



Aéro Club Dauphiné
Aviation English Master Class
Session 10

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
16 November	Flight Crews, ATC Overview, Numbers, ATIS Structure, Sample Flight Briefing.
23 November	Flight Briefings by Crews 1 to 7
30 November	Flight Briefings Crews 8 and 9, Taxi and Departure Clearances, Sample departure and Taxi Script
07 December	Taxi Scripts crews 1 to 6
14 December	Taxi Scripts Crews 7, 8, and 9, Flying the Pattern, Sample Script.
21 December	Pattern Practice Crews 1 to 7.
28 December	Christmas Vacation
04 January	Pattern Practice, Enroute and Arrival, Flight Plans, Sample Enroute scripts
11 January	Crews 1 to 4. Enroute and Arrival Scripts
18 January	Crew 5 to 8 Enroute and Arrival Scripts, Inflight Emergencies, Weather
25 January	War stories, Weather Terminology, FCL 055 VFR test preparation.
01 February	???

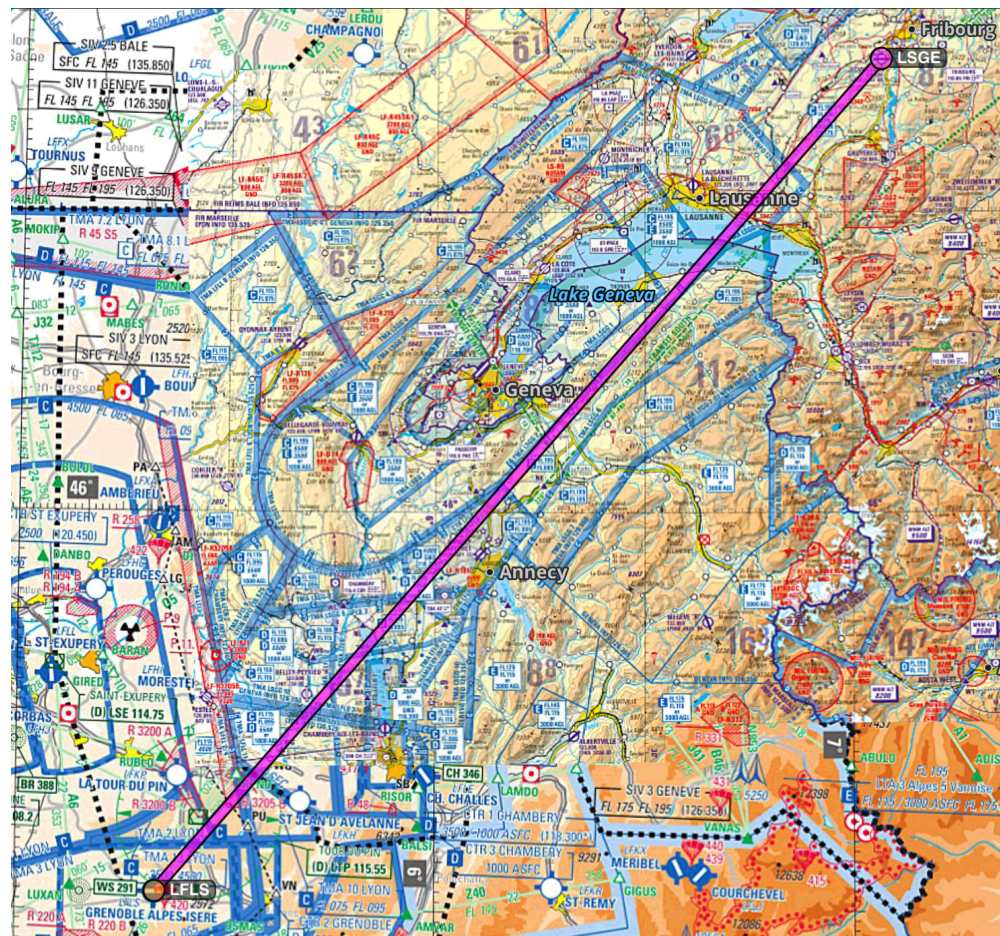
ACD MasterClass Flight Crews



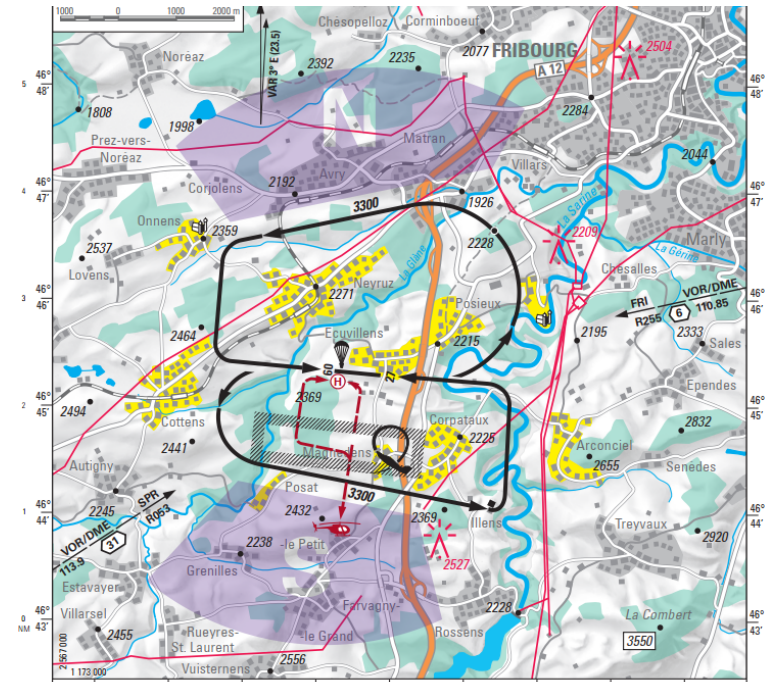
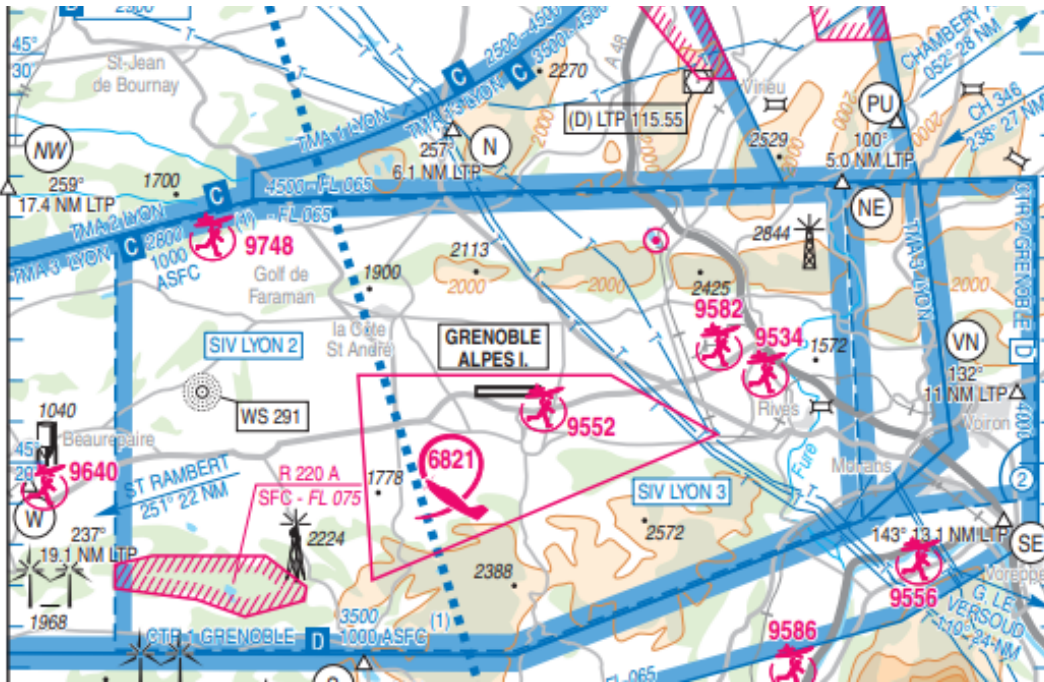
Crew	Names	Aircraft	Type	Departure	Destination
1	Gabriel Faivre, Jean-Laurent Philippe	F-HGPC	DR455	LFLG	LIMZ
2	Christian Charrier Johan Malaquin	F-HGPC	DR435	LFAC	EGSU
3	Francois Zanier, Frederic Dumas	F-GNXT	DR455	LFLS	LSZA
4	Jean-Louis Monin, Roman Dieuguillot	F-GSRE	DR460	LFLS	LSGL
5	Thomas Calmant,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

