



Aéro Club Dauphiné  
**Aviation English Master Class**  
Session 2

James Crowley  
and the ACD FCL055 team

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

# Session Planning (\*aspirational\*)



9 November	The FCL055 Rating, Course structure, Presentation of Participants, Information Resources, Sample Practice Flight
<b>16 November</b>	<b>Flight Crews, VFR Phraseology, ATIS Structure, Sample Flight Briefing</b>
23 November	Flight Plan Briefings, Weather Terminology, Sample Briefing
30 November	Weather Briefings, Airfield terminology, Taxi and Departure Phraseology
07 December	Airfield Briefings, Taxi and Departure Practice, Pattern Reporting Phraseology
14 December	Pattern Practice, Air spaces and airways, Enroute Phraseology
21 December	EnRoute Briefings, Enroute Phraseology Practice, Inflight Emergencies
28 December	?
04 January	Inflight Emergency Practice, ATIS practice, Arrival and Approach
11 January	Arrival Briefings, Landing, Refueling and Taxi to Parking.
18 January	Class Debriefings, FCL 055 VFR test preparation.

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# Aviation English Master Class



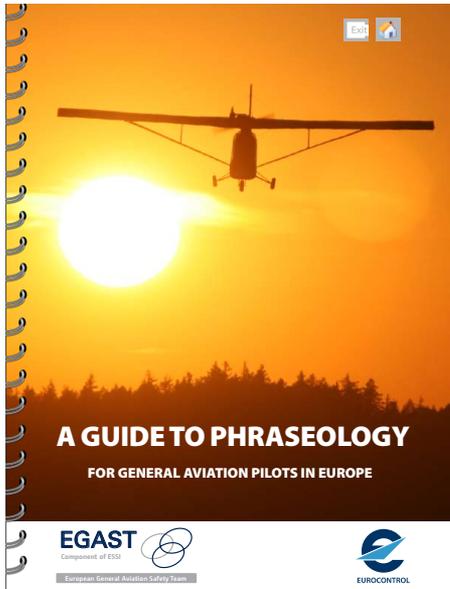
- Formation of Flight Teams
- VFR Phraseology
- Automated Terminal Information Systems
- Sample Flight Briefing for next week

# ACD MasterClass Flight Crews

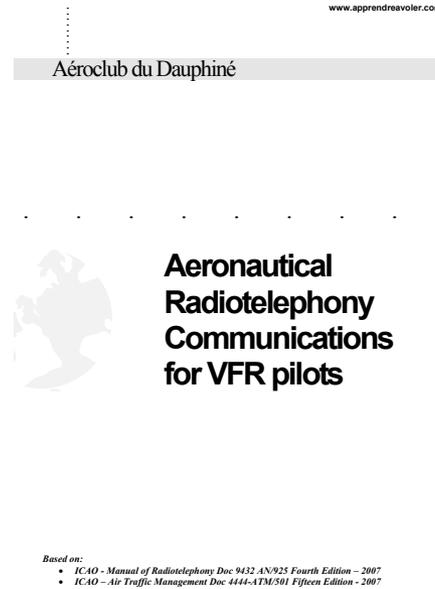


Crew	Names	Aircraft	Type	Departure	Destination
1	Gabriel Faivre, Jean-Laurent Philippe	F-HGPC	DR455	LFLG	LIMZ
2	Frank Minair, Christian Charrier Johan Malaquin	F-HCEN	DR435	LFAC	EGSU
3	Francois Zanier, Frederic Dumas	F-GNXT	DR455	LFLS	LSZA
4	Jean-Louis Monin, Roman Dieuguillot	F-GSRE	DR460	LFLS	LSGL
5	Thomas Calmant, François-Karim Laben	F-HBFO	DR435	LFLS	LSGE
6	Jean-Yves Larnaudie, Alejandro López	F-HGPC	DR455	LFLS	LIPZ
7	Augustin Chatain, Anouche Richalet, Maxime Pelissier				
8	Sebastien Roy, Alexis Mermet	F-HGPC	DR455	LFLG	LIMZ
9	Sebastien Monges, Simon Lang	F-HGPC	DR455	LELL	LFLG

# Sources for VFR Phraseology



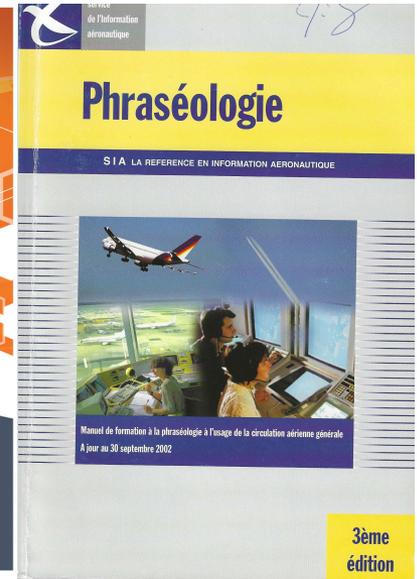
Eurocontrol  
A Guide to Phraseology



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
<del>AFFIRMATIVE</del>	Yes <b>Use AFFIRM not AFFIRMATIVE</b>
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
<del>OVER</del>	End of transmission, requires response <b>WWII Aviation Movie Lingo?</b>
READ BACK	Repeat all, or specified part of message back
<del>ROGER</del>	<b>Avoid: WWII Aviation Movie Lingo</b> )
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
<del>WILCO</del>	<b>Avoid: WWII Aviation Movie Lingo</b>
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

# Aeronautical Radiotelephony Communications

(<http://www.apprendreavoler.fr/phraseo/Files/Other/phraseoEngV1.4.pdf>)

All numbers, except as specified above, shall be transmitted by pronouncing each digit separately

<b>aircraft call signs</b> AF 238 Olympic 242	transmitted as Air France two three eight Olympic two four two
<b>flight levels</b> FL 180 FL 200	transmitted as flight level one eight zero flight level two zero zero
<b>Headings</b> 100 degrees 080 degrees	transmitted as heading one zero zero heading zero eight zero
<b>wind direction and speed</b> 200 degrees 25 knots  160 degrees 18 knots gusting 30 knots	transmitted as wind two zero zero degrees two five knots  wind one six zero degrees one eight knots gusting three zero knots
<b>transponder codes</b> 2400 4203	transmitted as squawk two four zero zero squawk four two zero three
<b>Runway</b> 27 30 09	transmitted as runway two seven runway three zero runway zero niner
<b>altimeter setting</b> 1010 1000	transmitted as QNH one zero one zero QNH one zero zero zero

# Aeronautical Radiotelephony Communications

FREQUENCIES: All six digits... should be used..., except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits should be used.

Channel	Transmitted as
<b>118.000</b>	ONE ONE EIGHT DECIMAL ZERO
<b>118.005</b>	ONE ONE EIGHT DECIMAL ZERO ZERO FIVE
<b>118.010</b>	ONE ONE EIGHT DECIMAL ZERO ONE ZERO
<b>118.025</b>	ONE ONE EIGHT DECIMAL ZERO TWO FIVE
<b>118.050</b>	ONE ONE EIGHT DECIMAL ZERO FIVE ZERO
<b>118.100</b>	ONE ONE EIGHT DECIMAL ONE

Time: only the minutes of the hour should be required.

Each digit should be pronounced separately.

The hour should be included [only] when [there is] possibility of confusion.

<b>09:20</b>	TOO ZERO or ZERO NINER TOO ZERO
<b>16:43</b>	FOUR THREE or ONE SIX FOUR THREE

# Aeronautical Radiotelephony Communications

(<http://www.apprendreavoler.fr/phraseo/Files/Other/phraseoEngV1.4.pdf>)

... numbers ....[for]....altitude, cloud height, visibility and runway visual range (RVR) , which contain whole hundreds and whole thousands, shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word HUNDRED or THOUSAND as appropriate.

Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word THOUSAND followed by the number of hundreds followed by the word HUNDRED.

<b>Altitude</b> 800	transmitted as eight hundred
3 400 12 000	three thousand four hundred one two thousand
<b>cloud height</b> 2 200 4 300	transmitted as two thousand two hundred four thousand three hundred
<b>Visibility</b> 1 000 700	transmitted as visibility one thousand visibility seven hundred
<b>runway visual range</b> 600 1 700	transmitted as RVR six hundred RVR one thousand seven hundred

# Automatic Terminal Information Service

## **ATIS (ICAO)**

Airfield, identifier, Time (UTC), [Approach], Runway in use, Runway Condition, [Significant NOTAMS], Wind speed and direction, Visibility, Cloud cover, Temperature, Dew point, QNH, QFE, Inform [Airfield] [Station] on first contact that you have information [Identifier]

## **ATIS (FAA)**

Airfield, identifier, Time (UTC), Wind speed and direction, Visibility, Cloud cover, Temperature, Dew point, QNH, QFE, [Approach], [Density Altitude], Advise on initial contact that you have information [Identifier]

## **AWOS (Automated Weather Observing System)**

An automated airport weather system that provides continuous, real time information and reports on airport weather conditions. Depending on the configuration, AWOS measure a combination of the following parameters: Barometric pressure, Wind speed and wind gusts (in knots), Temperature and dew point (in degrees Celsius), Visibility and variable visibility, Sky condition, cloud ceiling height, Precipitation type, Runway surface conditions

# European ATIS examples:



LFLG-ATIS-I-19mar2022



LFLS-ATIS-G-20mar2022



LFBD-ATIS-I-19mar2022



ATIS EDSB Baden KILO



EGJJ-ATIS-F-Jersey-19mar2022



ATIS Cambridge CHARLIE



# Assignment for 23 Nov 2023

## Preflight Briefings



Each Team: Prepare to give a preflight briefing for your practice flight composed of:

- 1) Aircraft: Type, Call Sign, Performance.
- 2) Flight Plan: Departure, Destination, Airspace, Alternates, Route, Fuel
- 3) Fun facts about the destination

# Assignment for 23 Nov 2023

## Preflight Briefings



Example:

