



Aéro Club Dauphiné  
Aviation English Master Class  
Session 7

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
	<b>ATC</b>
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	Departure, Arrival and Flying the pattern
5 May	<b>Flight Plans, Position Reporting, Arrival, Emergencies</b>
12 May	Radio Practice for Team Flights, war stories
19 May	FCL 055 VFR practice Exam

\*Jim in Texas

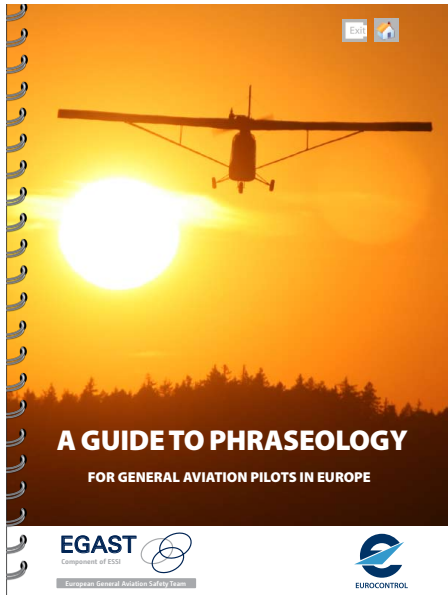
# Aviation English Master Class



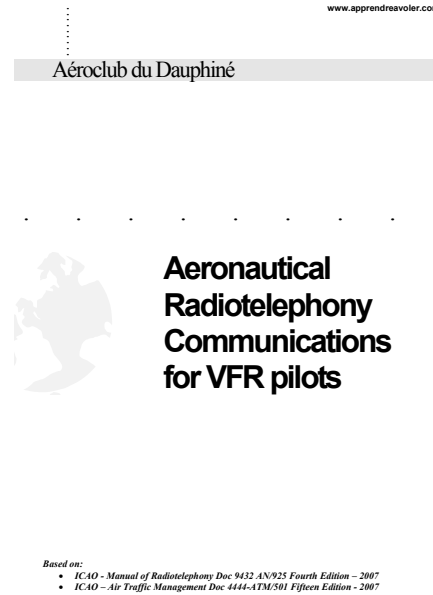
## Plan:

- ATC Units
- Filing, opening VFR flight plans
- Position reporting
- Arrival, landing and closing VFR flight plans
- Emergency communications

# Sources for VFR Phraseology



Eurocontrol  
A Guide to Phraseology

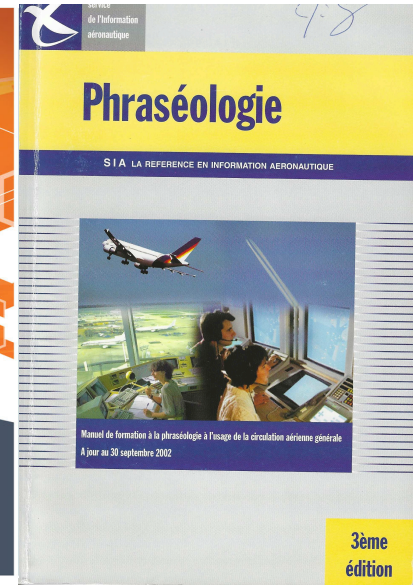


Based on:  
• ICAO - Manual of Radiotelephony Doc 9432 AN/925 Fourth Edition - 2007  
• ICAO - Air Traffic Management Doc 4444-ATM/501 Fifteenth Edition - 2007

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



VFR Phraseology  
(Nav Canada)



SIA Phraséologie

# Air Traffic Control Units

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

Air traffic control (ATC) is a service that directs aircraft on the ground and through a given section of controlled airspace. Pilots **must** comply with ATC instructions unless they advise the controller that they are unable.

<b>Unit or service</b>	<b>Call-sign</b>	<b>Instructions or information</b>
Air Traffic Control (ATC) unit at an aerodrome	GROUND TOWER APPROACH ARRIVAL DEPARTURE DELIVERY	ATC service is provided to prevent collisions between aircraft and between aircraft and obstructions. Comply with ATC instructions unless you advise the controller that you are unable. At busy aerodromes controllers may use different call-signs and frequencies for different tasks.
Radar unit (ATC)	RADAR	Radar unit in general
Area Control Unit (ATC)	CONTROL	Area Control Centre

# Flight Information Services

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

A flight information service (FIS) provides information pertinent to the safe and efficient conduct of flight, including information on other potentially conflicting traffic, possibly derived from radar, but stopping short of providing separation from traffic.