Crew 5: LFLS to LSGE with F-HBFO

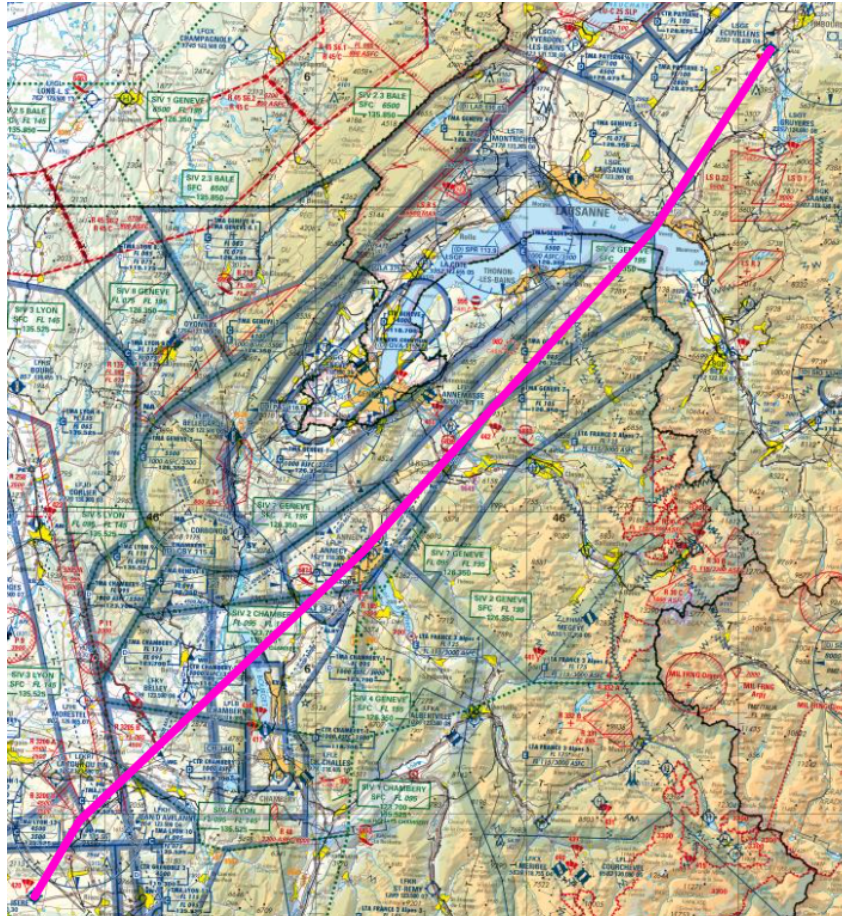
Crew	Names	Aircraft	Type	Departure	Destination
5	Thomas Calmant, François-Karim Laben	F-HBFO	DR435	LFLS	LSGE