Team 0: Jim Crowley

Trip: KSAT to KHDO with SR20 N-689PG

# SR20 N689 PG



# SR20 N689 PG

2008 Cirrus SR20 (G3)

Serial Number 1889

Engine: Continental IO-360-ES (200 hp)

Avidyne Entegra Avionics

Dual GNS 430 GPS/NAV/COM WAAS receivers

STEC 55X Autopilot with Flight Director,

GTX 327 Transponder, GDL-88 ADSB-IN/OUT,

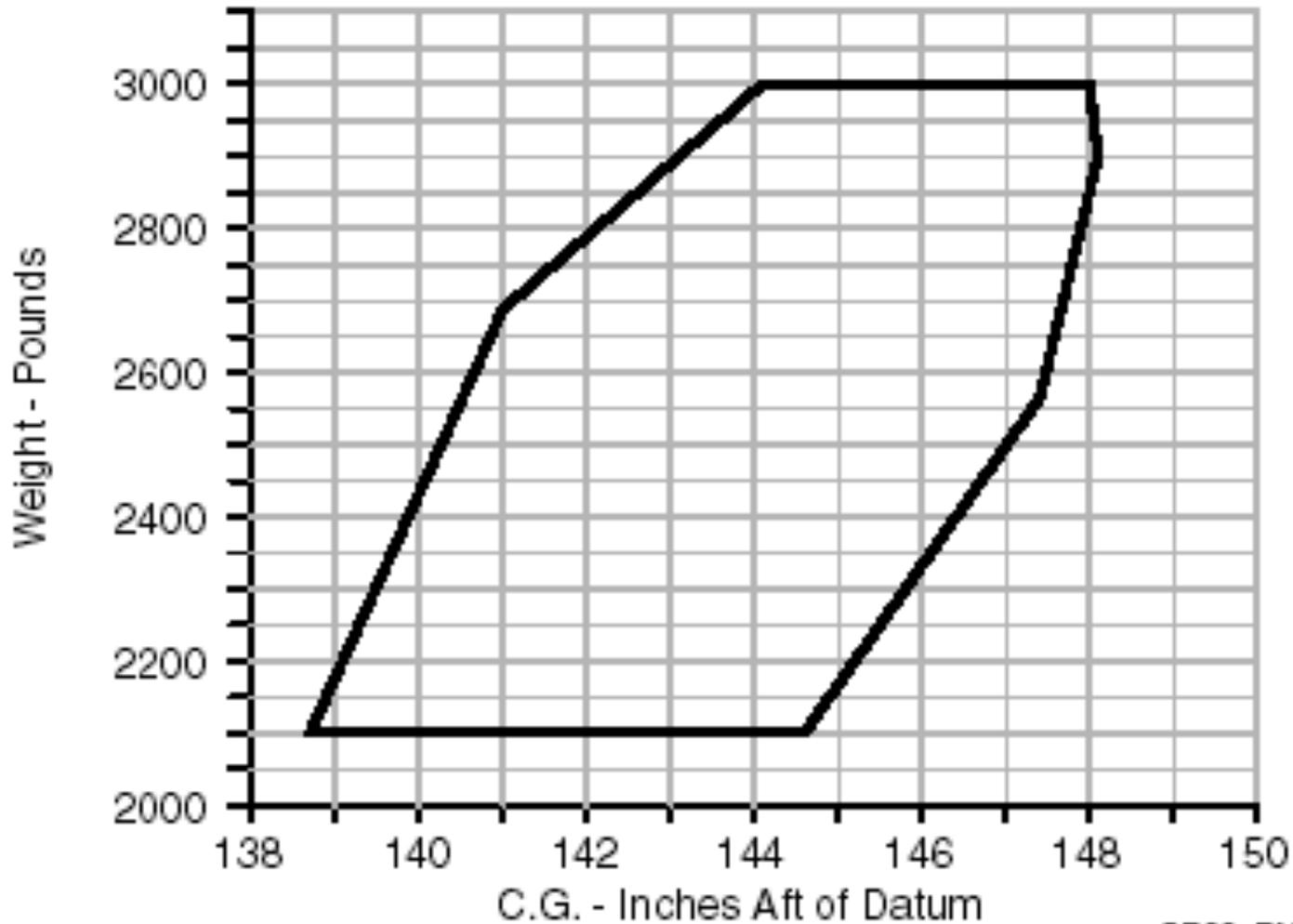
Skywatch Active Traffic System, Stormscope, XM

Weather



Texas Skies Aviation  
Boerne Stage Field (5C1)

# Weight and Balance



# Airspeeds



Airspeed	Knots	
Vs0	56	
Vs1	65	
Vr	67	
Vx	81	
Vapp	80	
Vgvideo	87	at 2500 lbs
Vy	96	
Vgslide1	96	at 3000 lbs
VCrusieclimb	105	
Vao	111	at 3000 lbs
Vfe0	100	Flaps 100%
Vfe0	120	flaps 50%
Va1	131	at 2200 lbs
Vpd	135	
Vno	165	
Vne	200	

Tkof	POH/CKLST
Flaps 50%	
Vr	67
Vx	91
Flaps up	
Vy	95
Cruise Climb	105

Landing	CheckList
Circ	85
Flaps 50	
App	80
Flaps 100	
App	75
Gear Up	Vsi >0
Vso	56



# KSAT

Tap to view 20 NOTAMS

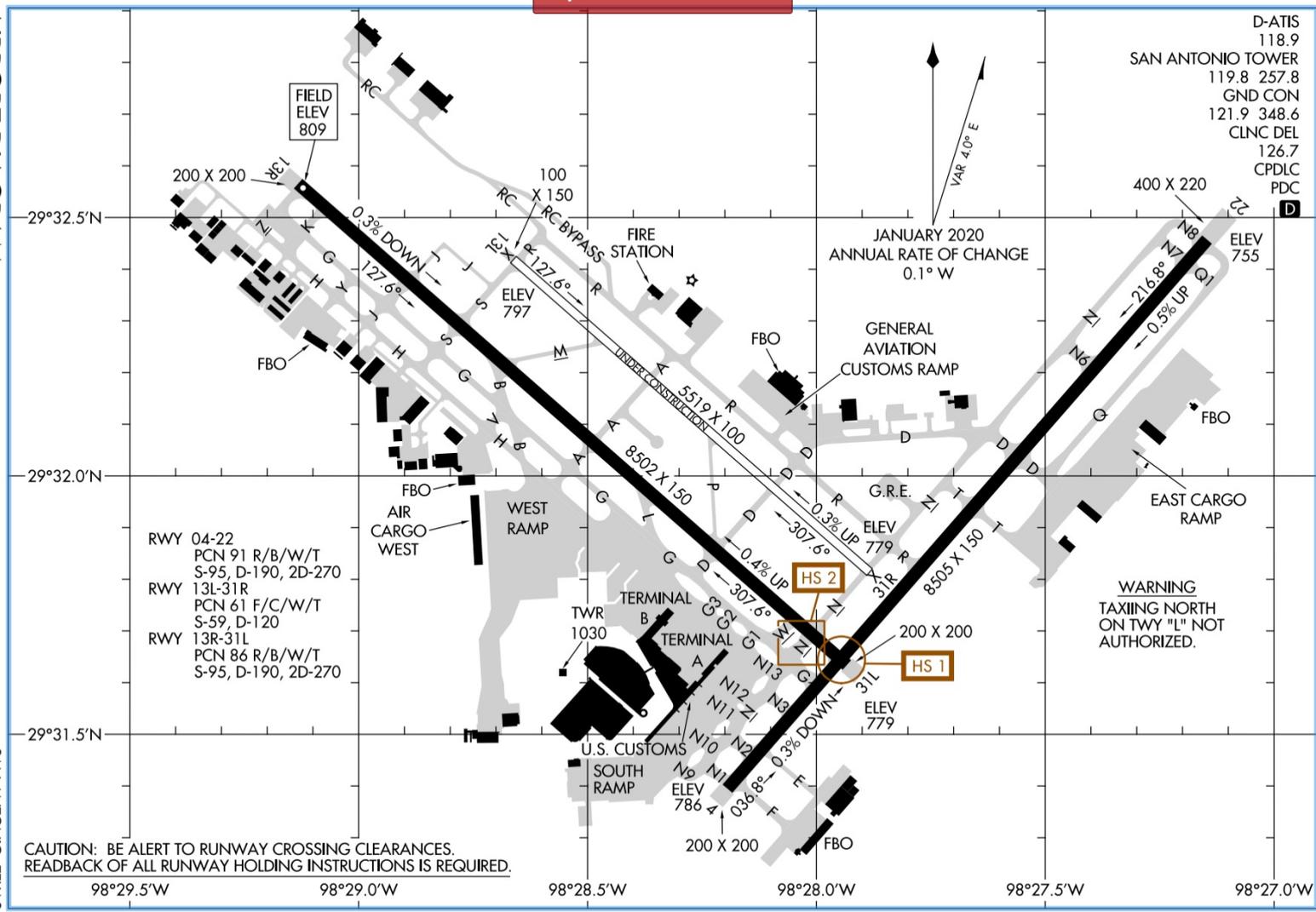
AIRPORT DIAGRAM  
22027

SAN ANTONIO INTL (SAT)  
SAN ANTONIO, TEXAS

22027  
AIRPORT DIAGRAM

AL-369 (FAA)