<b>Unit or service</b>	<b>Call-sign</b>	<b>Instructions or information</b>
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. (example: AFIS at LFLU – 120.100)
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. (example: Lyon Info – 135.525)
Aeronautical 'RADIO'	RADIO	Aeronautical station in general Station

# Controlled Airspace

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

To fly through controlled airspace, you must obtain a clearance, and follow ATC instructions. You must make the initial call in good time (normally at least 5 minutes) and as part of your request you should advise the controller where you plan to enter the airspace and at what time. (Work these out as part of your pre-flight planning)

Example:

**Pilot:** Grenoble, Robin F-GTPT

**Tower:** Robin F-GTPT, Grenoble

**Pilot:** Robin F-GTPT, VFR from Le Versoud to Saint Etienne, approaching SE, 2500 feet, request transit Grenoble CTR from SE to W

**Tower:** Robin F-PT, Squawk 7303

**Pilot:** Squawk 7303, Robin F-PT,

**Tower:** Robin F-PT, Radar contact 4 miles south east of SE, enter Grenoble CTR at SE direct S direct W, not above 3500, QNH 1007

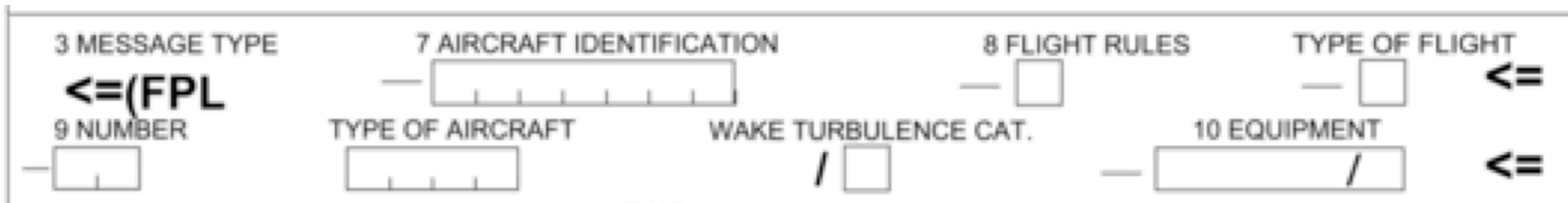
**Pilot:** Enter Grenoble CTR at SE direct S direct W, not above 3500 Robin F-PT.



# International Flight Plans

To cross an international border you must file a flight plan. This can be done with Olivia, with Flight planning software such as Foreflight, or with ATC by Telephone.

U.S. Department of Transportation Federal Aviation Administration		International Flight Plan	
PRIORITY <b>&lt;=FF</b>	ADDRESSEE(S)		
FILING TIME	ORIGINATOR		
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR			
3 MESSAGE TYPE <b>&lt;=(FPL</b>	7 AIRCRAFT IDENTIFICATION	8 FLIGHT RULES	TYPE OF FLIGHT
9 NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT.	10 EQUIPMENT
13 DEPARTURE AERODROME	TIME		
15 CRUISING SPEED	LEVEL	ROUTE	
16 DESTINATION AERODROME	TOTAL EET HR MIN	ALTN AERODROME	2ND ALTN AERODROME
18 OTHER INFORMATION			
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)			
19 ENDURANCE HR MIN	PERSONS ON BOARD	EMERGENCY RADIO	
<b>E/</b>	<b>P/</b>	<b>R/</b>	UHF VHF ELT
SURVIVAL EQUIPMENT		JACKETS	
POLAR DESERT MARITIME JUNGLE		LIGHT FLUORES UHF VHF	
DINGHIES			
NUMBER CAPACITY COVER		COLOR	
<b>D/</b>		<b>C/</b>	
AIRCRAFT COLOR AND MARKINGS			
<b>A/</b>			
REMARKS			
<b>N/</b>			
PILOT-IN-COMMAND			
<b>C/</b>			
FILED BY	ACCEPTED BY	ADDITIONAL INFORMATION	



## 7 AIRCRAFT IDENTIFICATION

Aircraft registration letters/tail number or an ICAO agency designator with flight number. ICAO 2012 strictly enforces that this figure should be letters and numbers only, devoid of dashes, spaces, or other punctuation.

## 8 FLIGHT RULES

Denotes the category of flight rules: "I" for IFR, "V" for VFR, "Y" for when the flight will be initially IFR followed by one or more subsequent flight rules changes, and "Z" for VFR first with any number of subsequent changes. When a "Y" or "Z" flight is prepared, "VFR" or "IFR" must be entered in the route string wherever the transitions/changes to the flight rules are planned to occur.

## TYPE OF FLIGHT

Denotes the type of flight as follows: "S" for Scheduled Air Service, "N" for Non-scheduled Air Transport Operation, "G" for General Aviation, "M" for Military, and "X" for everything else.

3 MESSAGE TYPE <=(FPL	7 AIRCRAFT IDENTIFICATION [ ]	8 FLIGHT RULES [ ]	TYPE OF FLIGHT [ ]	<=
9 NUMBER [ ]	TYPE OF AIRCRAFT [ ]	WAKE TURBULENCE CAT. / [ ]	10 EQUIPMENT [ ]	<=

## 9 NUMBER

Number of aircraft in flight, if more than one. This figure is omitted if the flight is only a solo aircraft movement.

