



Aéro Club Dauphiné
Aviation English Master Class
Session 4

James Crowley
and the ACD FCL055 team

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

Radio Practice Speaking Order

No.	Pilots
1	JA
2	HBF
3	FB
4	JCE
5	JG
6	JYL
7	HM
8	FM
9	PP
10	GRP
11	JT1
12	JT2
13	JPT
	ATC
1	MP
2	MS

Session Planning (*revised*)



17 March	The FCL055 Rating, Course structure, Presentation of Participants, Information resources, ATIS, AWOS and ASOS
24 March	Formation of flight crews, ATIS practice, Sample preflight briefings
31 March	Preflight Briefings
7 April	Radio Communication rules and practice for Taxi and Departure
14 April	ACD – General Assembly (no session)
21 April*	Airfield briefings. Radio Practice for departure and taxi
28 April	Phraseology for flying the pattern, Radio Practice
5 May	Enroute Position Reporting, Radio Practice
12 May	Abnormal and Emergency Situation, Human Factors, war stories
19 May	Arrival, Landing, Fuel and Parking, Arrival Briefings, Radio Practice:
26 May	FCL 055 VFR practice Exam

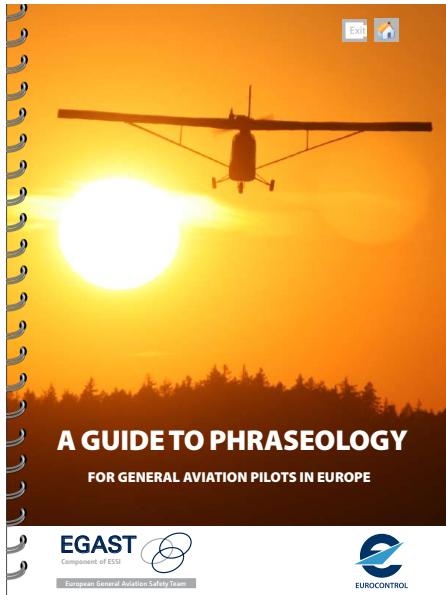
*Jim in Texas

Aviation English Master Class

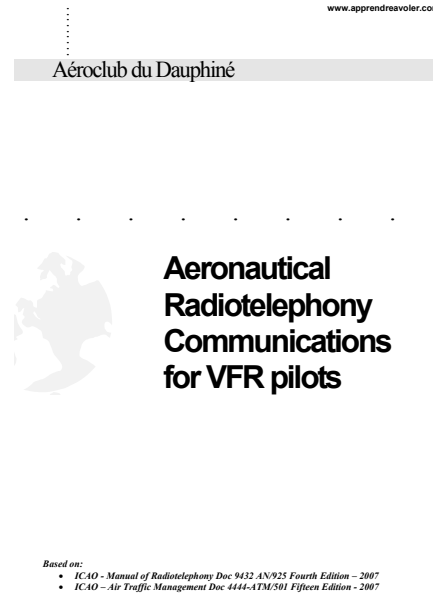


- Standard Words and Phrases
- Radio Rules and Clearance, Ground and Taxi
- Radio Practice
- Assignment for Next Week: prepare scripts for closed circuits (touch and goes) for your departure and arrival airfields

Sources for VFR Phraseology



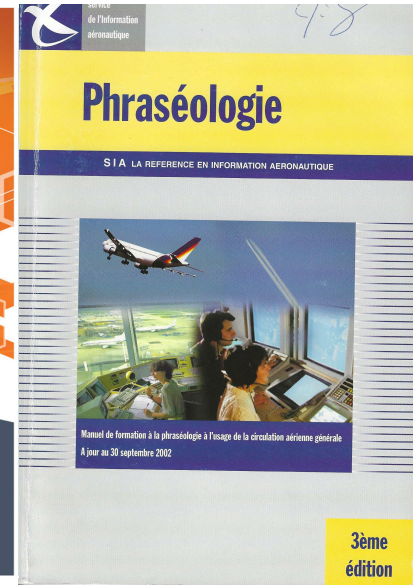
Eurocontrol
A Guide to Phraseology



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



VFR Phraseology
(Nav Canada)



SIA Phraséologie

Standard Words and Phrases

(from Nav Canada VFR Phraseology)

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

Standard Words and Phrases

(from Nav Canada VFR Phraseology)

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

Phraseology Guidelines

(from Nav Canada VFR Phraseology)

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

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

Phraseology Guidelines: Stand By and Go Ahead

(from Nav Canada VFR Phraseology)

Aviate, Navigate, Communicate

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

Transponder Phraseology

(from Nav Canada VFR Phraseology)

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

Air Traffic Service (ATS) units

(from Nav Canada VFR Phraseology)

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

Aeronautical Radiotelephony Communications

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

Aircraft Callsign Prefixes

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

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

Establishing Communications

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

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

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

Example:

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

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

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 Chambery.