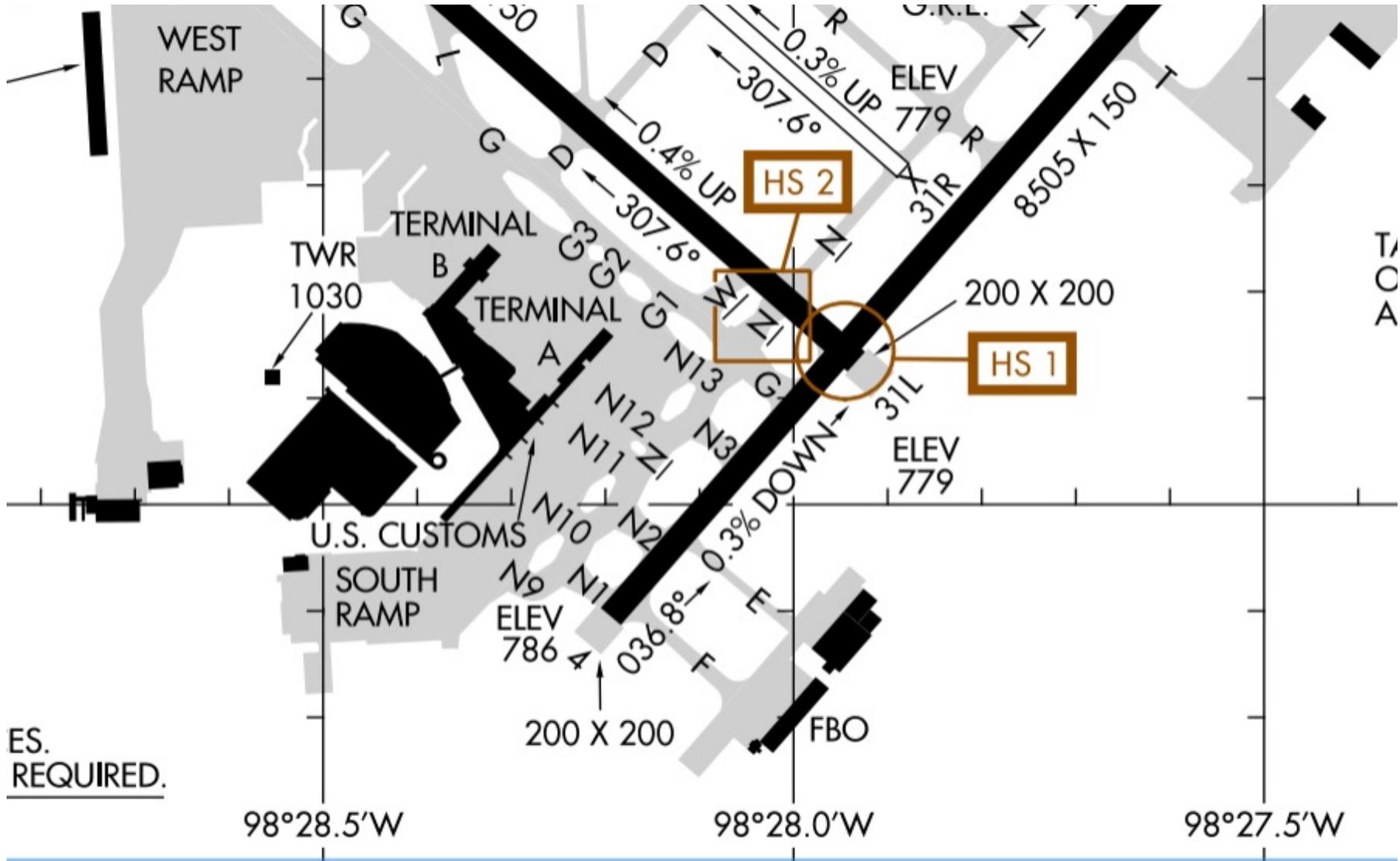
SAN ANTONIO INTL (SAT)  
SAN ANTONIO, TEXAS

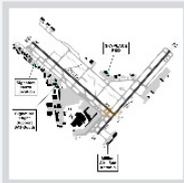


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

24 FEB 2022 to 24 MAR 2022

# KSAT





# KSAT: San Antonio Internati...

San Antonio, Texas, US

29°32'02"N/98°28'09"W

Sunrise, set: 07:32, 19:47 GMT-5



3D View

Taxiways

Nearby

Comments

FBOs

Flight category	<b>VFR</b>	ATIS	<b>118.9</b>
Elevation	<b>809' MSL</b>	Clearance	<b>126.7</b>
Circuit altitude	<b>1,809' MSL (est.)</b>	Ground	<b>121.9</b>
Fuel	<b>Jet A+, Jet A, 100LL</b>	Tower	<b>119.8</b>
Procedures	<b>ILS, GPS, LOC, RN...</b>	Appr, Dep	<b>Multiple</b>

Frequencies

Weather

Runways

Procedures

NOTAMs

Services

A/FD

More

Two runways closed by NOTAM >

Approach >

San Antonio Approach  
141° - 270°

118.05

Clearance >

San Antonio Approach

121.375

Common >

San Antonio Approach  
360° - 090°

124.45

Departure >

San Antonio Approach  
271° - 359°  
Initial Contact

125.1

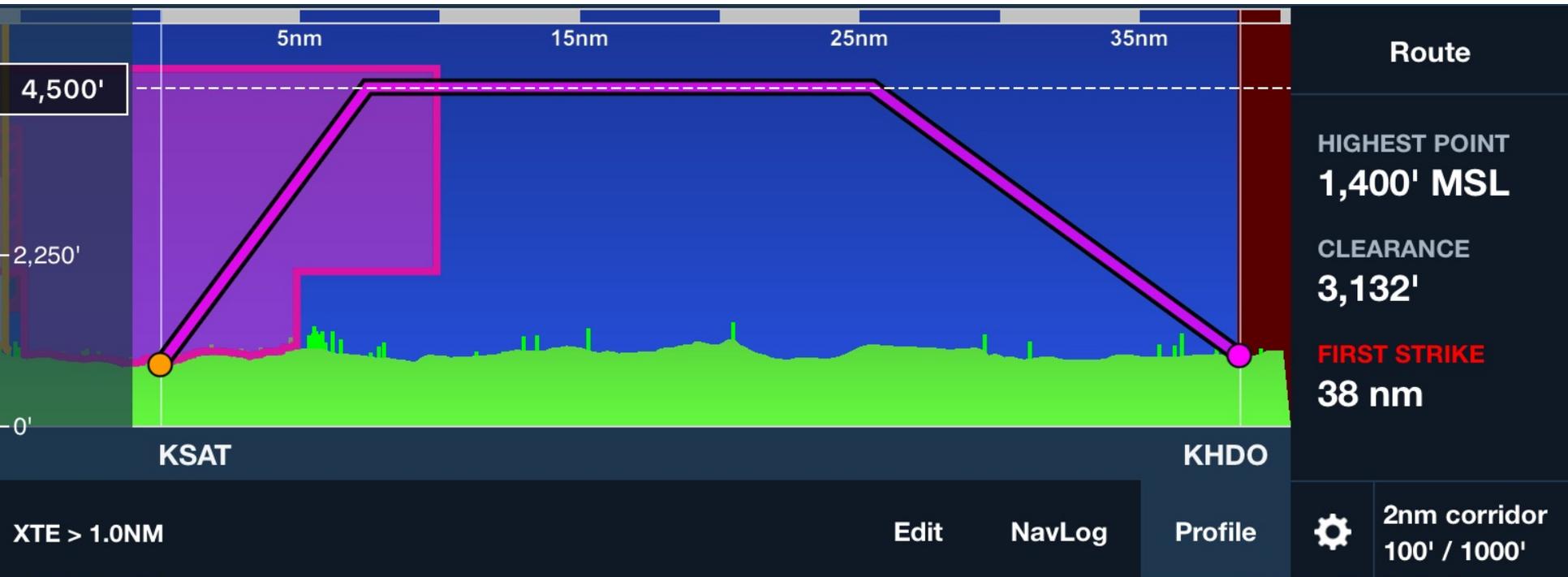
Emergency >

Flight Service >

San Antonio Approach  
091° - 140°

128.05

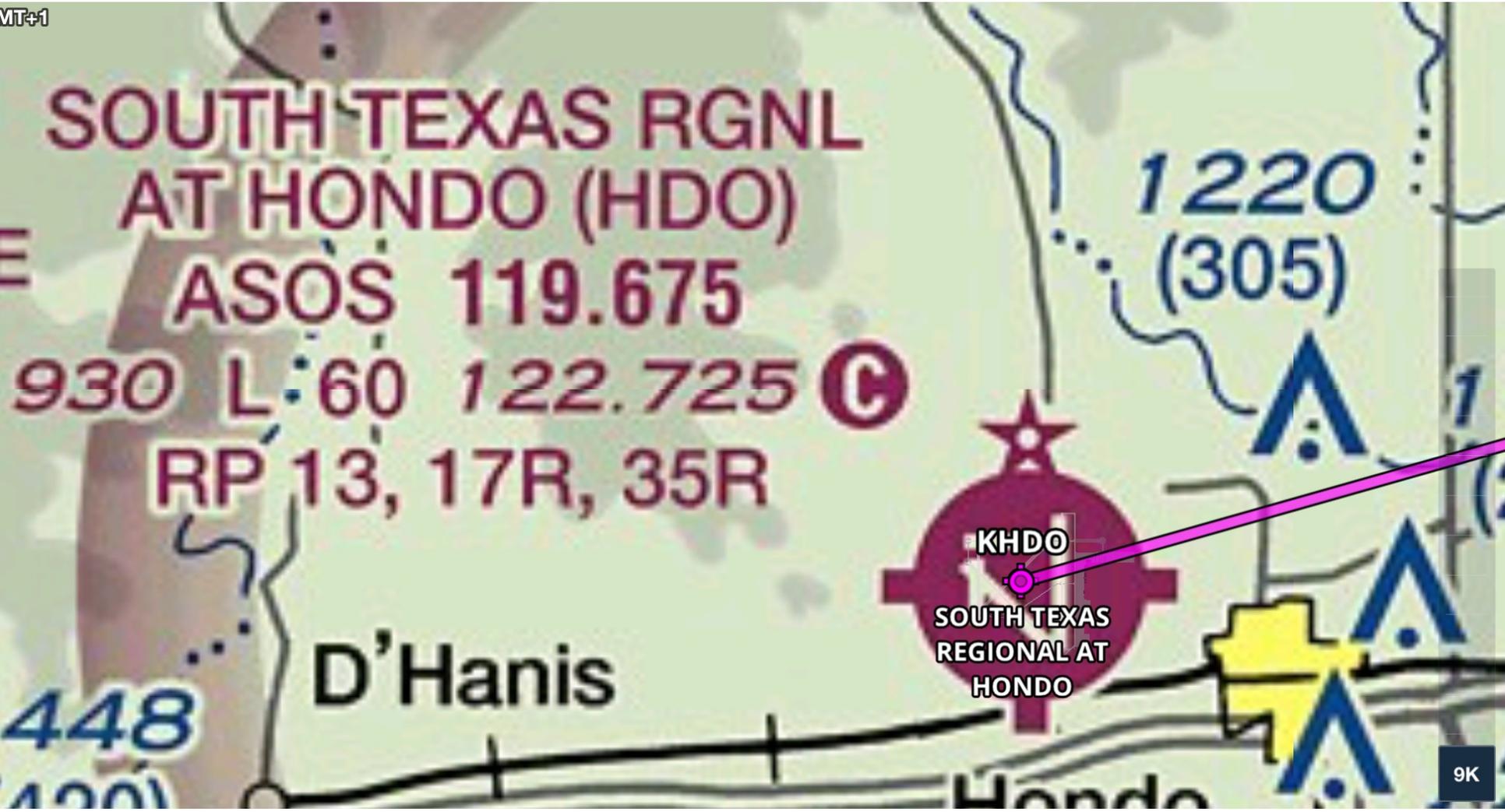
# KSAT – KHDO (4500 ft)