## TYPE OF AIRCRAFT

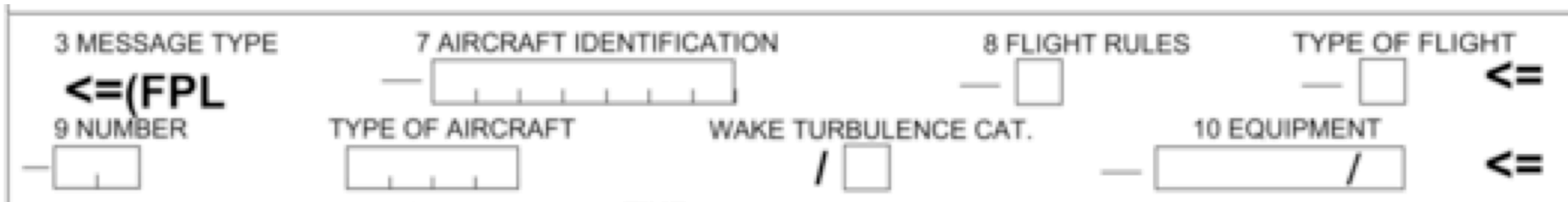
Type of aircraft, as specified in the latest ICAO Doc 8643, by the appropriate designator. A search for this designator code can be performed online at:

<http://www.icao.int/publications/DOC8643/Pages/Search.aspx>

If no designator exists for your aircraft, or there is more than one type of aircraft in your flight, enter “ZZZZ” here and specify number and type(s) in 18 OTHER INFORMATION preceded by “TYP/” tags.

## WAKE TURBULENCE CAT.

Wake turbulence category of aircraft as specified in ICAO Doc 8643 or based on weight and the following options: “L” for Light (< 7,000 kg), “M” for Medium (7,000 to 136,000 kg), “H” for Heavy (> 136,000 kg), and “J” for Jumbo (exceptionally heavy aircraft such as the Airbus A380-800).



## 10 EQUIPMENT

The ICAO 2012 amendment introduced extensive set of COM/NAV equipment codes. These changes and EuroFPL's ICAO 2012 Equipment Wizard are explained the eurocontrol guide for VFR Pilots

A pilot flying with Robin F-GTPT would file: OY/S

A VFR pilot with Cirrus F-GTCI would file: SDGY/S

S - Standard COM/NAV Setup

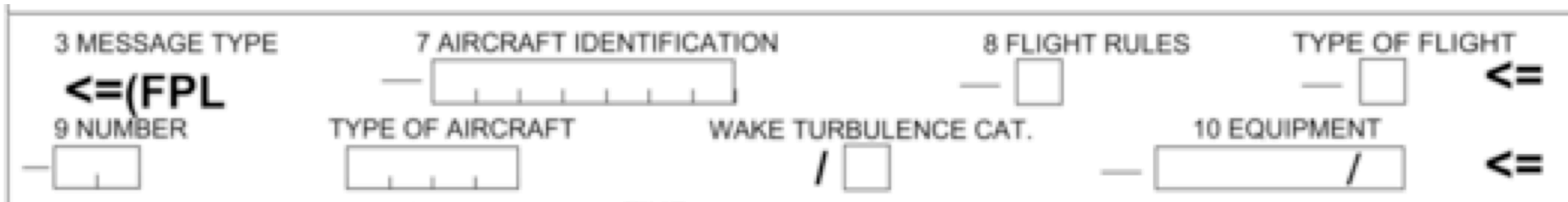
D - DME

G - GNSS (dual G430s)

VOR (O) - VHF Omnidirectional Radio Range

Y - Because the radio has 8.33 separation

/S for mode S.



## Available Equipment Codes

VHF RTF/VOR/ILS (S) - Standard COM/NAV Setup

GBAS (A) - Ground Based Augmentation System

LPV (APV/SBAS) (B) - Localizer Performance with Vertical Guidance (requires SBAS)

LORANC (C) - LORAN-C Radio Navigation

DME (D) - Distance Measurement Equipment

ACARS (Multiple) - Addressing and Reporting System

ADF (F) - Automatic Direction Finder

GNSS (G) - Global Navigation Satellite System GNSS augmentation "NAV/" data in Field 18 optional.

HF RTF (H) - HF Radiotelephone

INERTIAL NAV (I) - Aircraft Inertial Guidance

CPDLC (Multiple) - Controller-Pilot Data Link

MLS (K) - Microwave Landing System

ILS (L) - Instrument Landing System

ATC RTF SATCOM (Multiple) - Radiotelephone Satt.

VOR (O) - VHF Omnidirectional Radio Range

PBN (R) - Performance-Based Navigation (PBN requires corresponding "PBN/" data in Field 18.)

TACAN (T) - Tactical Air Navigation System

UHF RTF (U) - UHF Radiotelephone

VHF RTF (V) - VHF Radiotelephone

RVSM (W) - Reduced Vertical Separation Minimum

MNPS (X) - Minimum Navigation Performance Spec.

VHF 8.33 (Y) - 8.33 kHz Radio Channel Spacing

OTHER (Z) - Other Item(s) Not Listed Above<sup>13</sup>

# Route

A string of points (and connecting airways or DCTs where applicable) describing an ATS route or path of fixes no more than 30 minutes flying time or 200nm apart, including those points where a change of speed, level, track, or flight rules is planned.

