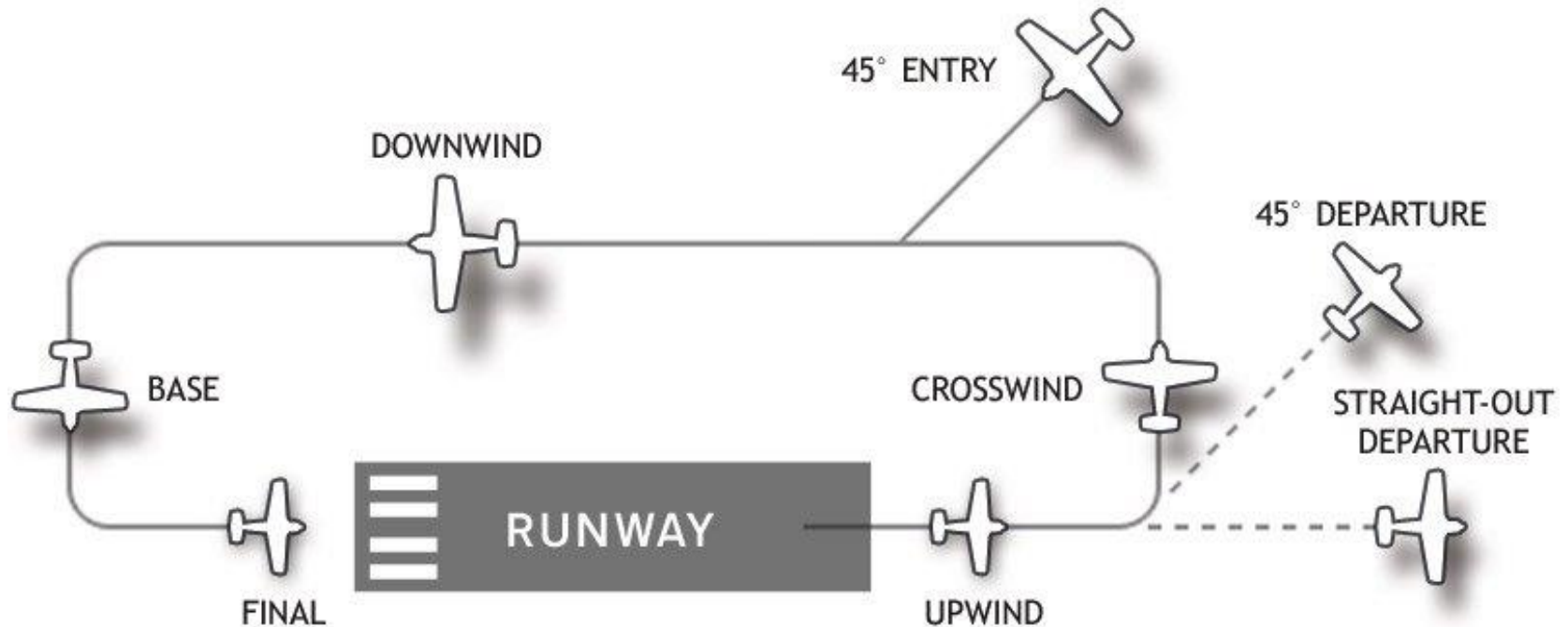
Position 2: Aircraft reports '**Late downwind**' if it is on the downwind leg, has been unable to report '**Downwind**' and has passed the downwind end of the runway.

Position 3: Aircraft reports '**Base**' leg (if required).

Position 4: Aircraft reports '**Final**'. Clearance to land issued here.

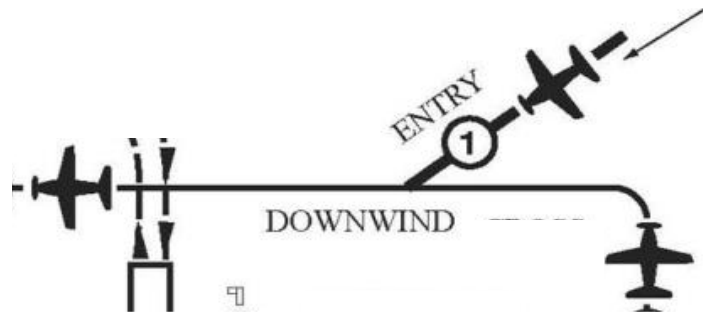
Position 5: Pilot reports '**Long final**' (between 8 and 4 miles) when aircraft is on a straight in approach.

Basic Aerodrome Pattern (US and Canada)



The traffic pattern is divided into legs which form a rectangle. Legs define a phase of flight associated with takeoff, landing, or closed pattern touch and go operations, entry and departure.