Ground: Robin F-TPT, 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-TPT

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-TPT, runway in use 04, wind 030 degrees, 2 knots, QNH 1020, temperature 10, dewpoint 9

Pilot: Robin F-TPT 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 Chambéry with information Hotel.

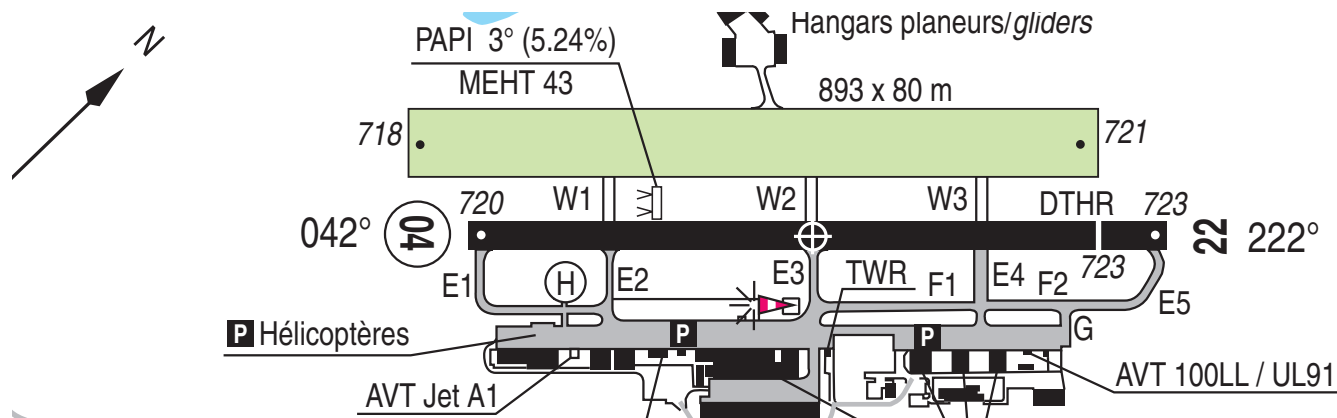
Ground: Robin F-TPT Taxi to Holding Point E1 Runway 04 Contact Tower when ready for Departure on 121.0

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

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.

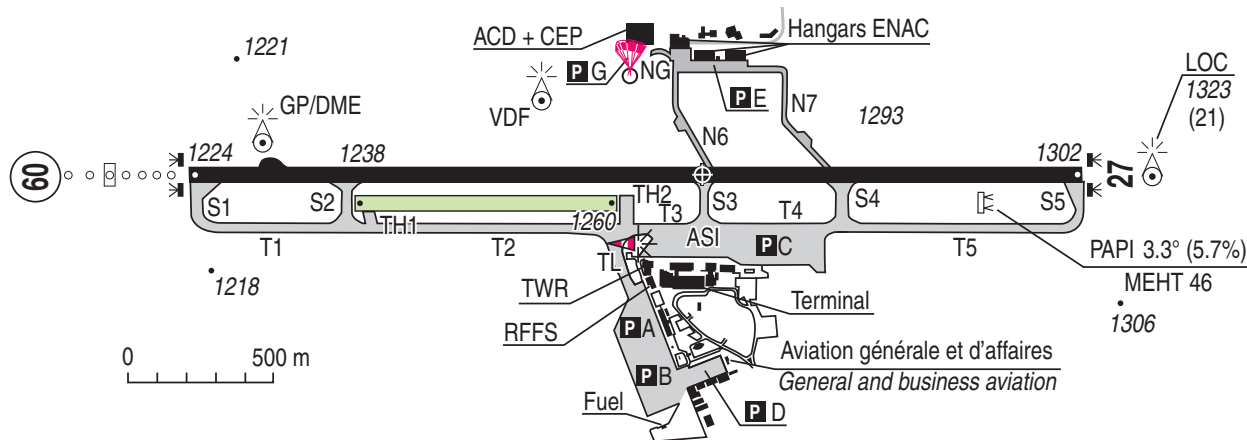
Example:

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

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

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.