From St Geoirs to Ecuwillens with F-HBFO



Flight plan – LFLS => LSGE Overview



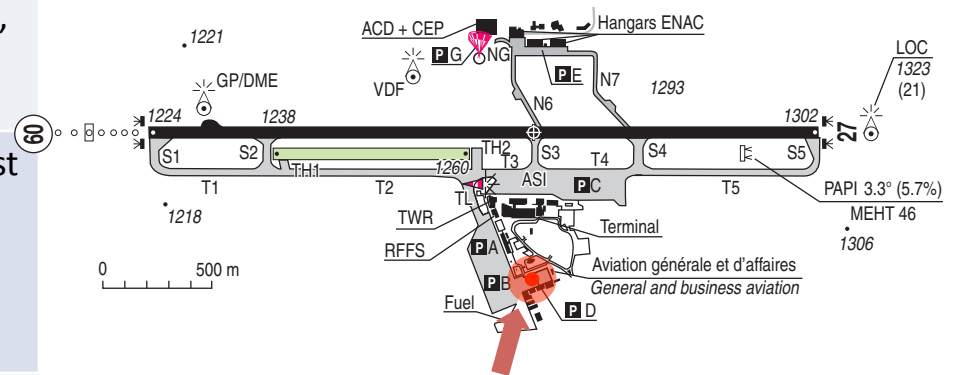
1. LFLS
2. LTP vor
3. LFLP
Geneva Transit South on NBD
AT 384 (southwest of LFLP)
4. Vevey
Get off Geneva Transit South
(which continues to FRI)
5. Ecuwillens

Expected flight altitude: FL75

3 TYPE DE MESSAGE / Message type << = (FPL		7 IDENTIFICATION DE L'AÉRONEF Aircraft identification — F H B F O		8 RÈGLES DE VOL Flight rules — V		TYPE DE VOL Type of flight G << =					
9 NOMBRE / Number —		TYPE D' AÉRONEF / Type of aircraft D R 4 0		CATÉGORIE DE TURBULENCE DE SILLAGE / Wake turbulence category / L		10 ÉQUIPEMENT & POSSIBILITÉS Equipment & capabilities 10-a SOLY					
13 EMPLACEMENT DE DÉPART / Departure location — L F L S				HEURE / Time 1 0 0 0 << =				10-b S << =			
15 VITESSE CROISIÈRE / Cruising speed — N 0 1 1 0		NIVEAU / Level F L 0 7 5		ROUTE / Route DCT/LTP DCT/LFLP CBY/065/23 FRI/221/24 DCT/LSGE				<< =			
16 AÉRODROME DE DESTINATION Destination aerodrome — L S G E		DURÉE TOTALE ESTIMÉE Total EET HR MIN 0 0 6 8		AÉRODROME DE DÉGAGEMENT À DESTINATION / Destination alternate aerodromes 1 ^{er} / 1 st L S M P 2 ^{ème} / 2 nd L S G T				<< =			
18 RENSEIGNEMENTS DIVERS Other information		EET/France-Swiss-border-crossing-0055									
		OPR/Aéroclub du Dauphiné									
		RMK/Tel1:0033618825274 Tel2:0033612936258						>>> =			
19 RENSEIGNEMENTS COMPLÉMENTAIRES (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ) Supplementary information (NOT TO BE TRANSMITTED IN FPL MESSAGES)											
AUTONOMIE / Endurance HR MIN — E / 0 4 3 0		PERSONNES À BORD / Persons on board → P / 2		RADIO ET BALISE D'URGENCE / Emergency radio UHF VHF ELT / PLB → R / <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> E							
ÉQUIPEMENT DE SURVIE / Survival equipment POLAIRE Polar <input checked="" type="checkbox"/> DÉSERT Desert <input checked="" type="checkbox"/> MARITIME Maritime <input checked="" type="checkbox"/> JUNGLE Jungle <input checked="" type="checkbox"/>				GILETS DE SAUVETAGE / Jackets LAMPES Light <input checked="" type="checkbox"/> FLUORES Fluores <input checked="" type="checkbox"/> UHF VHF <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>							
CANOTS / Dinghies NOMBRE Number → <input checked="" type="checkbox"/> /		CAPACITÉ Capacity →		COUVERTURE Cover → <input checked="" type="checkbox"/>		COULEUR Colour → << =					
A /		COULEUR ET MARQUES DE L'AÉRONEF / Aircraft colour and markings WHITE									
→ <input checked="" type="checkbox"/> /		REMARQUES / Remarks << =									
C /		PILOTE COMMANDANT DE BORD / Pilot-in-command LABEN)<< =									
DÉPOSÉ PAR / Filed by LABEN		ESPACE RÉSERVÉ À DES FINS SUPPLÉMENTAIRES / Space reserved for additional requirements									