KSAT -> KHDO 259° M 39 Nm 5.3g 0h20m  
at 4500ft expect 4kts Headwind

# KHDO

MT+1



**KHDO**

Apt Elev **930'**  
N29 21.5 W099 10.7

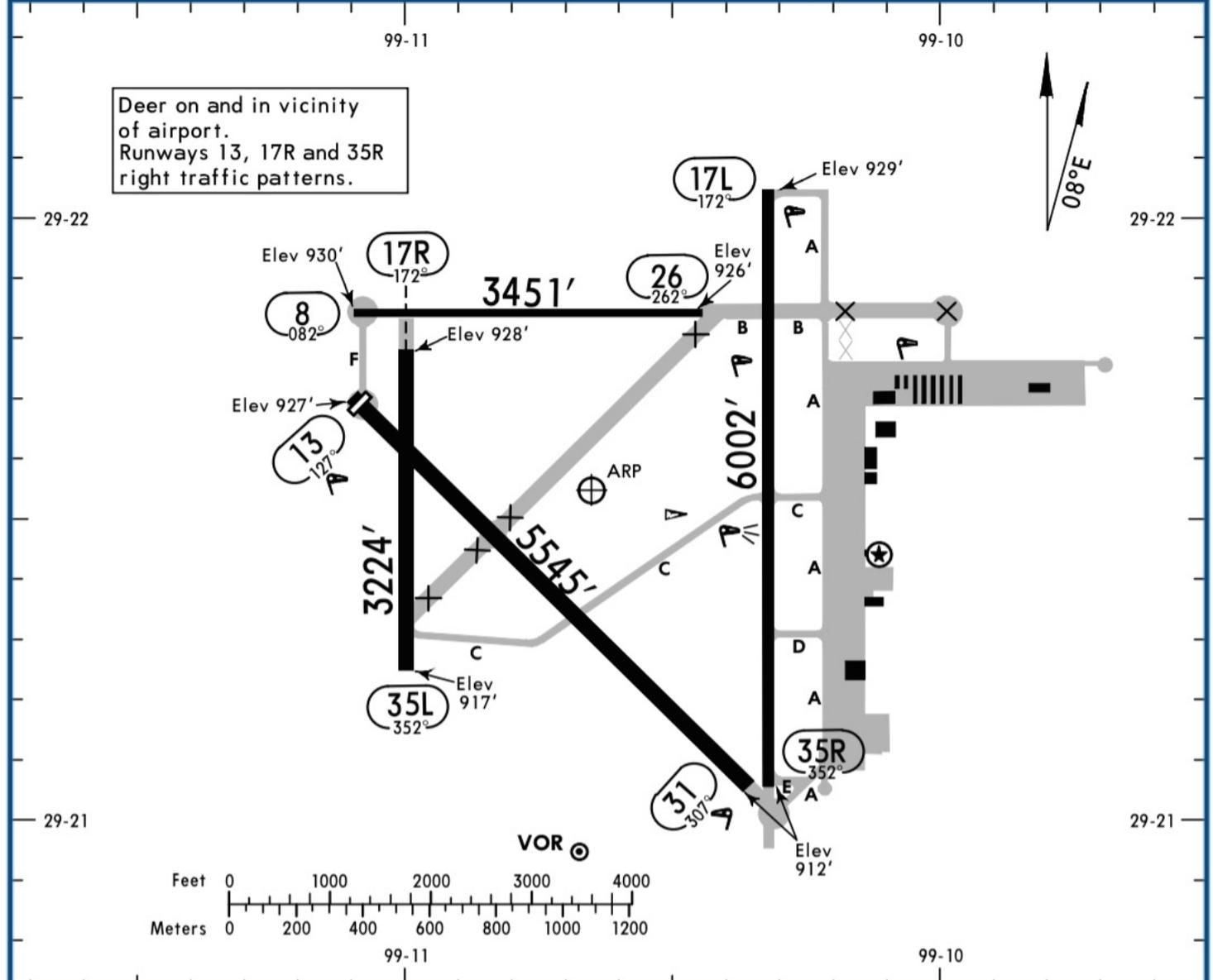
**JEPPesen**

16 APR 21  
Eff 22 Apr (10-9)

**HONDO, TEXAS**  
SOUTH TEXAS REGL AT HONDO

ASOS <b>119.675</b>	HONDO MUN UNICOM CTAF <b>122.725</b>	HOUSTON Center (R) <b>134.95</b>
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Deer on and in vicinity of airport.  
Runways 13, 17R and 35R right traffic patterns.





Bill and his Grumman AA-5 N26160 on the apron at KHDO

# Sample: LFHE-LFMD with F-HGPC

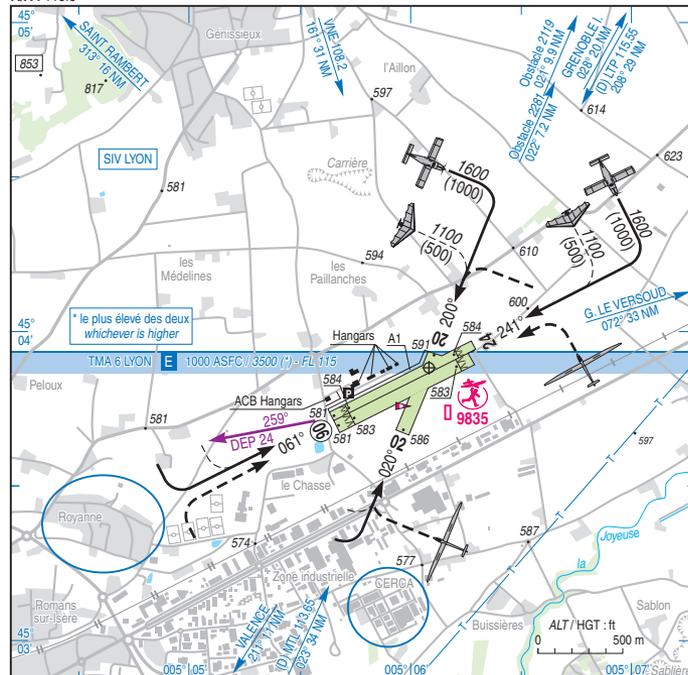
## ATERRISSAGE A VUE Visual landing

Ouvert à la CAP  
Public air traffic  
15 AUG 19

ROMANS SAINT PAUL  
AD 2 LFHE ATT 01

	<b>ALT AD : 595 (21 hPa)</b> LAT : 45 03 53 N LONG : 005 06 05 E	<b>LFHE</b> VAR : 1° E (15)
--	--	--------------------------------

APP : NIL  
TWR : NIL  
AIA : 118.8



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
06L 24R	061 241	940 x 50	Non revêtue Unpaved	-	940 940	940 940	820 805
06R 24L	061 241	890 x 80	Non revêtue Unpaved	-	890 890	890 890	770 751
02	020	500 x 80	Non revêtue Unpaved	-	-	-	500

Aides lumineuses : NIL

Lighting aids : NIL

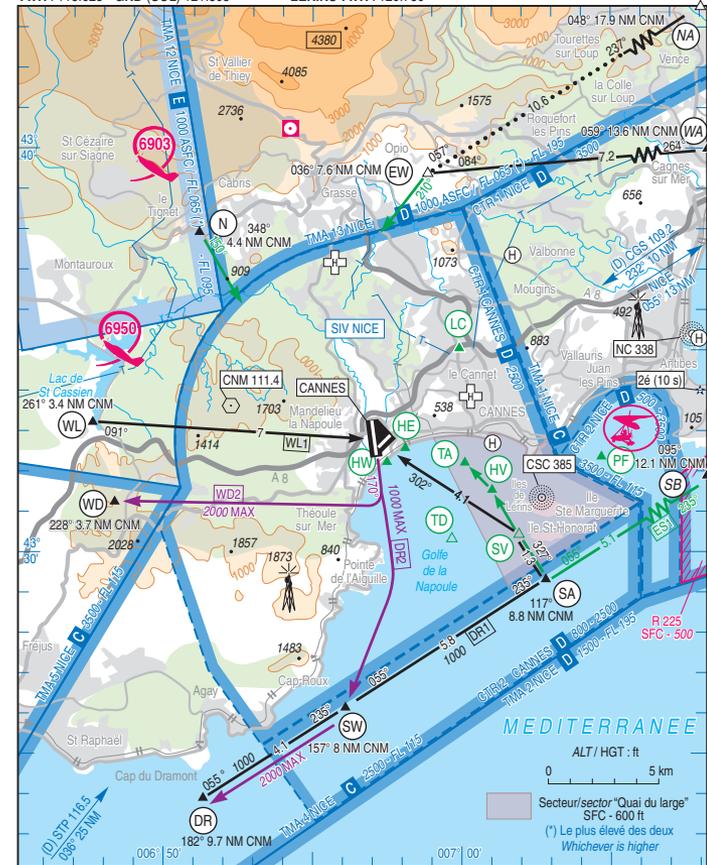
## APPROCHE A VUE Visual approach

Ouvert à la CAP  
Public air traffic  
25 MAR 21

CANNES MANDELIEU  
AD 2 LFMD APP 01

	<b>ALT AD : 14 (1 hPa)</b> LAT : 43 32 47 N LONG : 006 57 15 E	<b>LFMD</b> VAR : 2° E (20)
--	--	--------------------------------

ATIS : 130.480 ☎ 04 92 19 94 92 VDF  
APP : NICE Approch/Approach 120.655 (1)  
(1) au dessus de 2500 ft sur instruction ATC seulement / above 2500 ft, on ATC instruction only. LOC/DME 110.35  
TWR : 118.625 - GND (SOL) 121.805 LERINS TWR : 120.780



SERVICE  
DE L'INFORMATION  
AERONAUTIQUE

AMDT 04/21 CHG : VAR, orientations, TEL ATIS, FREQ LERINS TWR.