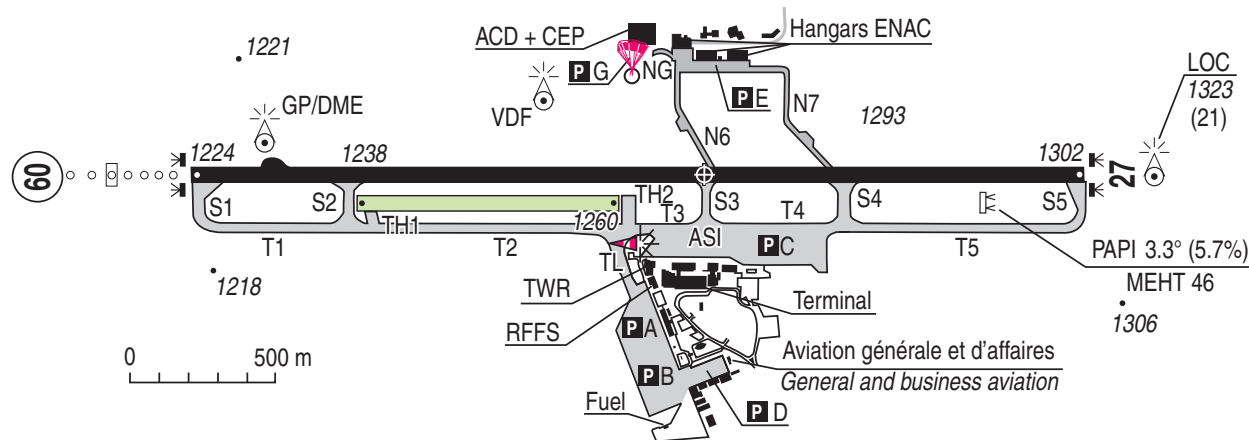
Example:

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

Ground: Cirrus F-CI, 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 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-TPT, behind the landing PA 28 line up and wait behind

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

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

Pilot: Runway 04, **Cleared for takeoff** Robin F-TPT

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

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.

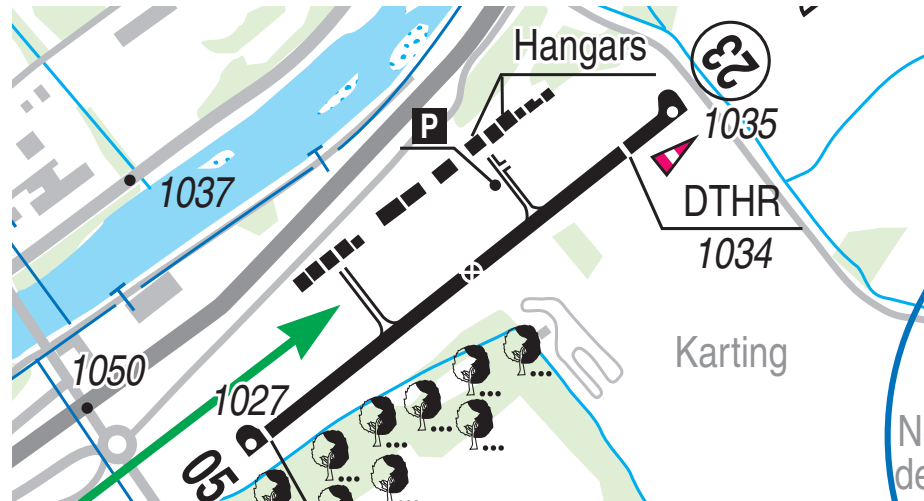
Never say landing or touch and go except in relation for a landing clearance. 21

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

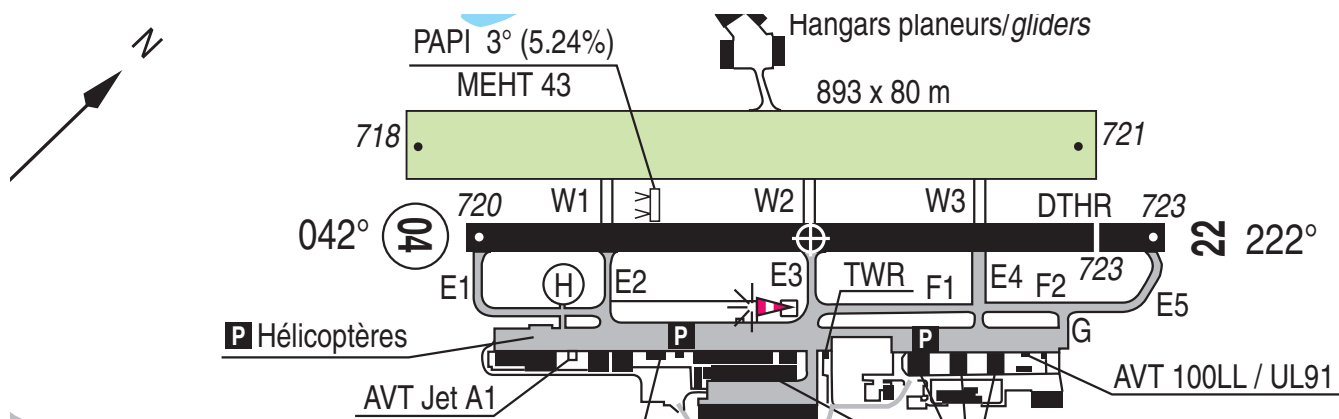
Pilot: Albertville traffic, Robin F-GTPT at holding point A, entering runway 23 to backtracking runway 23 for departure, Albertville