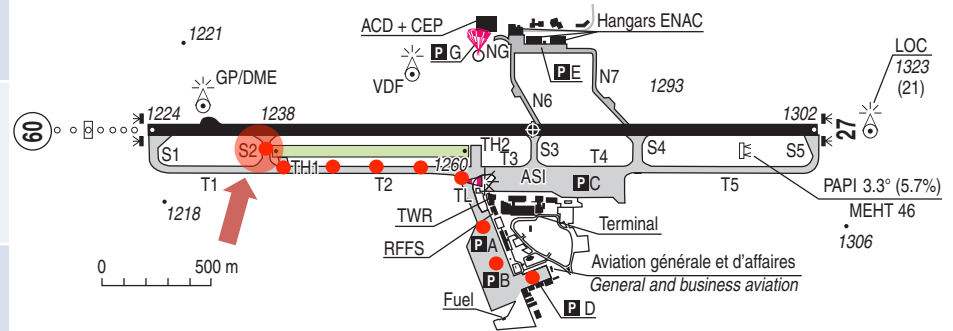
LFLS departure

Pilot	Grenoble Ground, Robin F-HBFO, Good morning
Ground	F-HBFO, Grenoble Ground, good morning, pass your message
Pilot	F-HBFO, a DR400 on the D2 apron, request taxi to holding point S2 runway 09 for a flight to LSGE with VFR flight plan and information D
Ground	F-FO squawk 1237, taxi to holding point S2 runway 09 via TL, T2. Contact tower when ready on 119,3
Pilot	Squawk 1237, taxiing to holding point S2 runway 09 via TL and T2. Will contact 119.3 when ready, F-FO



LFLS departure

Pilot	Grenoble Tower, Robin F-FO at S2 runway 09, ready for departure, request direct to LTP
Tower	F-FO, cleared for take-off runway 09, wind 040 degrees 15kt, direct to LTP approved, report 3000ft
Pilot	Lining up runway 09 and taking-off, direct to LTP approved, will report 3000ft, F-FO



LFLS Departure

APPROCHE A VUE
Visual approach

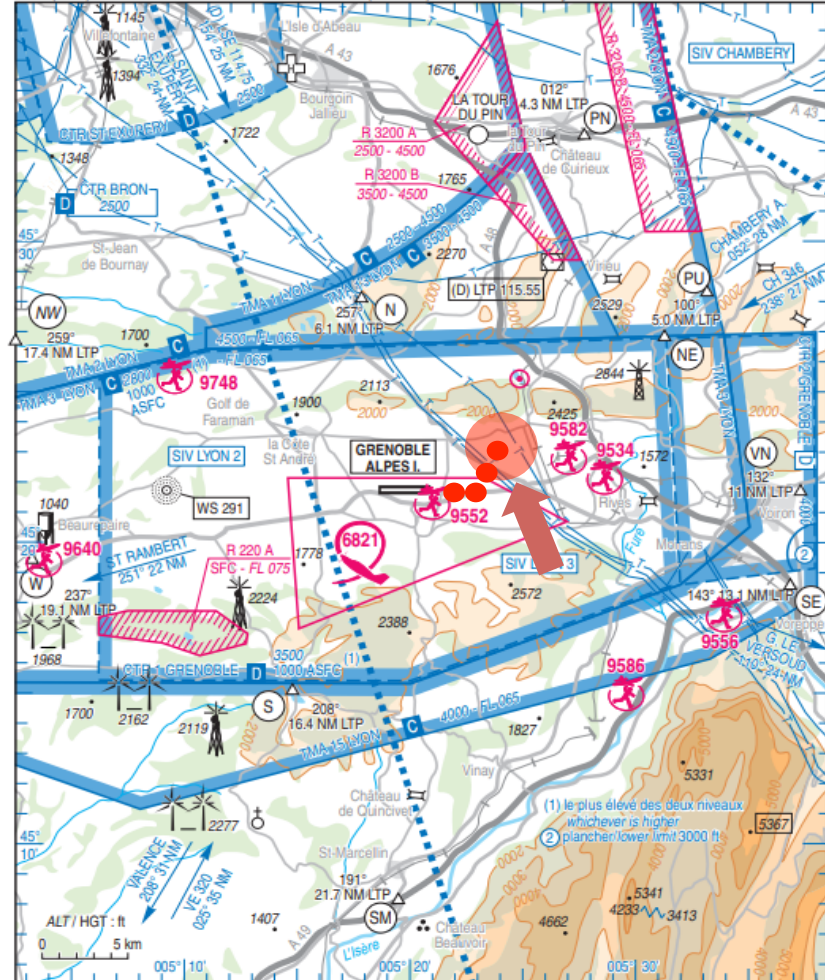
Ouvert à la CAP
Public air traffic
16 JUN 22