© SIA

# LFHE-LFMD with F-HGPC

DR401-155CDI



Glass cockpit

Garmin GTN650 (MFD)  
Aspen EFD1000 (PFD)  
SAM MD302 (Backup)

Electric Flaps  
Electric Trim

# LFHE-LFMD with F-HGPC

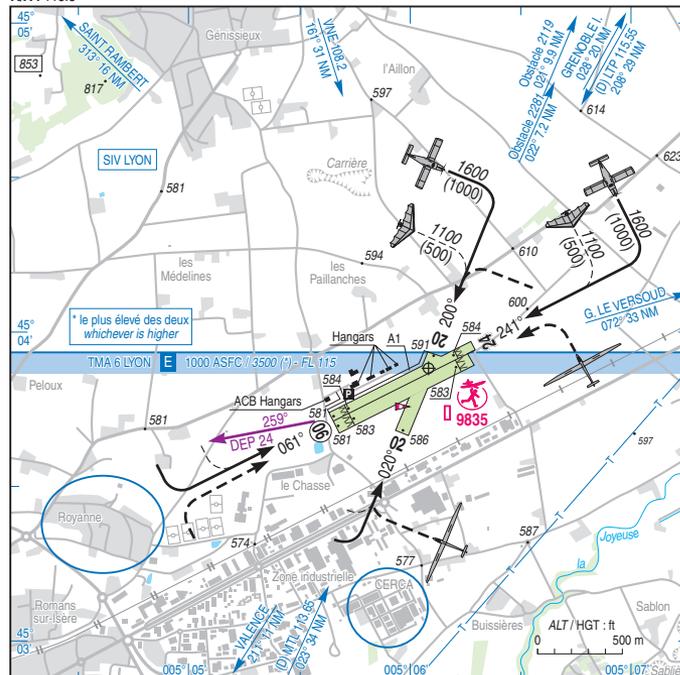
**ATTERRISSAGE A VUE**  
Visual landing

Ouvert à la CAP  
Public air traffic  
15 AUG 19

**ROMANS SAINT PAUL**  
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	<b>ALT AD : 595 (21 hPa)</b> LAT : 45 03 53 N LONG : 005 06 05 E	<b>LFHE</b> VAR : 1° E (15)
--	--	--------------------------------

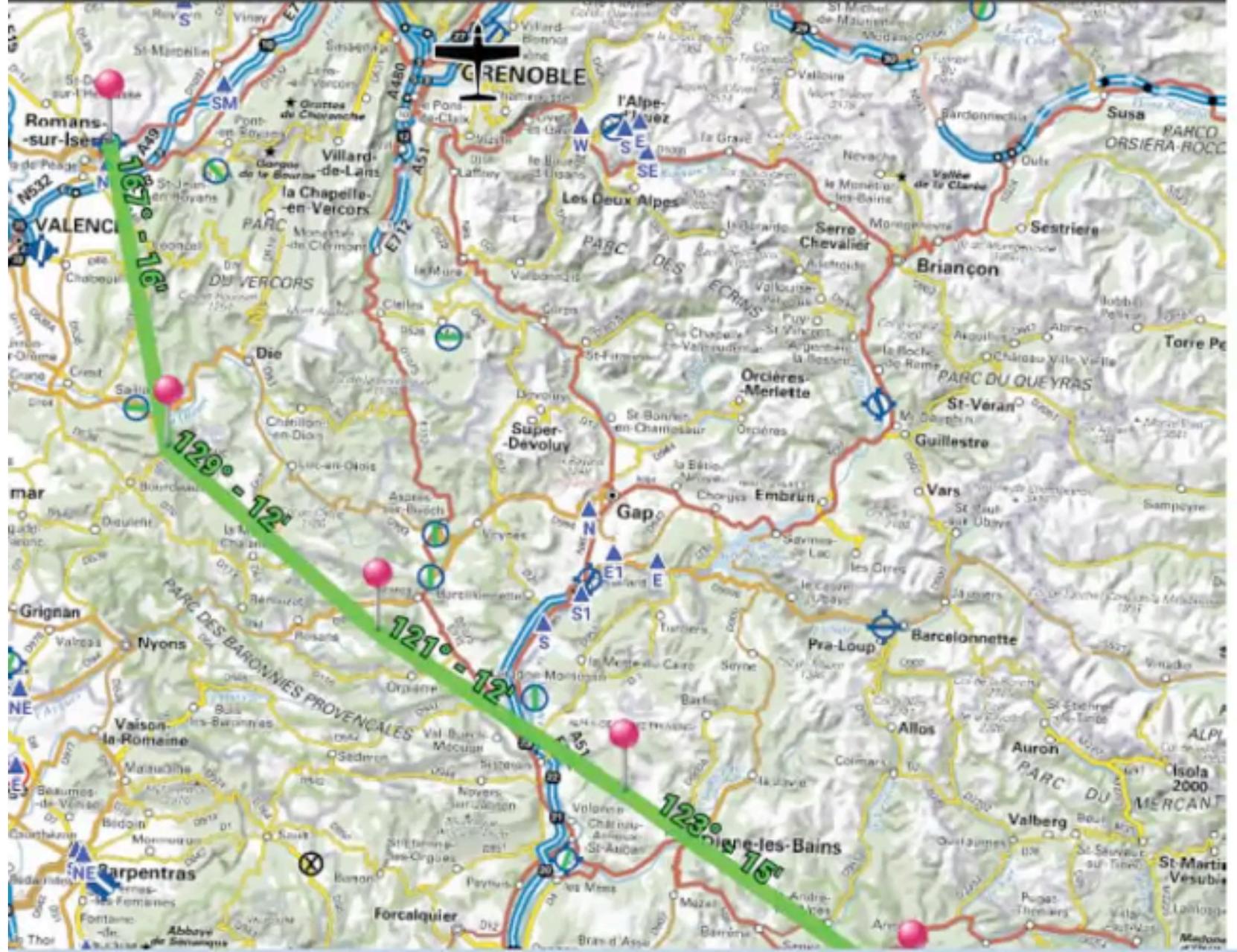
APP : NIL  
TWR : NIL  
A/A : 118.8

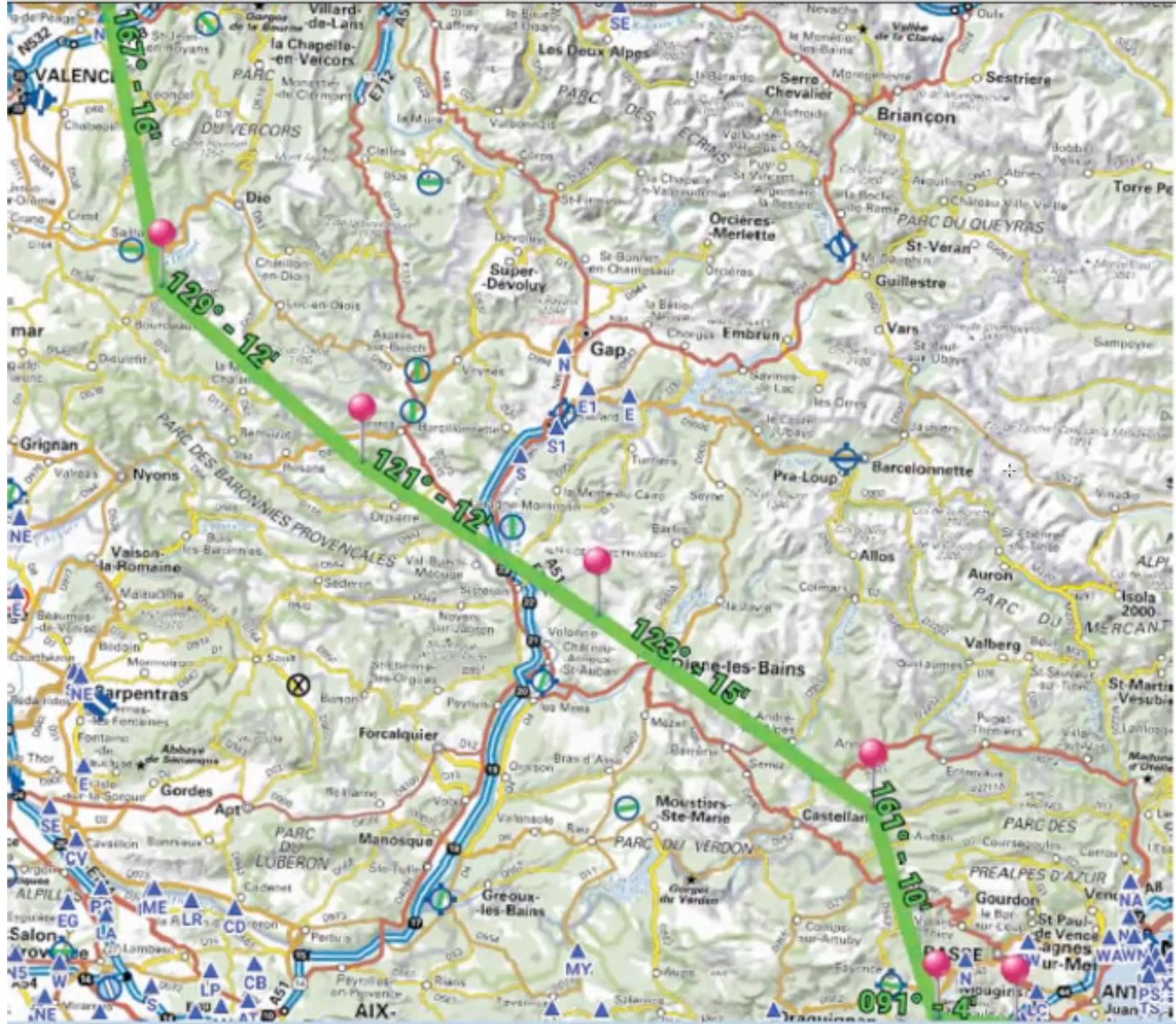


RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
06L 24R	ACFT 241	940 x 50	Non revêtue Unpaved	-	940 940	940 940	820 805
06R 24L	Planeurs Glders 241	890 x 80	Non revêtue Unpaved	-	890 890	890 890	770 751
02 20	020 200	500 x 80	Non revêtue Unpaved	-			500 500