Arrival and Entry in US and Canada



US and Canada



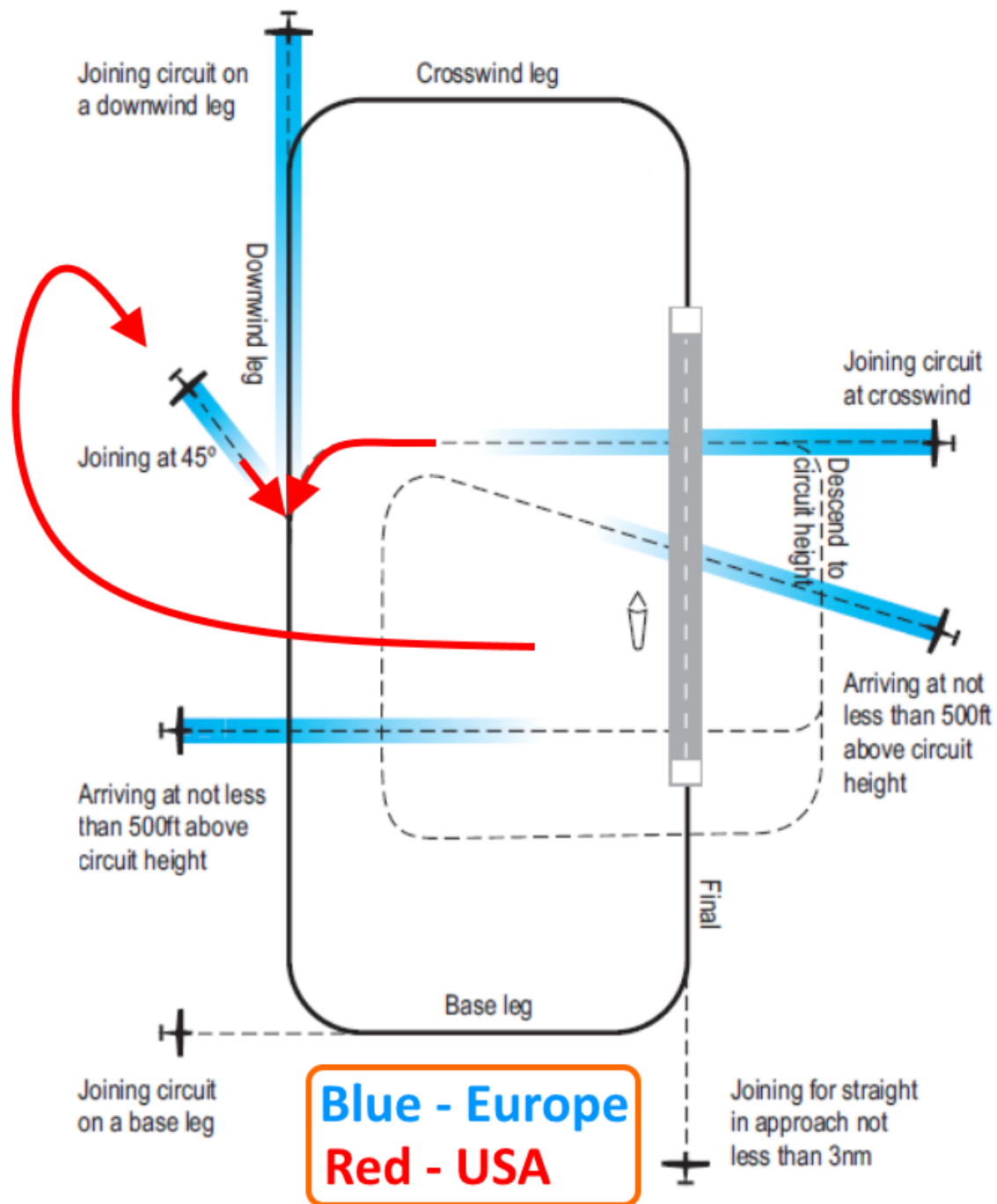
Europe and UK

In **Canada** and the **US**, arriving pilots are encouraged to enter the pattern downwind at 45 degrees.

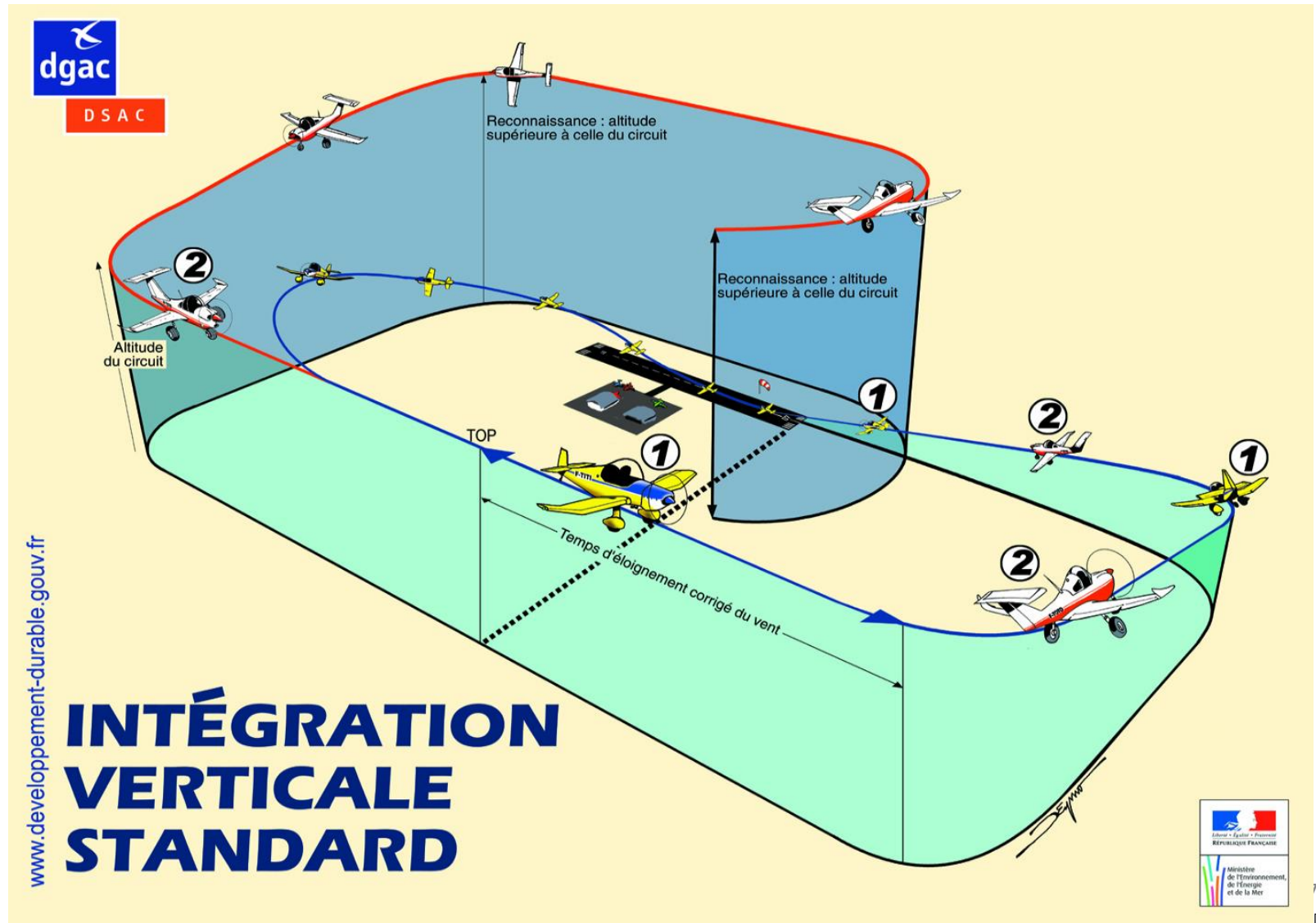
In **France**, pilots should enter the downwind leg from overhead or straight in.