GRENOBLE ALPES ISERE
AD 2 LFLS APP 01

			ALT AD : 1302 (47 hPa)	LFLS
			LAT : 45 21 47 N	VAR : 2°E (20)
			LONG : 005 19 58 E	

ATIS : 133.855 ☎ 04 85 88 09 00
APP : LYON Approche / Approach 125.430
TWR : 119.300
GND (SOL) : 121.930
Absence ATS : A/A (119.300) FR seulement / only.
ILS/DME RWY 09 SG 109.300
VDF

Pilot	F-FO, at 3000ft, request flight plan activation
Tower	F-FO, flight plan activated at 05, maintain 3000ft, report leaving CTR
Pilot	Maintaining 3000ft, will report leaving CTR, F-FO




Leg 1 LFLS – LTP: leaving LFLS

Pilot	F-FO, passing the control zone boundary, 3000ft
Tower	F-FO, contact Lyon Approach 135.525
Pilot	Contacting Lyon Approach 135.525, goodbye, F-FO
Pilot	Lyon Approach, F-HBFO, good morning
Lyon Approach	F-HBFO, squawk 6225, climb FL75, report LTP
Pilot	F-HBFO, 6225, climbing FL75, will report passing LTP

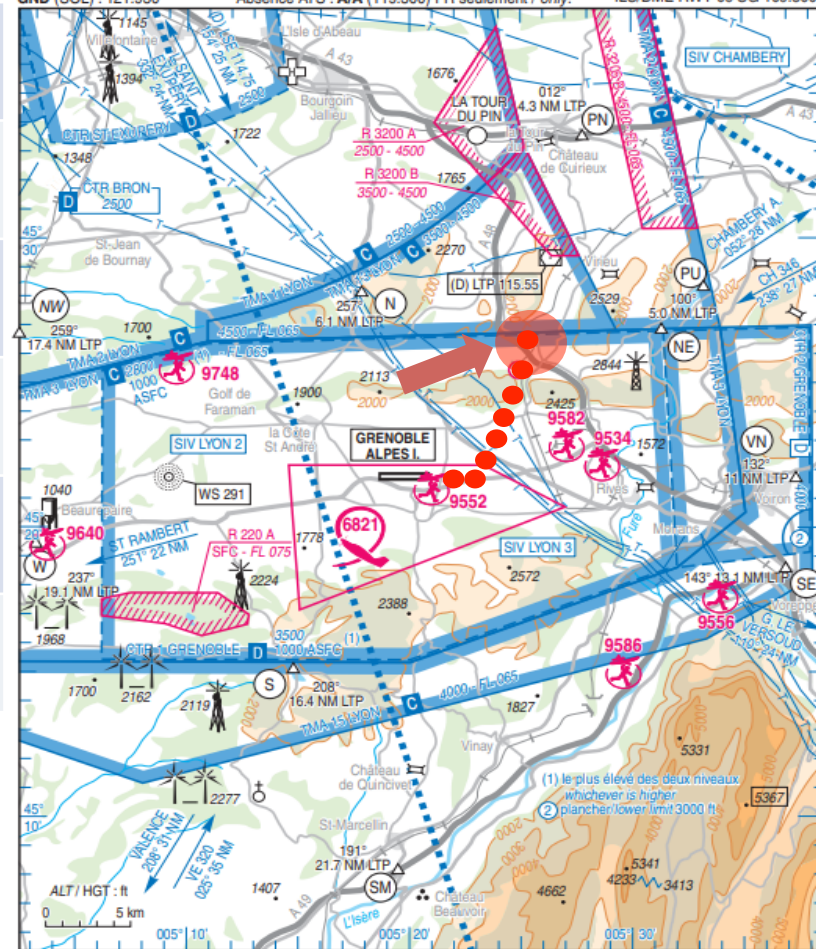
APPROCHE A VUE
Visual approach

Ouvert à la CAP
Public air traffic
16 JUN 22

GRENOBLE ALPES ISERE