Aides lumineuses : NIL

Lighting aids : NIL





Z min		DTG				
↗	7500	167°	26	17'	16'	003° / 6 kts 1°D / 6 kts T
	4500		131			
↗	9500	129°	23	13'	12'	004° / 11 kts 4°D / 7 kts T
	5000		104			
→	9500	121°	25	13'	12'	007° / 6 kts 3°D / 3 kts T
	5000		81			
→	9500	123°	30	15'	15'	321° / 2 kts 0°D / 2 kts T
	6500		56			
↘	2500	161°	20	10'	10'	197° / 3 kts 1°G / 2 kts H
	6000		27			
↘	1500	091°	7	4'	4'	077° / 22 kts 3°D / 21 kts H
	2000		7			
			131		70'	
			131		71'	

**LFHE - ROMANS  
SAINT PAUL**

118.8 LFHE A/A

**BEPER**

124.5 MARSEILLE INFO

**RETNO**

120.55 MARSEILLE IN...

**PERUS**

120.55 MARSEILLE IN...

**AGEVU**

120.85 NICE INFO

**LFMD/WL**

118.625 LFMD TWR

**LFMD - CANNES  
MANDELIEU**

121.805 LFMD GND



## Devis Carburant

Aérodrome de départ :

LFHE - ROMANS SAINT PAUL

Aérodrome d'arrivée :

LFMD - CANNES MANDELIEU

Aérodrome(s) de dégagement :

Distance totale en Nm :

131

Facteur de base :

0.51

Temps de vol en minute :

71

Conso (l par heure) :

24

Items	Temps	Qté (l)
Roulage (10' par aérodrome)	20	8.0
Délestage trajet *	83	33.2
Marge	0	0.0
Réserve de dégagement	15	6.0
Réserve finale **	30	12.0
Exercices de maniabilité	0	0.0
Carburant supplémentaire	0	0.0
<b>TOTAL :</b>	<b>02H28</b>	<b>60 l</b>

### Centrage F-HGPC / DR401-155 en kt

$$CG = 574465.0 \text{ mm.kg} / 1093.0 \text{ kg} = 525.586 \text{ mm}$$

1100 kg

665 kg

257 mm

564 mm



Avion vide



### Rang 1 - Equipage

180 kg

73800.0 mm.kg



### Rang 2 - Passagers

140 kg

166600.0 mm.kg



### Rang 3 - Bagages

20 kg

38000.0 mm.kg



### Reservoir principal



21:36

87%



### Dossier (Météo)

LFLU VALENCE CHABEUIL (7 Nm / droite)



METAR : LFLU 241800Z AUTO VRB02KT CAVOK 16/M01 Q1024

# Team 1: LFHE-LFMD with F-HGPC



21:36 87%

 Dossier (Météo)

**LFLU VALENCE CHABEUIL (7 Nm / droite)**

 METAR : LFLU 241800Z AUTO VRB03KT CAVOK 16/M01 Q1024

**LFMD CANNES MANDELIEU (sur la route)**

 TAF LONG : TAF AMD LFMD 241919Z 2419/2515 CNL

 METAR : LFMD 242000Z AUTO 01003KT CAVOK 08/03 Q1027

**CARTES METEO FRANCE**

- [WITEM FRANCE FL20-100 21 UTC \(24/03/2022\)](#)
- [WITEM FRANCE FL20-100 00 UTC \(25/03/2022\)](#)
- [WITEM FRANCE FL20-100 03 UTC \(25/03/2022\)](#)
- [TEMSI FRANCE FL20-150 21 UTC \(24/03/2022\)](#)
- [WITEM EUROC FL50-100 00 UTC \(25/03/2022\)](#)
- [WITEM EUROC FL50-100 06 UTC \(25/03/2022\)](#)
- [TEMSI EUROC FL20-450 21 UTC \(24/03/2022\)](#)
- [TEMSI EUROC FL20-450 00 UTC \(25/03/2022\)](#)

# LFHE-LFMD with F-HGPC

21:36 4 87%

Dossier (Notams)

LFFA-A0565/22  
Q) LFMM/QSELC/V/ B/AE/000/145/4535N00500E00D  
A) LFL LYON SAINT EXUPERY  
B) 2022 Feb 18 16:32 C) 2022 Mar 27 05:00  
D) SUN-FRI 2300-0500, SAT 2130-0500  
E) SERVICE D'INFORMATION DE VOL NON ASSURE DANS SIV LYON:  
MISE EN SERVICE D'UN RAI 135.200MHZ ET 135.525MHZ. PREVOIR TRANSIT  
HORS ESPACES DE CLASSE C ET D  
— 1 / 20 —

LFFA-A0996/22  
Q) LFMM/QSEAU/V/ B/AE/000/145/4535N00500E00D  
A) LFL LYON SAINT EXUPERY  
B) 2022 Mar 27 22:00 C) 2022 Oct 29 04:00  
D) SUN-FRI 2200-0400, SAT 2030-0400  
E) SERVICE D'INFORMATION DE VOL NON ASSURE DANS SIV LYON:  
MISE EN SERVICE D'UN RAI 135.200MHZ ET 135.525MHZ. PREVOIR TRANSIT  
HORS ESPACES DE CLASSE C ET D  
— 2 / 20 —

LFFA-F0130/22  
Q) LFXQ/QDCDS/V/ BO/ E/195/660/4411N00200E025  
A) LTEE LFFF LFMM  
B) 2022 Jan 25 09:51 C) PERM  
E) LE SERVICE CPDLC ATC CLEARANCE (ACL) A ETE MIS EN SERVICE DANS  
LES UAC PARIS, REIMS ET MARSEILLE RESPECTIVEMENT LES 22/04/2021,  
21/10/2021 ET 26/10/2021.  
POUR PLUS D'INFORMATION, SE REPORTER A UAIC 008/21.  
REFERENCE AIP FRANCE GEN 3.4.  
— 3 / 20 —

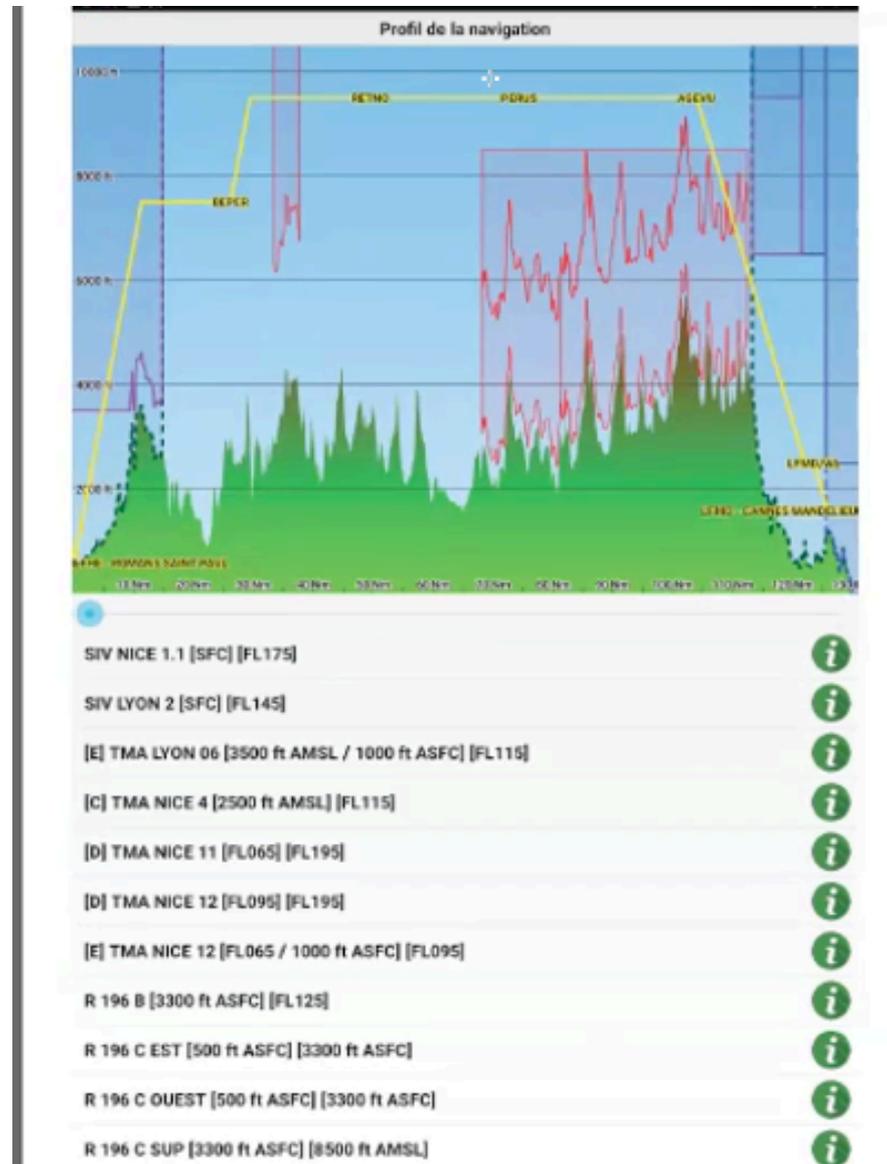
LFFA-F0203/19  
Q) LFMM/QAFXX/V/NBQ/ E/000/195/4246N00607E260  
A) LFMM MARSEILLE FIR  
B) 2019 Feb 05 14:32 C) PERM  
E) VOLS VFR DE NUIT A DESTINATION DE LFMM/FIR EFFECTUES ENTRE  
2000/0330 (ETE) OR 2100/0430 (HIV) :  
LES PLANS DE VOL ET MESSAGES AFFERENTS DEVRONT ETRE ENVOYES  
IMPERATIVEMENT EN PRIORITE 'SS' AUX ADRESSES RSFTA SUIVANTES :  
LFMMZKX AND LFMMZFZX  
REF AIP ENR 1.11  
— 4 / 20 —