Points can be listed by their coded designator (i.e. LN, MAY, HADDY), a 7 or 11-character representation of their coordinates (i.e. 46N078W, 4620N07805W), or a point relative to a reference point based on bearing and distance

**Example:** LTP/144/15 is a point over Voreppe near LFLS-SE - 2Nm outside the boundary of TMA15 of Lyon.

Visual Reporting points, coded as VPxxx are accepted in some countries

(works in UK. Have not tried this in France) For example: LFLS-SE is VP371

Change of speed and/or level is indicated by appending data formatted as in 15 CRUISING SPEED and LEVEL to a point, after a slash (i.e. MAY/N0305F180, 46N078W/M082F330).



Example route from LFLG to LFMH:

LFLG/275/8 LTP/143/8 LFLS/256/12 LFMH/110/10

(Caution: this route has NOT been tested with an actual VFR flight)

LFLS-SE = LTP/143/8, LFLS-W = LFLS/256/12, LFMH-SE=LFMH/110/10

Expressed with Visual Reporting points, this route would be

LFLS-SE = VP371 LFLS-W = VP372, LFMH-SE = VP382

It is not clear that French ATC knows the location of Visual Reporting points.

Possible alternative route to Saint Entienne:

LTP/144/14 EG WS LFMH/110/10 BO

# Flight Plan

**7. Identification de l'aéronef :** FGTPT

**8. Règles de vol :** V

**Type de vol :** G

**9. Nombre :** 01

**Type aéronef :** DR40

**Turbulence de sillage :** L

**10. Equipement :** OY / S

**13. Aérodrome de départ :** LFLG

**Date :** 0605

**Heure :** 1400

**15. Vitesse de croisière :** N0110

**Niveau :** VFR

**Route :** LFLG/275/8 LTP/143/8 LFLS/256/12 LFMH/110/10

**16. Destination :** LFMH

**Durée :** 0100

**Dégagement 1 :** LFLS

**Dégagement 2 :** Néant

**18. Renseignements divers :** RMK/0682810442

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**Autonomie :** 0400

**Pers. à bord :** 1

**Radio de secours :** ELBA

**Equipement de survie :** Néant

**Gilets de sauvetage :** Néant

**Canots :** Néant

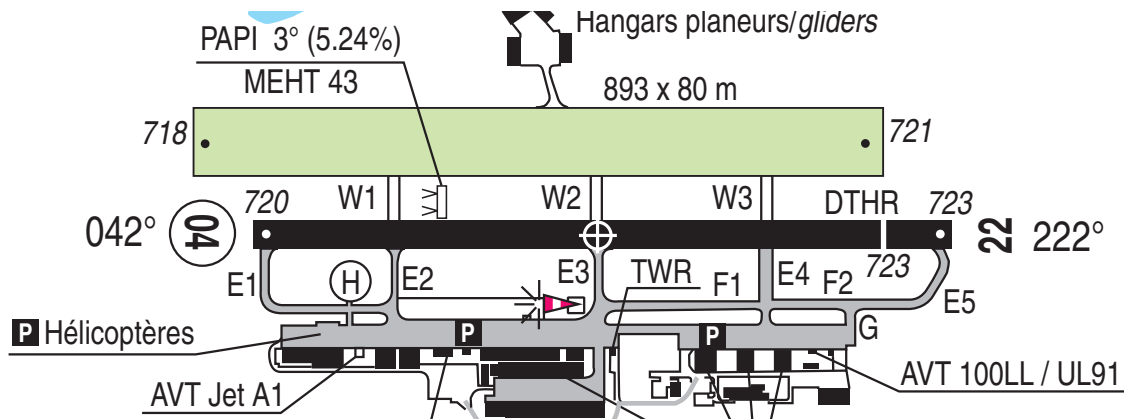
**Couleurs et marques de l'aéronef :** WHITE WITH BLUE TRIM