AD 2 LFLS APP 01

	ALT AD : 1302 (47 hPa) LAT : 45 21 47 N LONG : 005 19 58 E	LFLS VAR : 2°E (20)
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ATIS : 133.855 ☎ 04 85 88 09 00
 APP : LYON Approche / Approach 125.430
 TWR : 119.300
 GND (SOL) : 121.930
 Absence ATS : A/A (119.300) FR seulement / only.
 ILS/DME RWY 09 SG 109.300
 VDF



Leg 1 LFLS – LTP: Overhead LTP

Pilot	F-HBFO, passing LTP at FL60, climbing to FL75
Lyon Approach	F-HBFO, continue as planned, report control zone boundary
Pilot	F-HBFO, will report passing control zone boundary

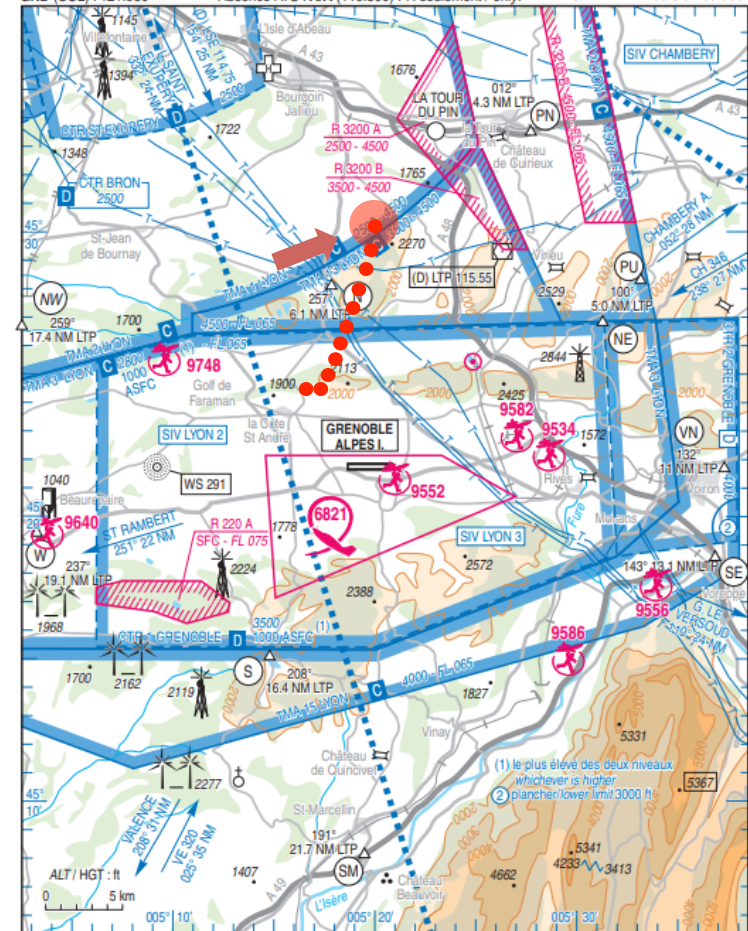
APPROCHE A VUE
Visual approach

Ouvert à la CAP
Public air traffic
16 JUN 22

GRENOBLE ALPES ISERE
AD 2 LFLS APP 01

			ALT AD : 1302 (47 hPa)	LFLS VAR : 2°E (20)
			LAT : 45 21 47 N	
			LONG : 005 19 58 E	

ATIS : 133.855 ☎ 04 85 88 09 00
APP : LYON Approche / Approach 125.430
TWR : 119.300
GND (SOL) : 121.930 Absence ATS : A/A (119.300) FR seulement / only. ILS/DME RWY 09 SG 109.300 VDF