LFFA-F0441/22  
Q) LFMM/QSEAH/V/ B/ E/000/195/4246N00547E255  
A) LFMM MARSEILLE FIR  
B) 2022 Mar 27 07:00 C) 2022 Mar 31 16:30  
E) HORAIRES FONCTIONNEMENT DU CIV MARSEILLE :  
- 0700-SS+30 LIMITE A 1630  
-INDICATIF : MARSEILLE INFORMATION  
-FREQUENCES : 124.500MHZ ET 120.550MHZ.  
— 5 / 20 —

LFFA-F0461/22  
Q) LFMM/QNNAS/V/ BO/AE/000/195/4408N00452E025  
A) LFMD ORANGE CARITAT  
B) 2022 Mar 28 06:00 C) 2022 Mar 28 06:30  
E) TACAN ORG CH31X HORS SERVICE (MAINTENANCE): NE PAS UTILISER FAUSSES  
INDICATIONS POSSIBLES.  
— 6 / 20 —

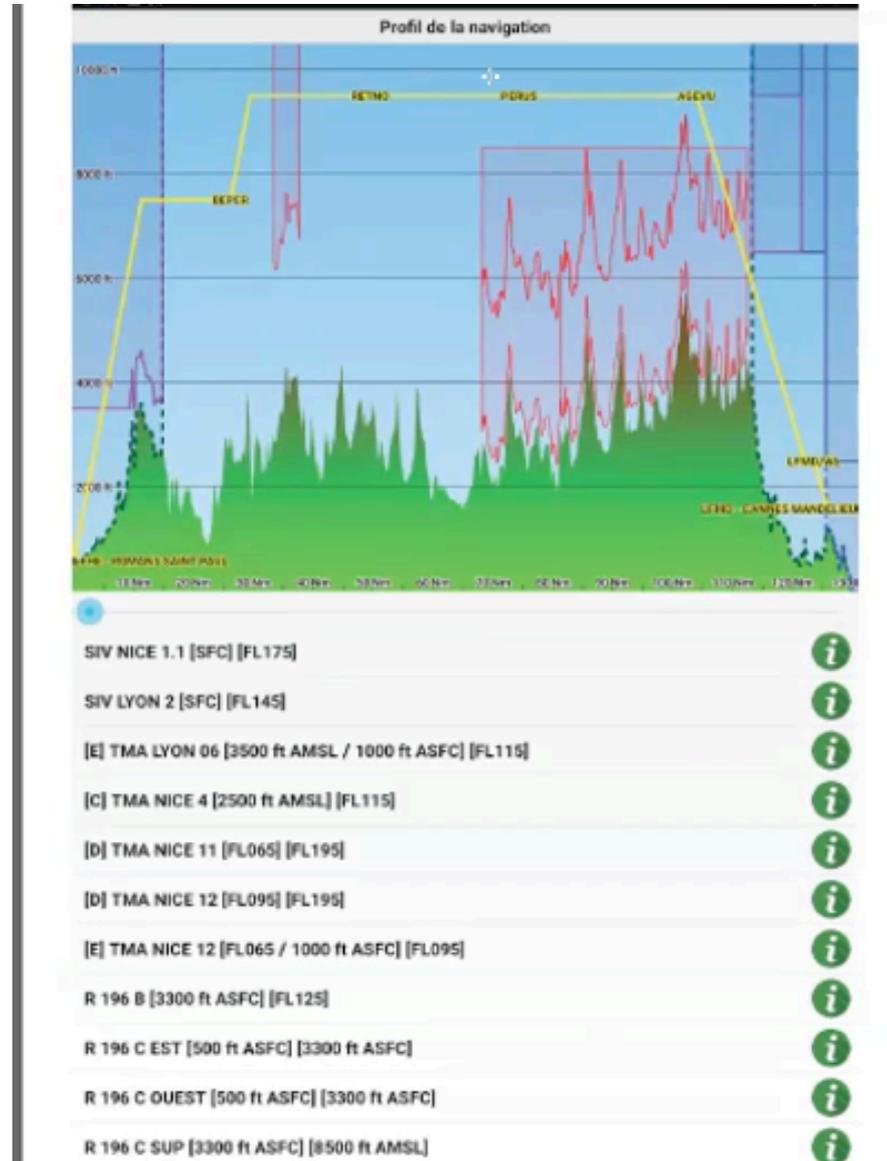
LFFA-M0751/22  
Q) LFMM/QBRCA/V/ BO/AE/000/145/4603N00528E023