Pilots may choose to execute a straight-in approach to final. Pilots on a straight-in approach must not disrupt the flow of arriving and departing traffic.

Pilots operating in the traffic pattern should be alert for aircraft executing a downwind entry or a straight-in approach.

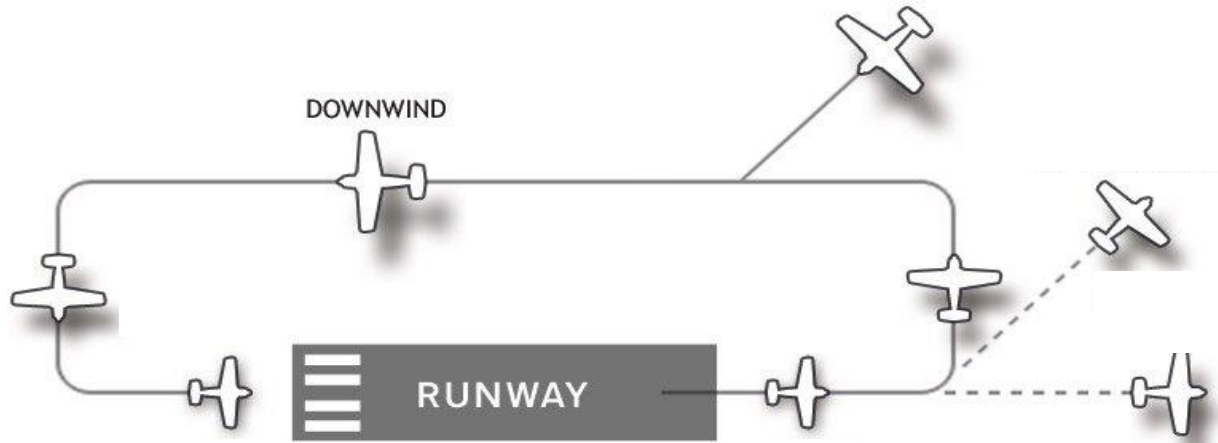


Arrival and Entry – NonControlled Airfield



Basic Circuit Pattern Reporting

(from Nav Canada VFR Phraseology)



If entering circuit directly after takeoff, report your position on downwind

Pilot : (aircraft call sign) DOWNWIND (intention)

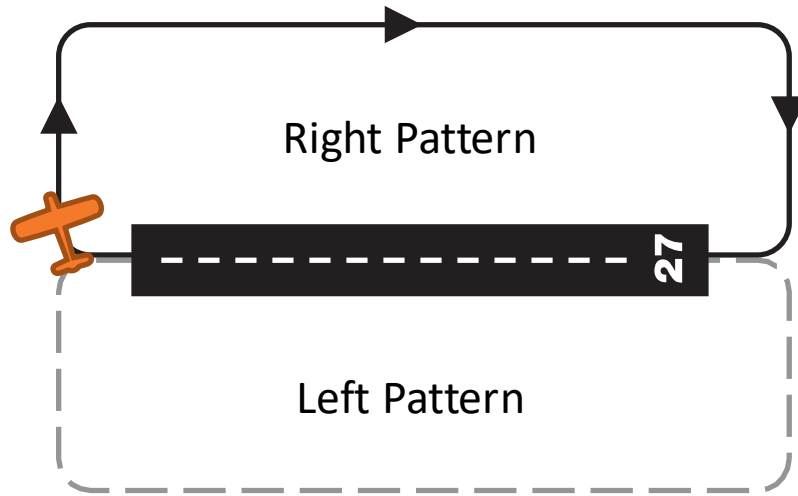
Example:

Pilot: F-PT Downwind runway 04 for a touch-and-go

Tower: F-PT number 2 report final

Pilot: Number 2, will report final Robin F-PT

Basic Aerodrome Pattern: Left or Right Pattern



The visual circuit direction may be a left hand or a right hand pattern, determined by direction of turns.

By default, patterns are flown with Left turns.

If you are flying a right hand pattern you must include this in your transmissions.