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 in use 04, 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

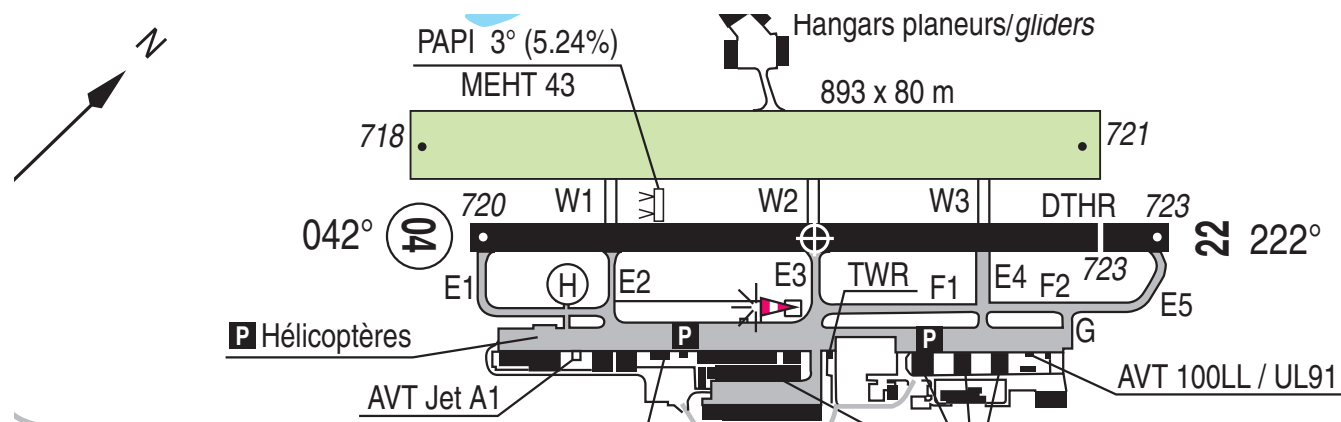
Pilot: Le Versoud Ground, Cirrus F-GTCI, with information Bravo, 1 POB, request taxi to Runway 04 for VFR departure to Grenoble Isere

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

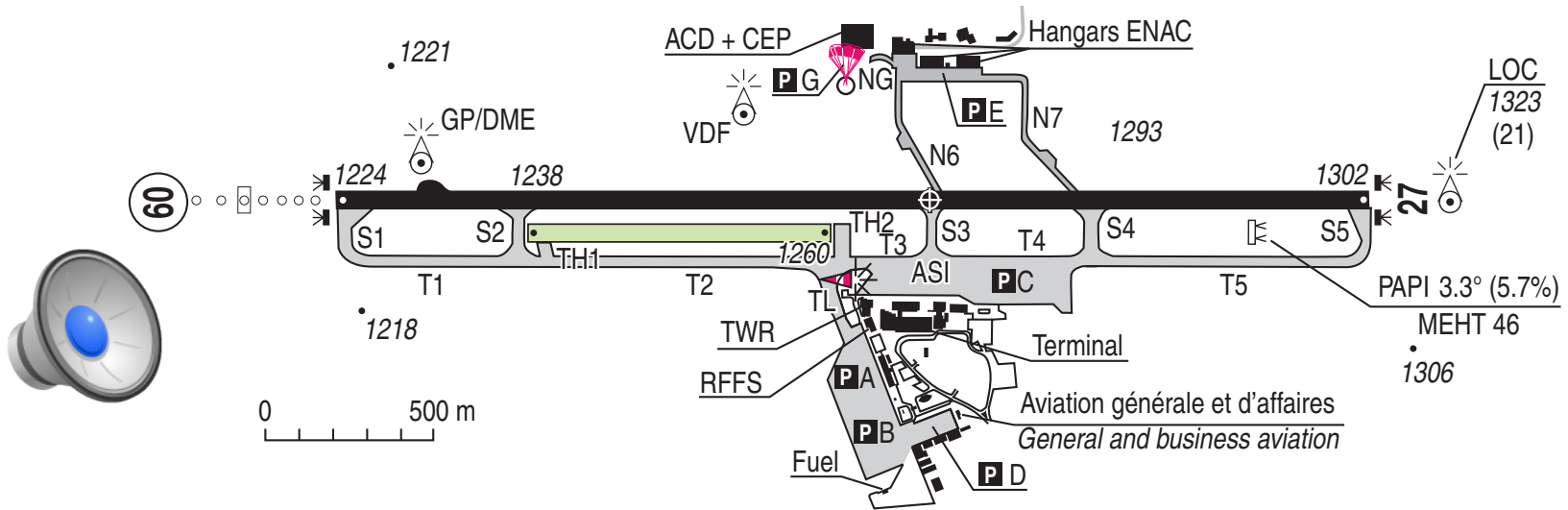
Busy VFR Airport with ATIS, Ground and Tower



- Pilot:** Le Versoud Tower, Cirrus F-GTCI at Holding Point E1 Runway 04. Ready for Departure.
- Tower:** Cirrus F-CI, Le Versoud Tower. Maintain position, aircraft on short final, report aircraft in sight.
- Pilot:** Maintaining position, aircraft on short final 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-CI.