**Remarques :** N /

**Pilote commandant de bord :** C / CROWLEY



# Activating the Flight Plan



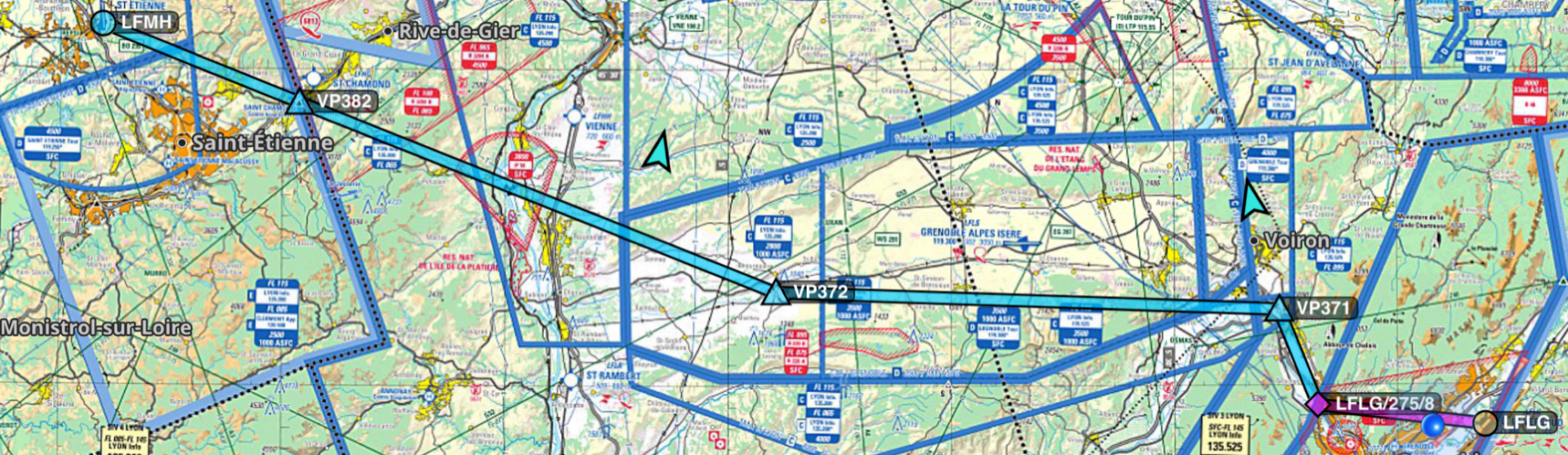
**ATIS:** Grenoble Le Versoud, Good evening Information Lima recorded at 1545UTC, Runway in use 22, Wind 230 degrees 10 knots, CAVOK, temperature 21, QNH 1015, inform Le Versoud on initial contact that you have received information Lima

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

**Ground:** Robin F-GTPT, Le Versoud Ground.

**Pilot:** Robin F-GTPT, with information Lima, on a VFR flight plan to Saint Etienne, ready to for startup

**Ground:** Robin F-PT, Roger, Standby



**Ground:** Robin F-PT, Le Versoud Ground. Ready to copy?

**Pilot:** Ready to copy, Robin F-PT

**Ground:** Robin F-GTPT, is cleared to LFMH as filed, Flight Level 65, Contact Lyon Info at 135.525, squawk 4505, Clearance void if not activated within in 5 minutes.

**Pilot:** Robin F-GTPT, is cleared to LFMH as filed, flight level 6500, Contact Lyon Info 135.525, squawk 4505, Clearance void if not activated in within 5 minutes.

**Ground:** Read back correct, call when ready to taxi.

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

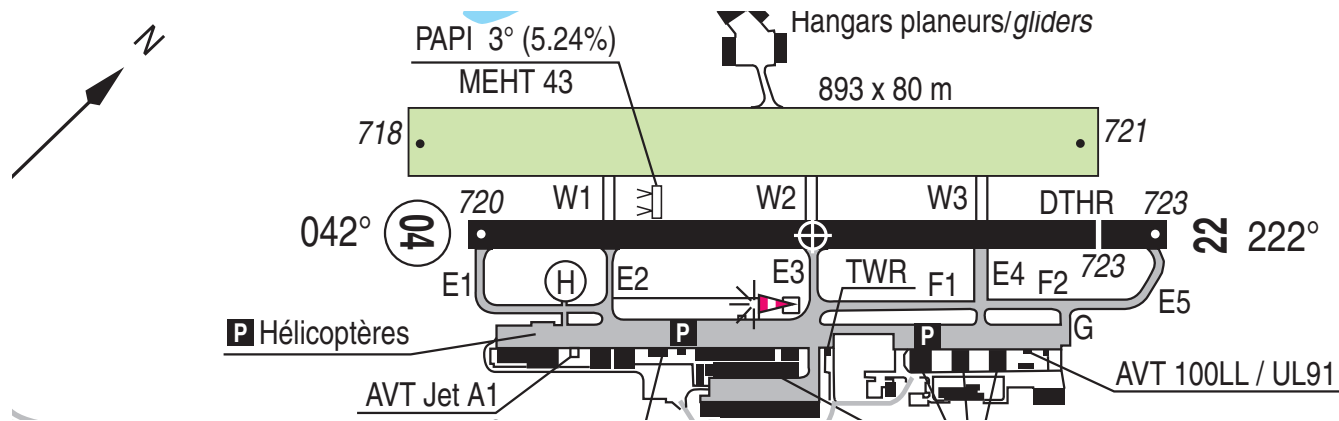
- |          |                 |                              |
|----------|-----------------|------------------------------|
| <b>C</b> | Clearance limit | F-GTPT is cleared to LFMH    |
| <b>R</b> | Route           | as filed                     |
| <b>A</b> | Altitude        | Flight Level 65              |
| <b>F</b> | Frequency       | Contact Lyon Info at 135.525 |
| <b>T</b> | Transponder     | Squawk 4505                  |