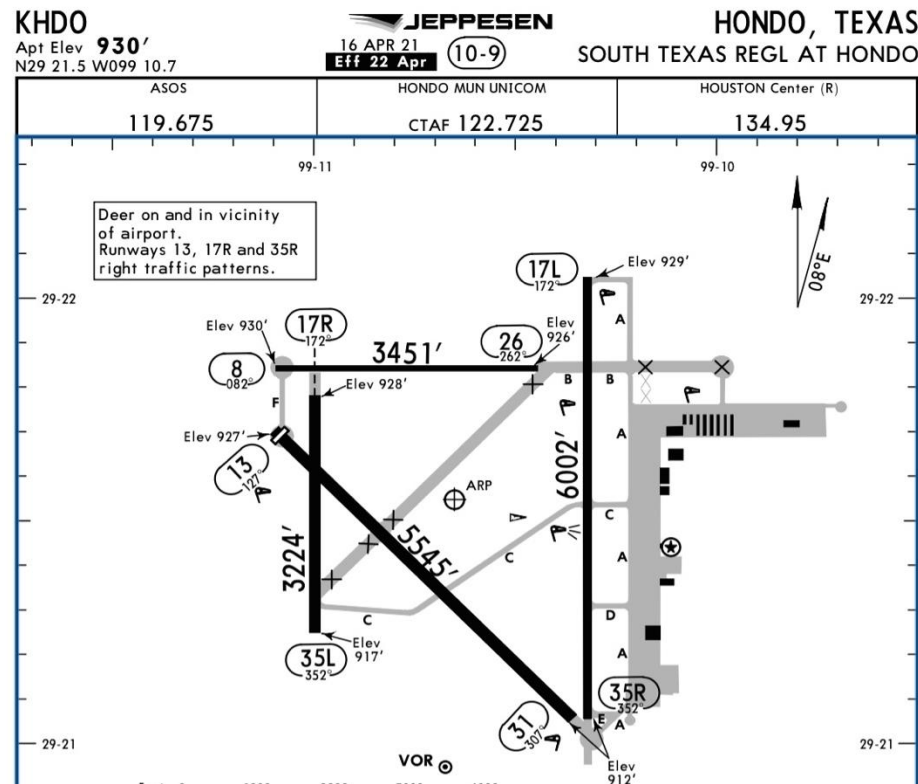
Pilot: Right downwind Runway 27 for landing, F-PT

Tower: F-PT, Number 2, traffic on final, report Final Runway 27

Pilot: Number 2, Looking for traffic, will report final runway 27

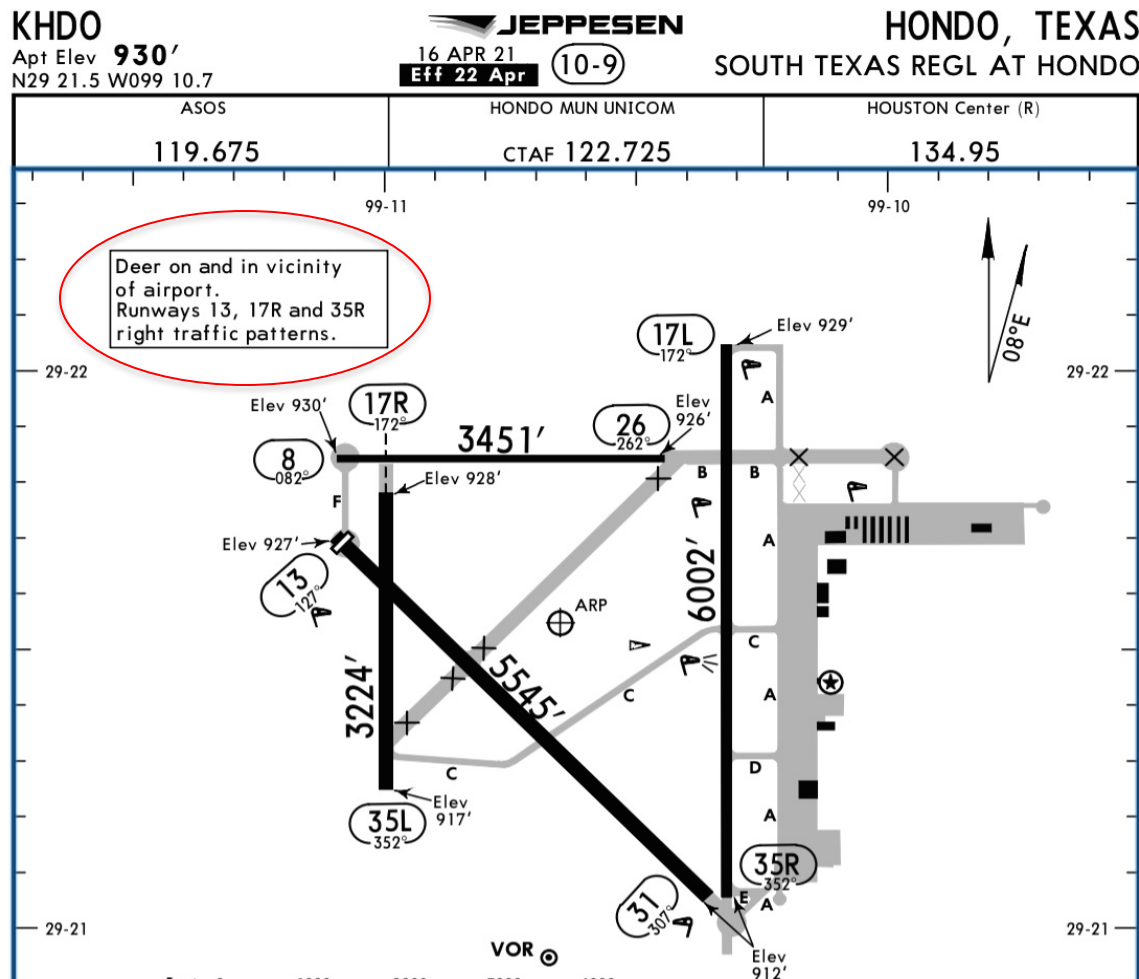
Basic Aerodrome Pattern: Parallel Runways

Some aerodromes have parallel runways. These have the same numerical designator but they are distinguished by adding the word 'left' or 'right' after the number, e.g. 'Runway 27 left' and 'Runway 27 right'. At aerodromes with parallel runways you should take extra care and ensure you use the correct runway.