Departure from LFLS

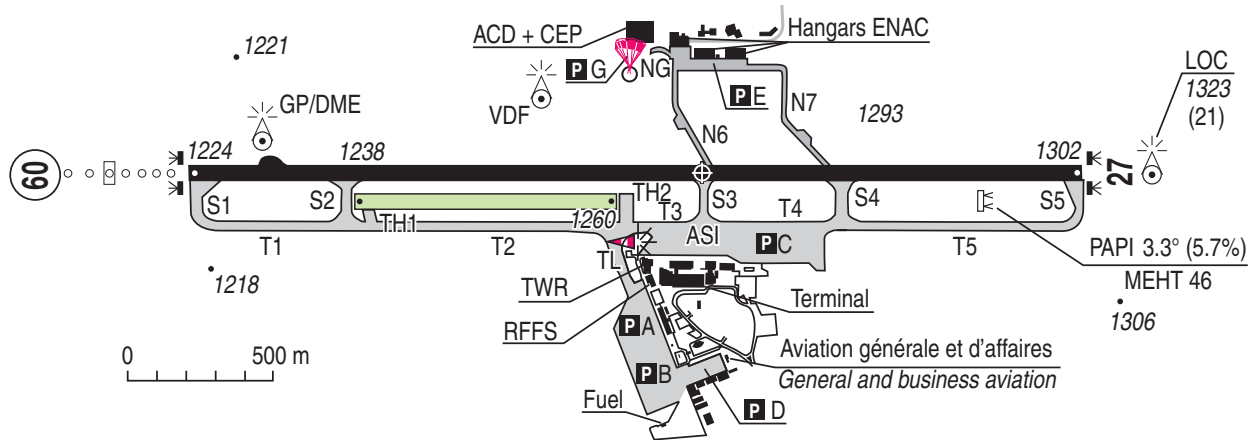
Satellite Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights



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-GTCI. Good Morning

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

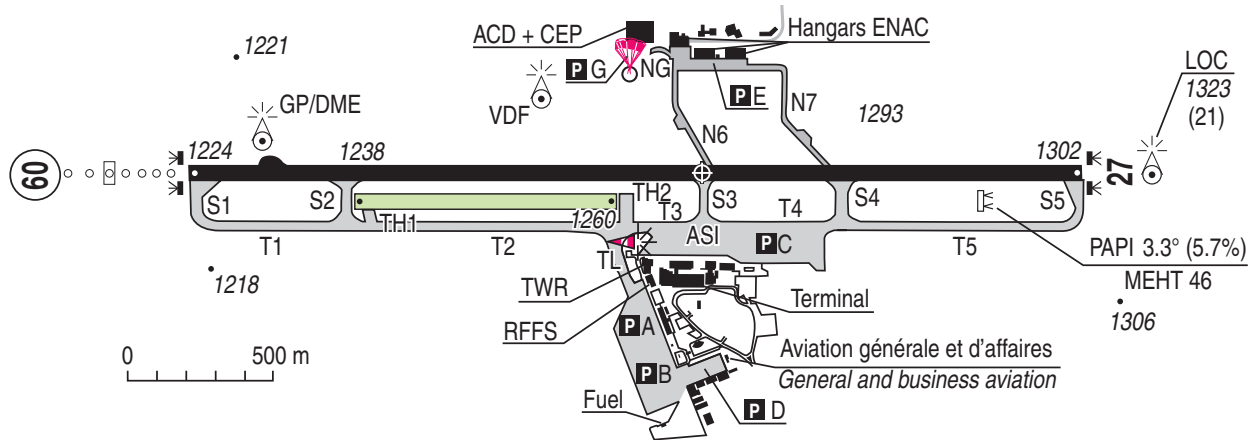
Pilot: Grenoble Ground, Cirrus F-GTCI, SR20 on Apron E, 1 POB, VFR to Le Versoud via SE 3300 feet, request taxi to Holding Point S1 Runway 09 with information Bravo.