# Clearance Structure – CRAFT

<b>C</b>	Clearance limit	F-GTPT is cleared to LFMH
<b>R</b>	Route	as filed
<b>A</b>	Altitude	Flight Level 65
<b>F</b>	Frequency	Contact Lyon Info at 135.525
<b>T</b>	Transponder	Squawk 4505

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

# Departure from LFLG

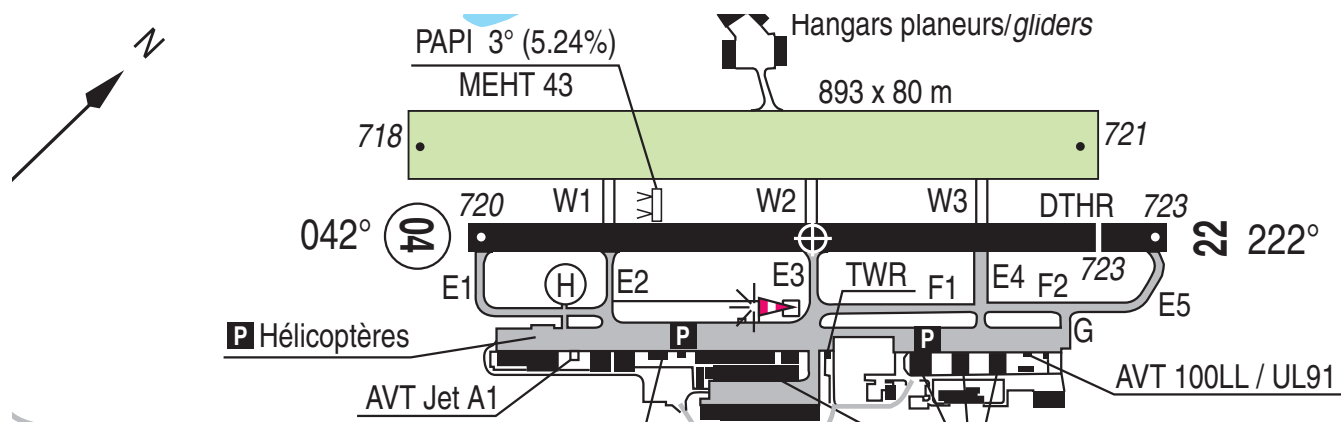


**Pilot:** Le Versoud Ground, Robin F-PT, with information LIMA, Ready to taxi to holding point E5 runway 22.

**Ground:** Robin F-PT Taxi to Holding Point E5 Runway 22 contact tower when ready on 121.0

**Pilot:** Taxiing to Holding Point E5 Runway 22, will contact tower when ready on 121.0, Robin F-PT

# Departure from LFLG



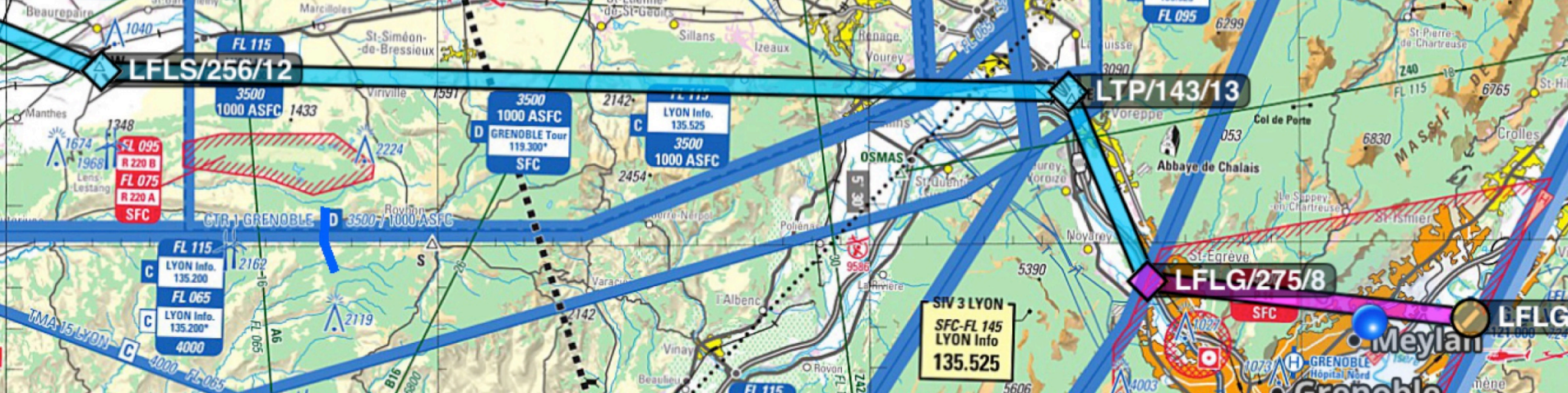
**Pilot:** Le Versoud Tower, Robin F-GTPT at Holding Point E5 Runway 22. Ready for Departure.