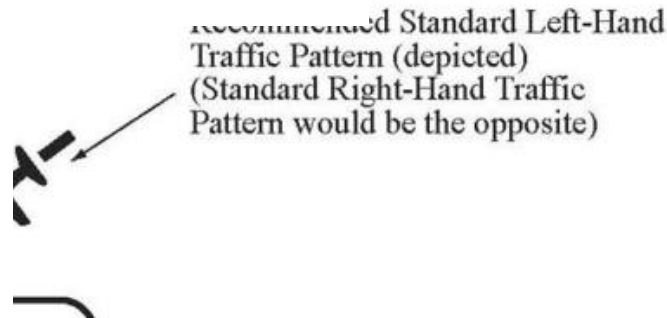


Aerodrome Pattern: Left or Right Pattern?

When planning a flight always check the circuit directions at your destination aerodrome.



Segmented Circle Airport Marker System



US and Canada Airfields may have a **Segmented Circle Airport Marker System**, composed of a:

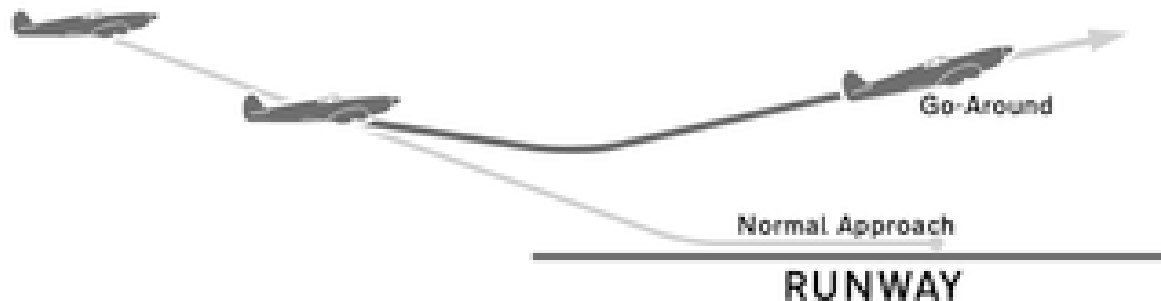
Segmented Circle used to mark the center of a landing area;

Wind Direction Indicator, typically a wind cone;

Landing Direction Indicator to show the direction for landings and takeoffs;

Traffic Pattern Indicator: A pair of L-shaped indicators to indicate the direction of the traffic pattern.

Basic Aerodrome Pattern: Go-Around



Go-Around: Pilot abandons the approach and rejoins the circuit. A go-around may be conducted due to ATC instruction, occupied runway, unstable approach or improper trajectory.

(from Nav Canada) : On Go-around, unless otherwise advised by ATC, a VFR aircraft or an aircraft conducting visual approach should overfly the runway while climbing to traffic pattern altitude and enter the traffic pattern via the crosswind leg.

(in France we use a sidestep to the right)

Basic Circuit Pattern: Landing Clearance

(from Nav Canada VFR Phraseology)

A landing clearance provides authorization to land. However, the decision on whether to land or pull up and go around belongs to the pilot.

If you initiate a Go-around (rejected landing), advise ATC as soon as safely able. Once issued a landing clearance, you may land the aircraft on the designated runway and exit to an appropriate taxiway.

You must have a clearance to backtrack a runway.

You must have a clearance to cross an active runway during taxi.

ATC: (aircraft call sign) (traffic/hazard/obstacle information if necessary) (landing and exit instructions) (wind) CLEARED (to land/touch-and-go/option/low pass) RUNWAY (runway number)

Aircraft: CLEARED (to land/touch-and-go/option/low pass) RUNWAY (runway number)

(or “Landing (touch-and-going) RUNWAY (runway number)”)

Landing Clearance Format

(from Nav Canada VFR Phraseology)

A landing clearance provides authorization to land.

ATC: (aircraft call sign) (traffic/hazard/obstacle information if necessary)
(landing and exit instructions) (wind) CLEARED (to land/ for touch-and-go/etc.) RUNWAY (runway number)

Aircraft: CLEARED (to land/ for touch-and-go/etc.) RUNWAY (runway number)

Example:

Tower: F-PT, wind 030 at 5 knots, Cleared to land runway 09

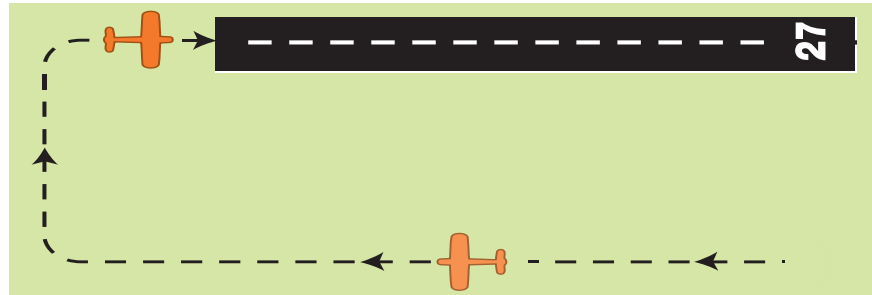
Pilot: Landing Runway 09, F-PT

Or

Cleared to Land Runway 09, F-PT

Cleared for the Option

(from Nav Canada VFR Phraseology)



You may request a variety of options for the final leg and touchdown portion of your circuit. These options include: touch-and-go, low approach, missed approach, stop-and-go, full stop landing, simulated rejected takeoff, reduced power takeoff or simulated engine failure. This request should be made as part of your downwind call. If the circuit or airport is busy, you may not be issued clearance for the option.