Ground: Cirrus 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 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



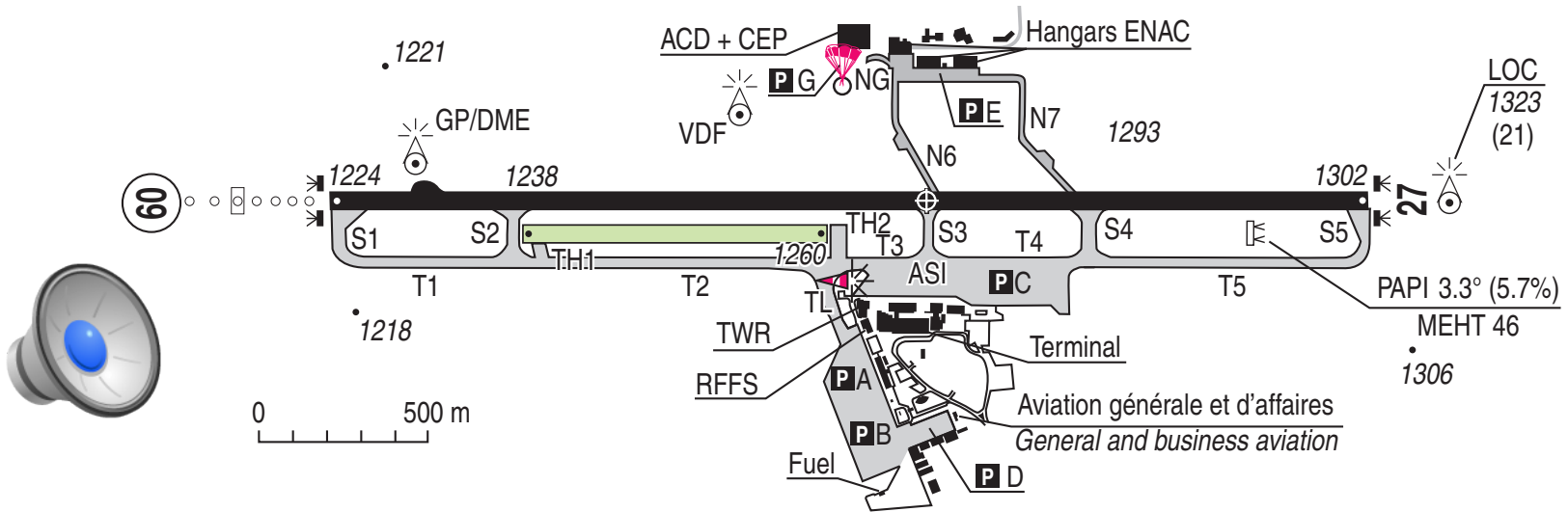
Pilot: Grenoble ISere Ground, Cirrus F-CI at Holding point N7 request Cross runway 09, taxi to holding point S1 runway 09.

Ground: Cirrus 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

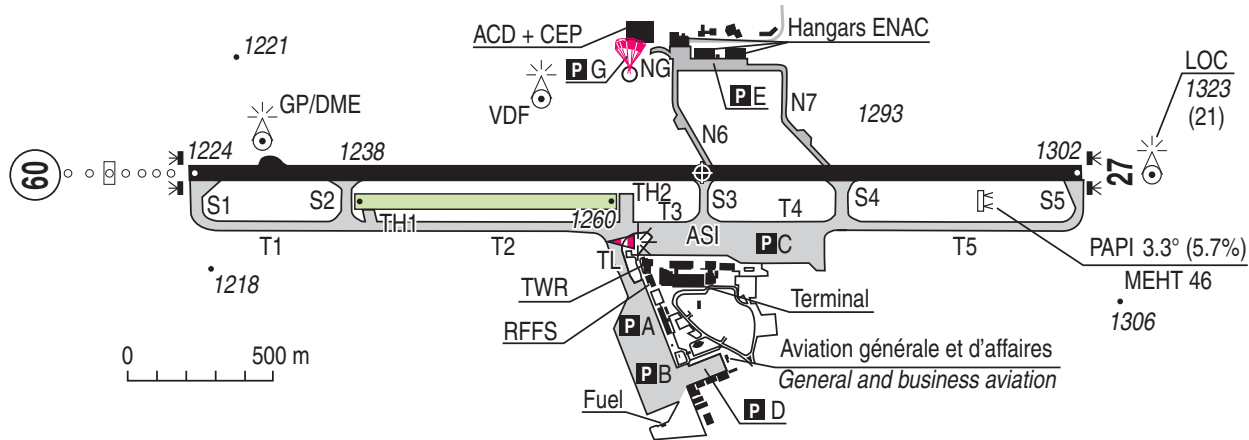
Satellite Airport with ATIS, Ground, Tower, Approach
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights