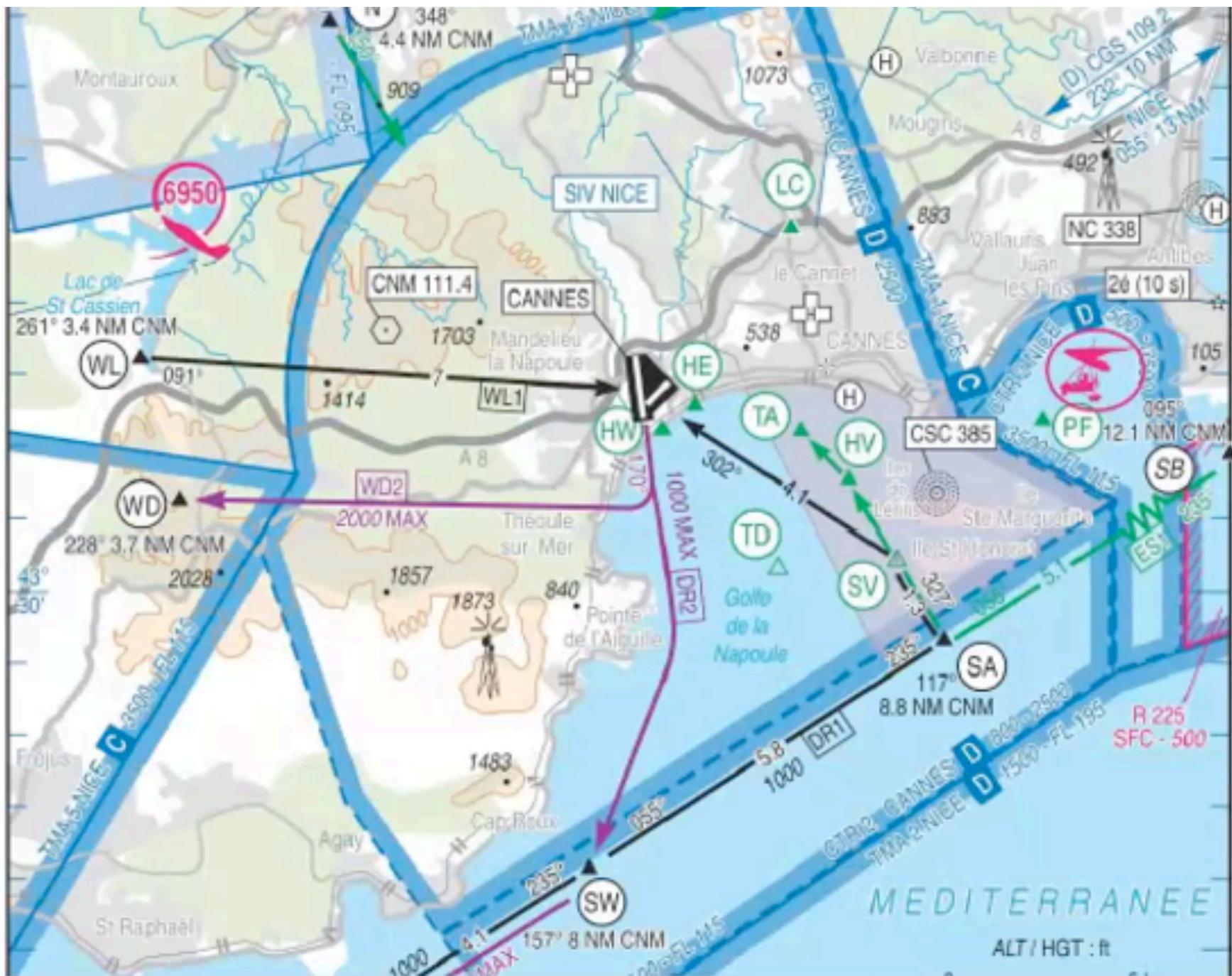
# LFHE-LFMD with F-HGPC

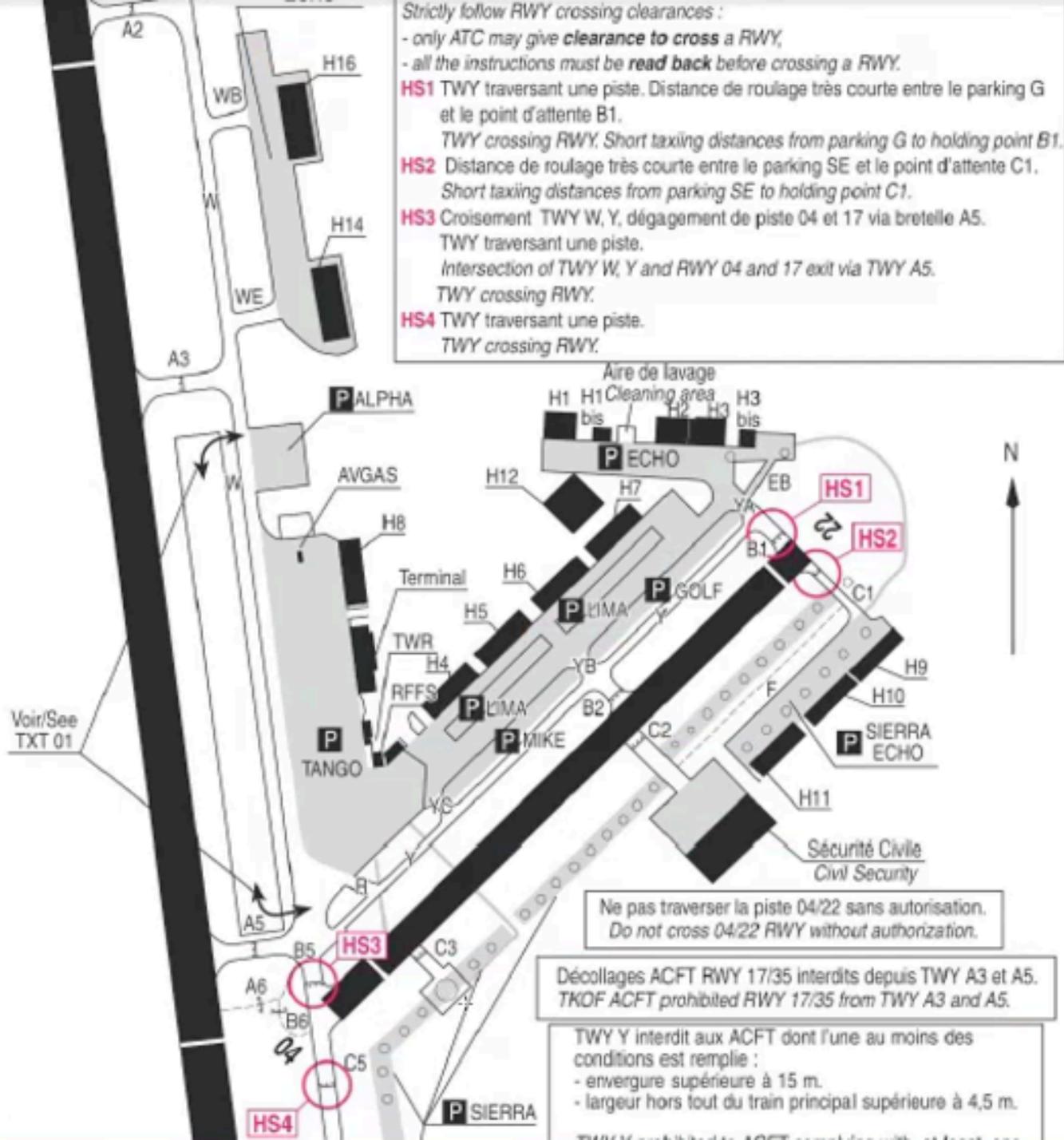




# LFHE-LFMD with F-HGPC







**Strictly follow RWY crossing clearances :**

- only ATC may give **clearance to cross a RWY**,
- all the instructions must be **read back** before crossing a RWY.

- HS1** TWY traversant une piste. Distance de roulage très courte entre le parking G et le point d'attente B1.  
TWY crossing RWY. Short taxiing distances from parking G to holding point B1.
- HS2** Distance de roulage très courte entre le parking SE et le point d'attente C1.  
Short taxiing distances from parking SE to holding point C1.
- HS3** Croisement TWY W, Y, dégagement de piste 04 et 17 via bretelle A5.  
TWY traversant une piste.  
Intersection of TWY W, Y and RWY 04 and 17 exit via TWY A5.  
TWY crossing RWY.
- HS4** TWY traversant une piste.  
TWY crossing RWY.

Voir/See  
TXT 01

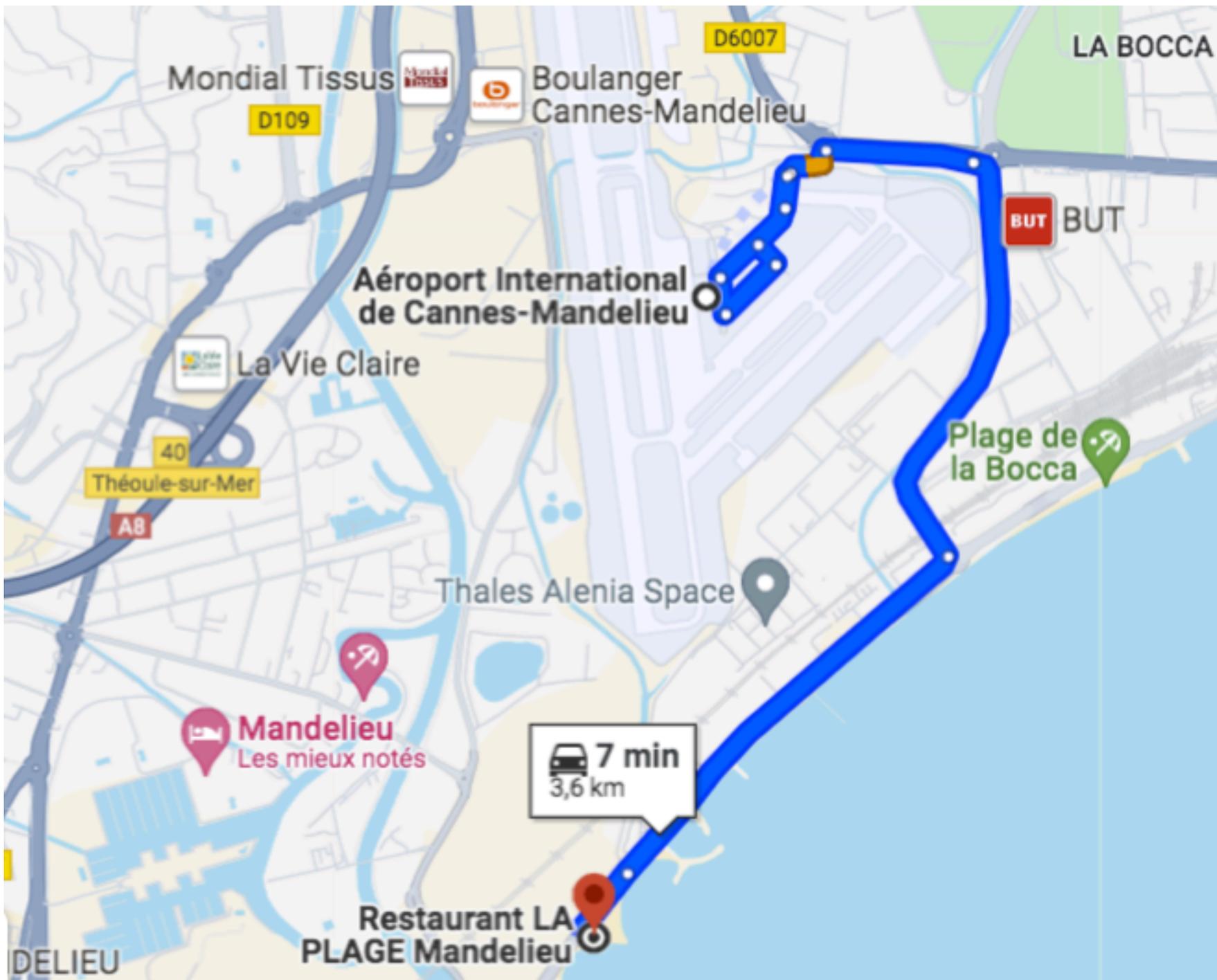
Ne pas traverser la piste 04/22 sans autorisation.  
Do not cross 04/22 RWY without authorization.

Décollages ACFT RWY 17/35 interdits depuis TWY A3 et A5.  
TKOF ACFT prohibited RWY 17/35 from TWY A3 and A5.

TWY Y interdit aux ACFT dont l'une au moins des conditions est remplie :

- envergure supérieure à 15 m.
- largeur hors tout du train principal supérieure à 4,5 m.

TWY Y prohibited to ACFT complies with at least one



Mondial Tissus

D109



Boulanger  
Cannes-Mandelieu

D6007

LA BOCCA



BUT

Aéroport International  
de Cannes-Mandelieu

La Vie Claire



40

Théoule-sur-Mer

A8

Thales Alenia Space

Plage de  
la Bocca



Mandelieu  
Les mieux notés

7 min  
3,6 km

Restaurant LA  
PLAGE Mandelieu

DELIEU

# Session Planning (\*aspirational\*)



9 November	The FCL055 Rating, Course structure, Presentation of Participants, Information Resources, Sample Practice Flight
16 November	Flight Crews, VFR Phraseology, ATIS Structure, Sample Flight Briefing
<b>23 November</b>	<b>Flight Plan Briefings, ATIS Practice, Weather Terminology, Sample Briefing</b>
30 November	Weather Briefings, Airfield terminology, Taxi and Departure Phraseology
07 December	Airfield Briefings, Taxi and Departure Practice, Pattern Reporting Phraseology
14 December	Pattern Practice, Air spaces and airways, Enroute Phraseology
21 December	EnRoute Briefings, Enroute Phraseology Practice, Inflight Emergencies
28 December	?
04 January	Inflight Emergency Practice, ATIS practice, Arrival and Approach
11 January	Arrival Briefings, Landing, Refueling and Taxi to Parking.
18 January	Class Debriefings, FCL 055 VFR test preparation.