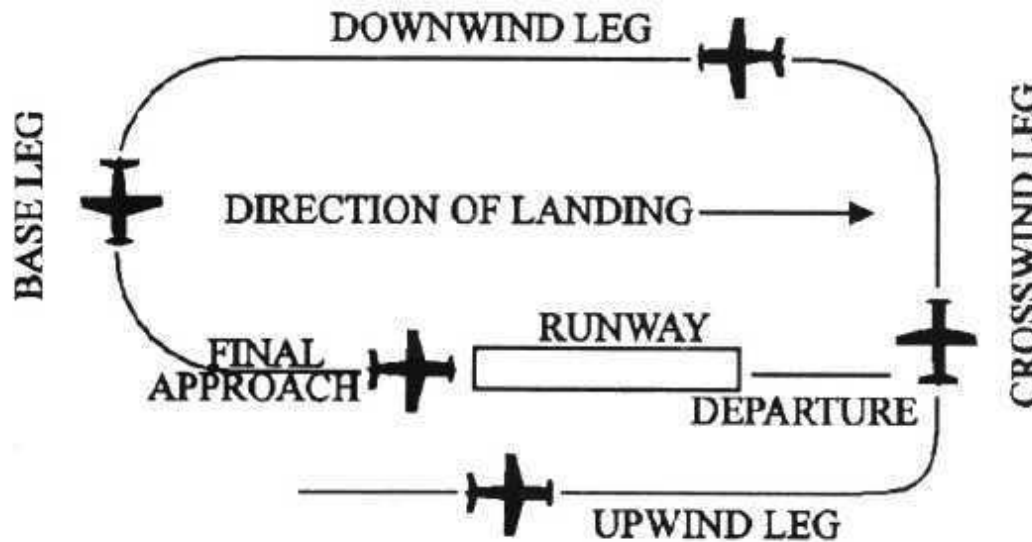
Example:

Pilot : Robin F-PT, Right Downwind Runway 09, request touch and go

Tower: F-PT, Number one, cleared for the option Runway 09

Pilot: Touch and Go Runway 09, F-PT

Basic Aerodrome Pattern: Upwind Leg



Upwind: A flight path parallel to the landing runway in the landing direction

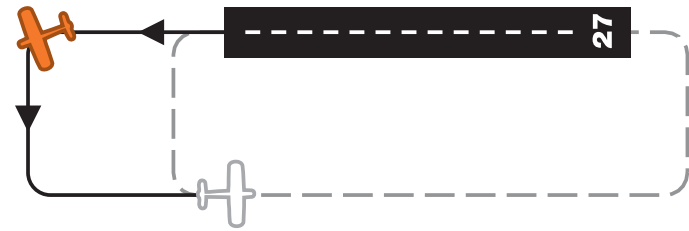
The upwind leg is separate and distinct from the departure leg and can be used as a reference for the flight path flown after takeoff (or a touch and go), or as part of a Go Around

ATC Circuit Instructions

(from Nav Canada VFR Phraseology)

Turn crosswind to follow traffic

Do not turn crosswind until you are in a position to follow traffic on downwind



Extend downwind to follow traffic on final

Continue on the downwind leg so that you can turn base to follow traffic



Continue downwind, I will advise base turn

Continue on the downwind until instructed to turn base

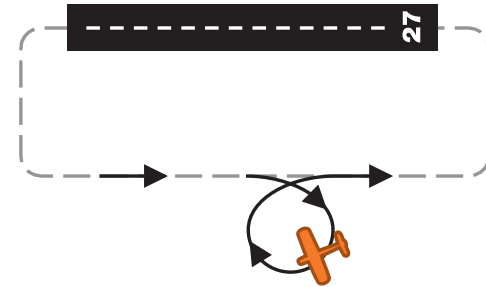


ATC Circuit Instructions

(from Nav Canada VFR Phraseology)

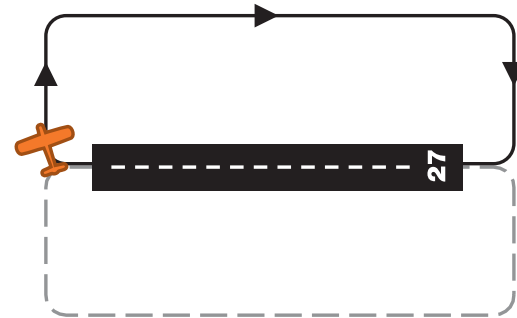
Do a right hand 360

Perform a three hundred and sixty degree turn to the right and rejoin the circuit



Make the next circuit right hand

Change from a left to a right hand circuit



Direct to threshold

From your current position, fly in a straight line to the threshold of the specified runway



Be careful about false equivalences

English vs French

Straight-In Approach = Approche Directe

Direct Approach = Approche Semi-directe

Example :

French: **Tour:** Exécutez Approche Directe Piste 27 Rappelez Longue Finale.

English: **Tower:** Make Straight-in Approach Runway 27 Report Long Final.

ATC Circuit Instructions

(from Nav Canada VFR Phraseology)



If you are given an instruction that includes NOW, comply immediately as long as you are safely able. If you are unable, inform ATC.