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

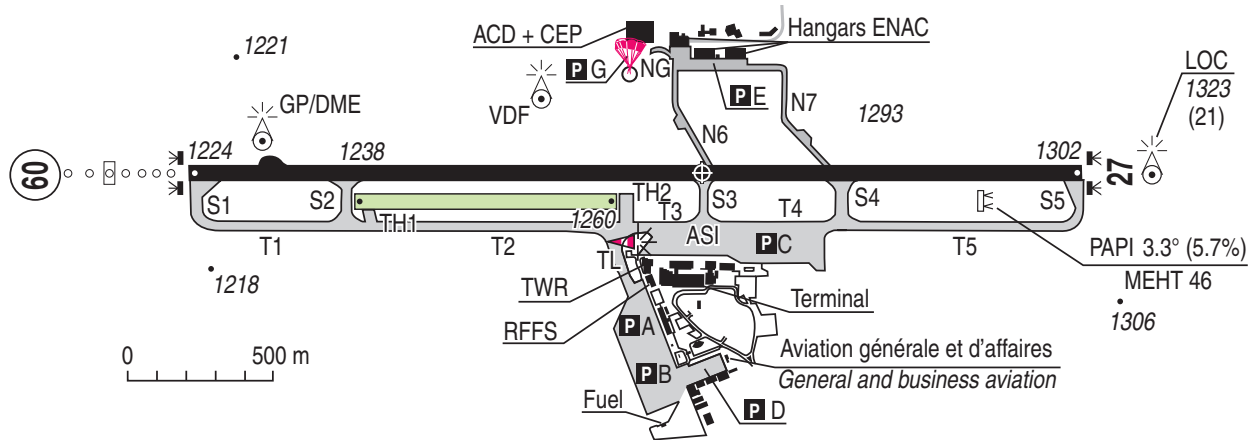
Pilot: Grenoble Ground, Cirrus F-GTCI, SR20 at E apron, 1 POB, VFR to Le Versoud via SE 3300 feet, request taxi to Holding Point S5 Runway 27 with information Echo.

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

S5 Departure from LFLS

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



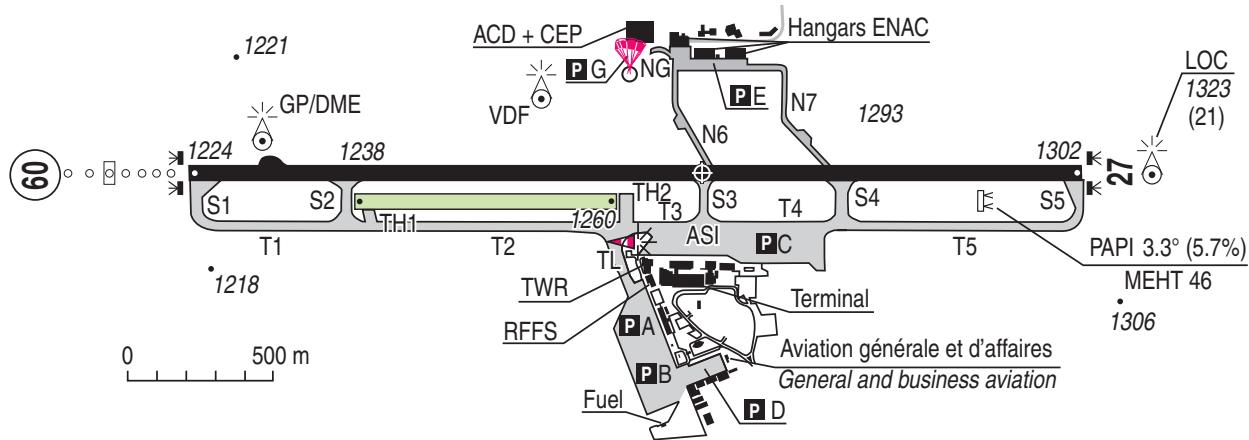
Pilot: Grenoble Ground, Cirrus F-CI at Holding point N7 request Cross runway 27, taxi to holding point S5 runway 27.

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 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-GTCI. Good Morning