**Tower:** Robin F-PT wind 230 at 10, Cleared for takeoff, report leaving frequency,

**Pilot:** Robin F-PT Cleared for takeoff, report leaving frequency

**Pilot:** Robin F-PT Gieres 4000 climbing FL 65 to leave frequency, can you confirm that my flight plan is active?

**Tower:** Robin F-PT Flight plan activated at 10 past the hour, Contact Lyon Info when able on 135.525, have a good flight



- Pilot:** Lyon Info, Robin F-GTPT
- Info:** Robin F-GTPT, Lyon Info
- Pilot:** Robin F-GTPT, VFR flight plan from Le Versoud to Saint Etienne, Departing Grenoble, 4500 climbing Flight Level 65
- Info:** Robin F-PT, Radar contact, Proceed as filed
- Pilot:** Proceed as filed, Robin F-PT

# Unable to Comply with Clearance

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

If the clearance is different from your intended route or altitude, make sure you can follow it safely. If you cannot do so, you must advise the controller and explain why.

Depending on circumstances, it may be possible for the controller to amend the clearance or you may have to hold or route round.

Example:

**Pilot:** Lyon info, Robin F-PT unable remain in VMC at Flight Level 65, Request descent 4500.

**Tower:** Robin F-PT, descend 4500

**Pilot:** descending 4500 Robin F-PT

# Change to a Flight Plan

(from Nav Canada VFR Phraseology)

If you must make a change in the route, duration or destination to your flight plan, direct this change to the appropriate ATS unit as soon as practicable.

**Aircraft:** (FIC unit call sign) THIS IS (aircraft call sign)

**FIC:** (aircraft call sign)

**Aircraft:** (aircraft call sign) VFR FLIGHT PLAN FROM (point of origin) TO (destination) REQUEST CHANGE FLIGHT PLAN

**FIC:** ROGER (aircraft call sign)

**Aircraft:** (outline the change to be made) (aircraft call sign)

**FIC:** (repeat your change)

**Aircraft:** (aircraft call sign)/AFFIRM (aircraft call sign)



# Change to a Flight Plan

(from Nav Canada VFR Phraseology)

If you must make a change in the route, duration or destination to your flight plan, direct this change to the appropriate ATS unit as soon as practicable.

**Pilot:** Robin F-PT request change to my flight plan

**Info:** Robin F-PT, say request

**Pilot:** Request divert to Vienne for 20 minute stopover then continue from Vienne to Saint Etienne new ETA 1700 Zulu

**Info:** Robin F-PT, Divert to Vienne for 20 minute stopover then continue from Vienne to Saint Etienne new ETA 1700 Zulu, Contact this frequency on departure from Vienne

**Pilot:** Diverting to Vienne for 20 minute stopover, will contact this frequency on departure from Vienne, Robin F-PT

# VFR Position Reports

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

Position reports provide valuable situational awareness information for the controller and other pilots. In order to help the controller and other pilots on the frequency you should provide the following elements in the standard order.

(Aircraft call sign) (Position) (altitude)

Example:

**Pilot:** Lyon Info, Robin F-PT, approaching VP382, flight level 65.

**Info:** Robin F-PT, Contact Clermont Approach on 120.500

**Pilot:** Contact Contact Clermont Approach on 120.500 Robin F-PT

**Pilot:** Clermont Approach, Robin F-GTPT, VFR flight plan to Saint Etienne, VP382 (LFMH SE), Flight 65

**APR:** Robin F-PT, Descend 4500. Report Airfield in Sight.

**Pilot:** Descend 4500, Will Report Airfield in Sight. Robin F-PT

(If you have not yet done so, listen to the ATIS!)

# ATIS

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

If an ATIS is provided, you should listen early, write down the details and acknowledge receipt of the broadcast in the initial call, as shown in the following example. If the aerodrome does not have ATIS, the controller will transmit the aerodrome information which you should read back in the usual way.



# ATIS LFMH

**ATIS:** This is Saint Etienne information at 1323, Runway in use 35, Surface condition 6, Wind 270 degrees 5 knots, Visibility 10 Kilometers, Light Rain, Cumulonimbus, Temperature 18, Dewpoint 8, QNH 1017, On first contact confirm information Hotel received

(Runway Condition 6 = Dry)



# Runway Condition Assessment Matrix

RUNWAY CONDITION ASSESSMENT MATRIX (RCAM)			
Assessment criteria		Downgrade assessment criteria	
Runway condition code	Runway surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
6	<ul style="list-style-type: none"> <li>• DRY</li> </ul>	---	---
5	<ul style="list-style-type: none"> <li>• WET (the runway surface is covered by any visible dampness or water up to and including 3 mm depth)</li> </ul>	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4		Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	<ul style="list-style-type: none"> <li>• WET ("slippery wet" runway)</li> </ul>	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	<p><b>More than 3 mm depth of water:</b></p> <ul style="list-style-type: none"> <li>• STANDING WATER</li> </ul>	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1		Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0		Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

# VFR Position Reports

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

Position reports provide valuable situational awareness information for the controller and other pilots. In order to help the controller and other pilots on the frequency you should provide the following elements in the standard order.