ATC: (Aircraft) (ATC), (instruction) NOW

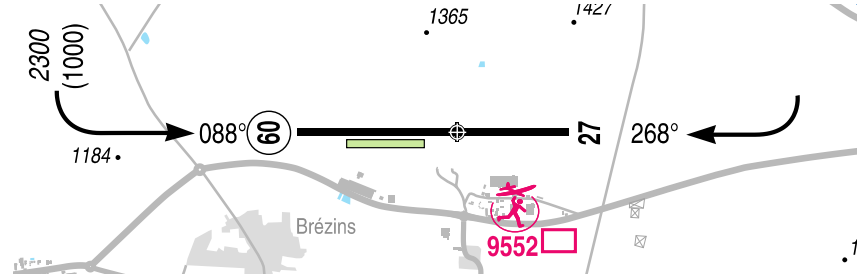
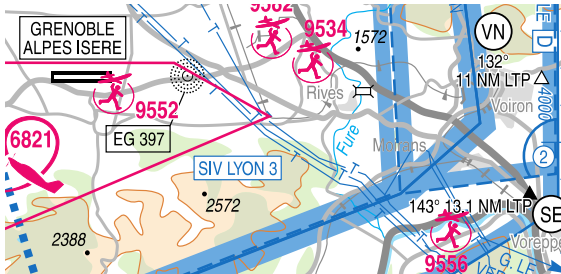
Example:

Tower: F-PT, turn left base runway 27 **NOW** you are number one Cleared for the option

Pilot: Left base runway 27 **NOW** , Cleared for the option, F-PT

Arrival and Entry

(from Nav Canada VFR Phraseology)



Pilot: (ATC unit call sign) (aircraft call sign) (position) (altitude) (intentions)

Tower: (aircraft call sign), (ATC unit call sign), Report (position) (runway)

Example:

Pilot: Grenoble Tower, Robin F-GTPT

Tower: Robin F-GTPT, Grenoble Tower

Pilot: Grenoble Tower, Robin F-GTPT, VFR flight plan from Le Versoud, approaching SE 2500 for landing, with information Bravo

Tower: F-PT, Grenoble Tower, Report right downwind runway 09

Pilot: Will Report right downwind runway 09, F-PT

Traffic Advisory

(from Nav Canada VFR Phraseology)

While flying VFR you are responsible for looking for traffic around you. In controlled airspace, if workload permits, ATC may advise you of traffic and provide separation; however, this does not relieve you of the responsibility to look for traffic as well.

Use the phrase LOOKING FOR TRAFFIC if you do not see the traffic. Use the phrase TRAFFIC IN SIGHT only if you see the traffic.

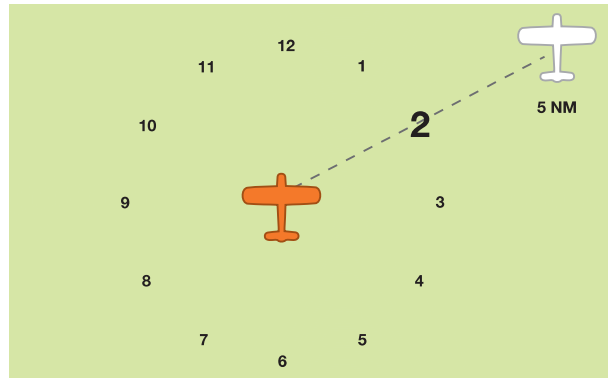
If you lose sight of traffic, inform ATIS.

ATC: (aircraft call sign) TRAFFIC (position based on 12hr clock, direction, altitude, aircraft type)

Aircraft: LOOKING FOR TRAFFIC/TRAFFIC IN SIGHT (aircraft call sign)

Traffic Advisory

(from Nav Canada VFR Phraseology)



ATC: (aircraft call sign) TRAFFIC (position based on 12hr clock, direction, altitude, aircraft type)

Aircraft: LOOKING FOR TRAFFIC/TRAFFIC IN SIGHT (aircraft call sign)

Example:

Tower: F-PT, TRAFFIC two o'clock, four miles, Southbound bound Cessna, same altitude.