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

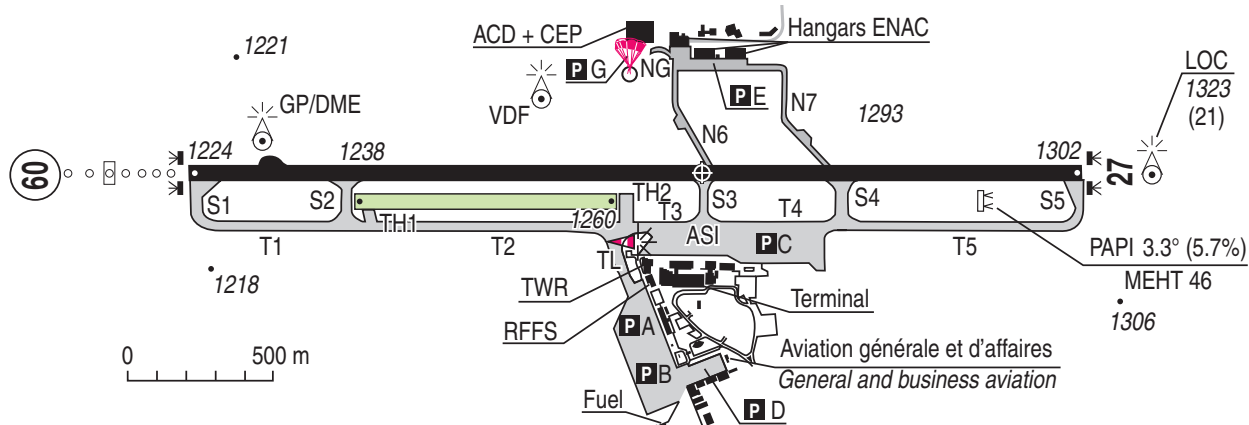
Pilot: Grenoble Ground, Cirrus F-GTCI, SR20 on E apron, VFR to Le Versoud via SE 3300 feet, 1 POB, request taxi to Holding Point N7 Runway 27 with information Echo.

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

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, Cirrus F-CI at Holding short of Runway 27 at N7, Request intersection departure intersection N7 Runway 27

Ground: Cirrus F-CI, Contact Grenoble Tower on 119.3

Pilot: Contacting Grenoble Tower on 119.3, Cirrus 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 Cirrus 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

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

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

LYON SAINT EXUPERY
AD 2 LFLL APP 01

18 JUN 20

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

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

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

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

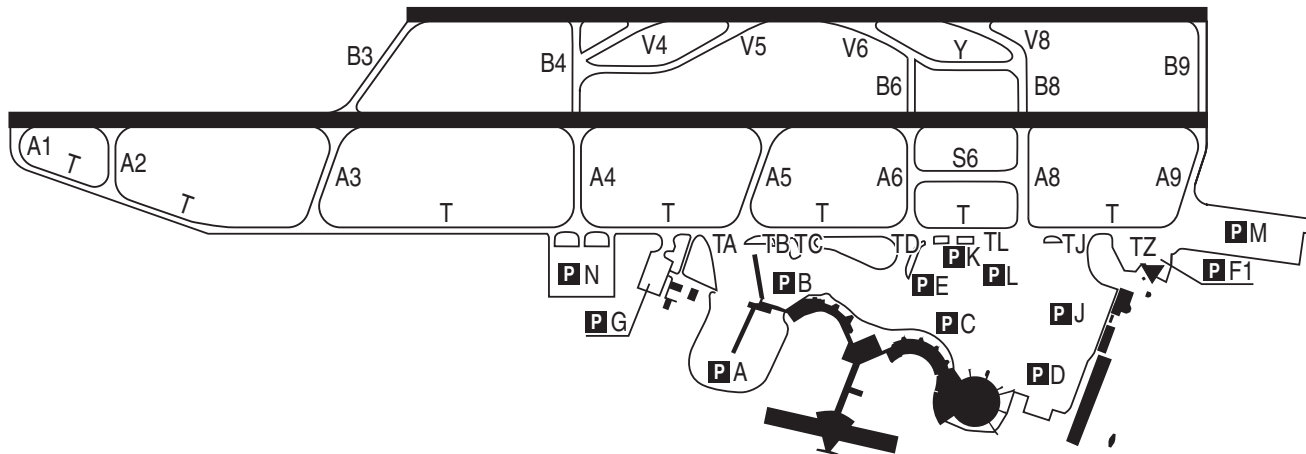
Preflight: Cirrus F-CI, Cleared for VFR departure via PU maintain 3500, departure frequency is 120.230, Squawk 1234

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

Session Planning (*revised*)



17 March	The FCL055 Rating, Course structure, Presentation of Participants, Information resources, ATIS, AWOS and ASOS
24 March	Formation of flight crews, ATIS practice, Sample preflight briefings
31 March	Preflight Briefings
7 April	Radio Communication rules and practice for Taxi and Departure
14 April	ACD – General Assembly (no session)
21 April*	Airfield briefings. Radio Practice for departure and taxi
28 April	Phraseology for flying the pattern, Radio Practice
5 May	Enroute Position Reporting, Radio Practice
12 May	Abnormal and Emergency Situation, Human Factors, war stories
19 May	Arrival, Landing, Fuel and Parking, Arrival Briefings, Radio Practice:
26 May	FCL 055 VFR practice Exam

*Jim in Texas

Homework for next Session



Write out the complete dialog for ATIS, Initial contact, taxi clearance, taxi and departure for your departure airfield. Send me a copy for use in our next lesson. Practice the dialog with your team-mate .