(Aircraft call sign) (Position) (altitude)

Example:

**Pilot:** Clermont Approach, Saint Etienne Airfield in sight, Robin F-PT

**Info:** Robin F-PT, Descend 2500, Contact Saint Etienne Tower on 119.250

**Pilot:** Descend 2500, Contact Contact Saint Etienne Tower on 119.250  
Robin F-PT

# Arrival

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

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

## Example:

**Pilot:** Saint Etienne Tower, Robin F-GTPT with information Hotel, VFR flight plan to Saint Etienne, 4 miles south east of the airfield, 4500

**Tower:** Robin F-PT, report downwind runway 35.

**Pilot** Will report downwind runway 35, F-PT

# 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:

**Pilot:** Downwind Runway 35, Robin F-PT

**Tower:** Robin F-PT, number 1, Cleared to land runway 35

**Pilot:** Cleared to land runway 35, Robin F-PT



# Closing a Flight Plan

If you are landing at an aerodrome in another country, or at an aerodrome which was not your planned destination, you **must** close the flight plan to avoid unnecessary search and rescue activity. If you land at an aerodrome with an ATS unit, it is wise to confirm they have closed your flight plan. You may do this by radio just before landing (as shown below) or by telephone after landing.

## **Example:**

**Pilot:** Saint Etienne Tower, Can you confirm flight plan is closed, Robin F-PT

**Tower:** Robin F-PT. Flight plan closed at 05 past the hour

**Pilot:** Roger, Robin F-PT

# Emergency Communications

Pilots should seek assistance whenever there is any doubt about the safety of a flight. An early call may prevent serious problems later.

The word 'MAYDAY' identifies a distress message transmitted because there is serious and/or imminent danger which requires immediate assistance. The words 'PAN PAN' identify an urgency message, concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but not requiring immediate assistance.

Pilots should stop using any frequency on which distress or urgency messages are being transmitted, until the emergency has been terminated.

# Emergency Communications

To help controllers to give maximum assistance, the emergency message should contain as much of the following information as possible, ideally in the order given. However you may need to change the phraseology to fit your specific needs and the time available.

Emergency messages should the following information:

- a) 'MAYDAY / MAYDAY / MAYDAY' or 'PAN PAN / PAN PAN / PAN PAN'
- b) Name of the station addressed
- c) Callsign of the aircraft
- d) Nature of the emergency
- e) Intention of the person in command
- f) Position (present or last known), level and heading of the aircraft
- g) Any other useful information

# MAYDAY

To be used when the aircraft is threatened by serious and/or imminent danger and requires immediate assistance. Mayday signifies a distress situation.

**Aircraft:** MAYDAY MAYDAY MAYDAY (aircraft call sign) (situation/location/request/intentions) (number of persons on board) (fuel/endurance)

**Pilot:** Mayday mayday mayday, Robin F-GTPT, engine failure, landing in field two miles southeast of Vienne, two persons on board, mayday mayday mayday.

Once you are safely on the ground, if able, contact the ATS unit to update them on your situation.

# PAN PAN

To be used when there is concern for the safety of an aircraft, vehicle or person on board or within sight, and does not require immediate assistance. Pan Pan signifies an urgency message.

**Aircraft:** PAN PAN PAN PAN PAN PAN (aircraft call sign) (situation/location/request/intentions) (number of persons on board) (fuel/endurance)

Pan pan, pan pan, pan pan, Grenoble Isere, F-GTPT, passenger aboard in medical distress, request immediate landing runway 09, two persons on board, endurance 3 hours

# Fuel Emergency

A fuel emergency should be declared when the aircraft must land at the nearest safe aerodrome (not necessarily destination aerodrome) and will do so with less than minimum fuel.

**Aircraft:** MAYDAY MAYDAY MAYDAY FUEL (ATS unit call sign if applicable)  
(aircraft call sign)

Mayday Mayday Mayday fuel, Grenoble Isere, Robin F-GTPT, fuel emergency,  
Mayday Mayday Mayday fuel

# Minimum Fuel

This call alerts ATC that you do not have enough fuel to divert to another airport or enter an orbit, extended downwind, etc. You must land at the destination airport in order to maintain minimum fuel reserve. Similar to a Pan Pan, if a pilot notifies ATC of having minimum fuel, it is not an emergency.

**Aircraft:** (ATC unit call) (aircraft call sign) MINIMUM FUEL

**Pilot:** Saint Etienne, Robin F-GTPT, minimum fuel

# 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	Departure, Arrival and Flying the pattern
5 May	<b>Flight Plans, Position Reporting, Arrival, Emergencies</b>
12 May	Radio Practice for Team Flights, war stories
19 May	FCL 055 VFR practice Exam

\*Jim in Texas



## Homework for 12 May (final session)



Prepare the flight plan and write out the complete dialog for opening the flight plan, taxi clearance, departure, enroute and arrival for your flight. Send me a copy for use in our next lesson. Each team will read their dialog at our next session. If time permits we will also trade war stories of inflight incidents and emergencies.