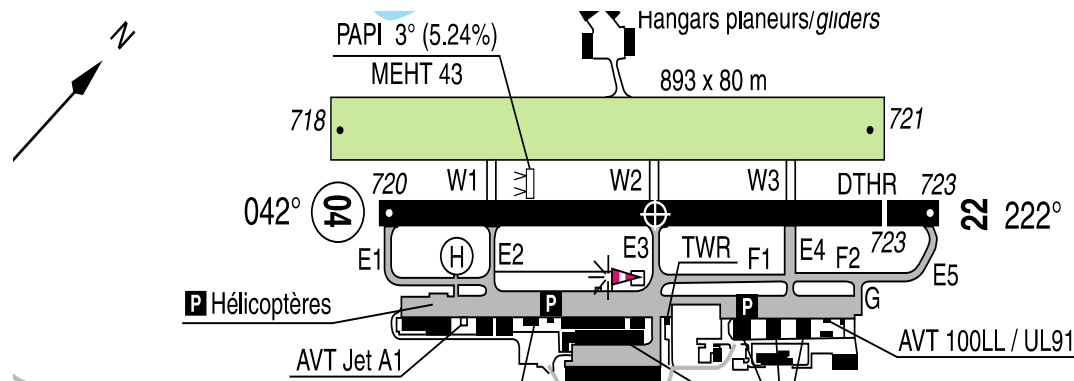
Pilot: Looking for traffic, F-PT

Pilot: Traffic in sight, F-PT

Example Script for Closed Traffic at LFLG

DGAC guidelines for readback but
using “will” for conditional actions

LFLG – Closed Traffic



Pilot: Le Versoud Ground, F-GTPT. Good Morning

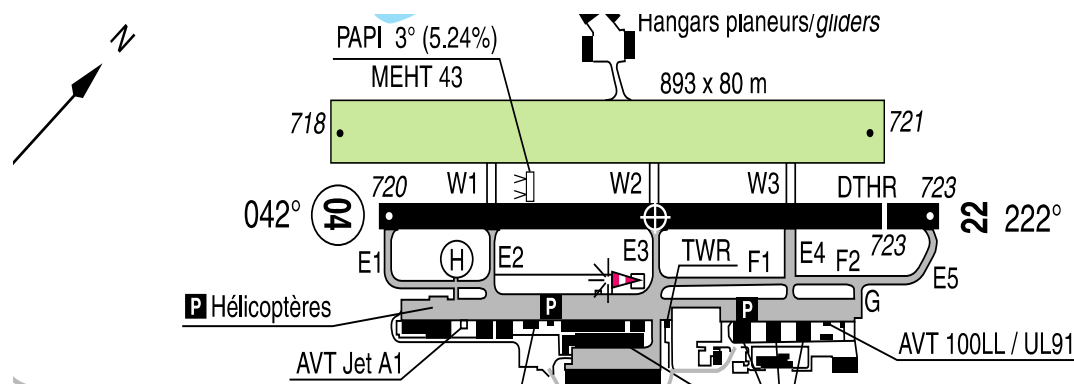
Ground: F-GTPT, Le Versoud Ground. Pass your message

Pilot: F-GTPT Robin DR400 on the apron, 2 Persons on Board, request taxi to Runway 04 for closed traffic touch and goes with information Bravo

Ground: F-PT 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, F-PT

LFLG – Closed Traffic

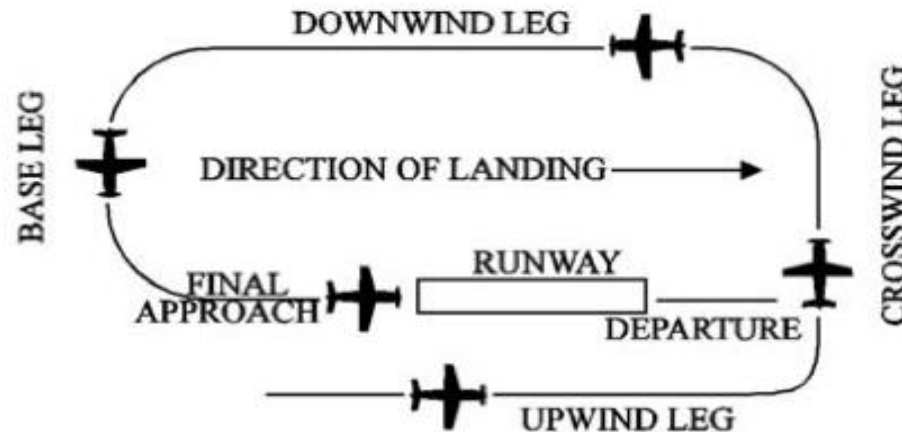


Pilot: Le Versoud Tower, Robin F-GTPT Holding Point E1 Runway 04. Closed Traffic Touch and Goes. Ready for Departure.

Tower: F-PT, Le Versoud Tower. Closed traffic approved, Runway 04 Cleared for takeoff, wind calm, report downwind Runway 04 abeam the tower

Pilot: Taking off Runway 04 . Will report downwind Runway 04 abeam the tower. F-PT

LFLG – Closed traffic



Pilot: F-PT downwind Runway 04 for a touch-and-go.

Tower: F-PT, Number 3, Report end of downwind

Pilot: Number 3, will report end of downwind, F-PT

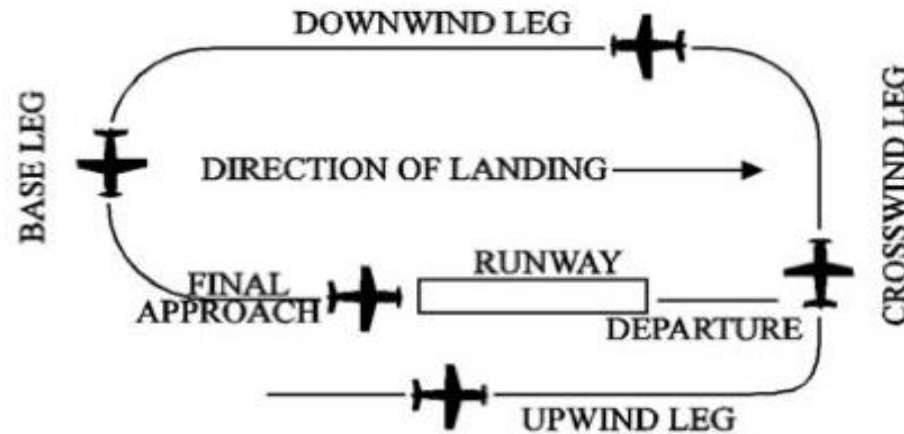
...

Pilot: F-PT end of downwind

Tower: F-PT, number 2, landing aircraft on short final, report final.

Pilot: Number 2, Number 1 in sight, will report final, F-PT

LFLG – Closed traffic



Pilot: F-PT Final Runway 04 for a touch-and-go.

Tower: F-PT, Cleared for touch-and-go Runway 04.

Report downwind Runway 04. Le Versoud Tower.

Pilot: Touch-an-Go, Runway 04.

Will report downwind Runway 04. F-PT.

For Next Time

Prepare a script for closed circuit patterns (Touch and Go's) at your departure airfield.

The script should include startup, taxi, take-off and downwind, and final.

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