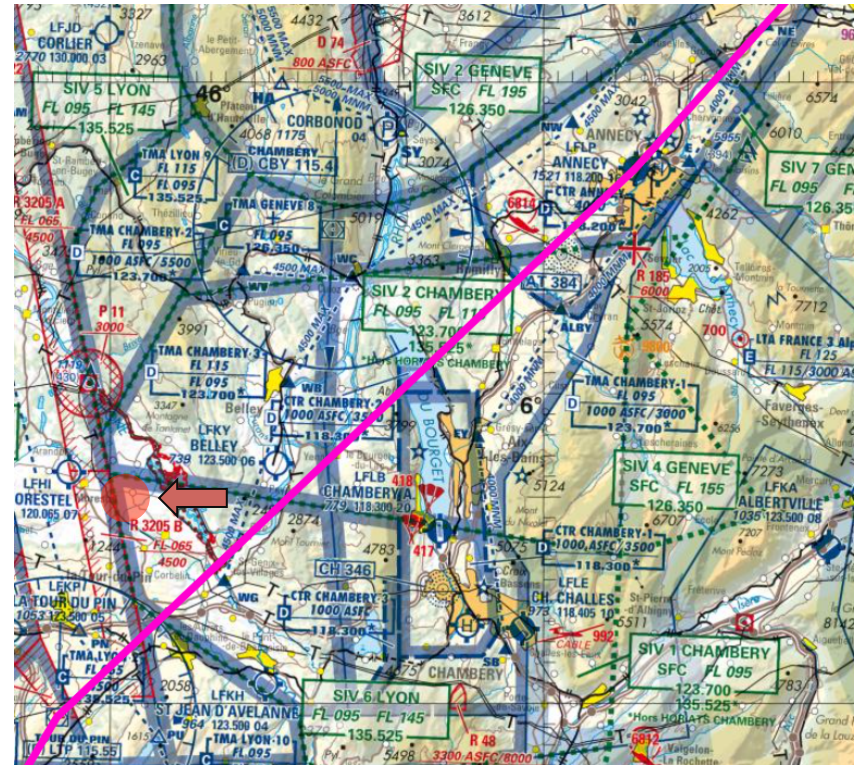
SERVICE
DE L'INFORMATION
AERONAUTIQUE

AMD 07/22 CHG : Suppression NDB EG.

© SIA

Leg 2 LTP – LFLP: Switching to Chambéry

Pilot	F-HBFO, passing control zone boundary, FL75
Lyon Approach	F-HBFO, contact Chambéry Approach 123.7
Pilot	Chambéry Approach 123.7, goodbye F-HBFO
Pilot	Chambéry Approach, F-HBFO, good morning
Chambéry Approach	F-HBFO, good morning, squawk 7740
Pilot	7740, F-HBFO
Chambéry Approach	F-FO, traffic 10 o'clock, 1NM, 500ft below, stable, heading south west.
Pilot	Negative contact, we'll keep an eye out, F-FO
Pilot	Traffic in sight, F-FO
Chambéry Approach	Copied that, F-FO



Leg 3 LFLP – Geneva Transit South: Switching to Geneva

Chambery Approach	F-HBFO, contact Geneva information 126.350
Pilot	Switching to Geneva information 126.350, bye bye F-HBFO
Pilot	Geneva information, F-HBFO, good morning
Geneva Information	F-HBFO, good morning, squawk 4526, report 2 min before border crossing
Pilot	QNH 1017, 4526, will report before border crossing, F-HBFO
Pilot	F-HBFO, 2 min before border crossing
Geneva Information	F-HBFO, thank you, continue as planned



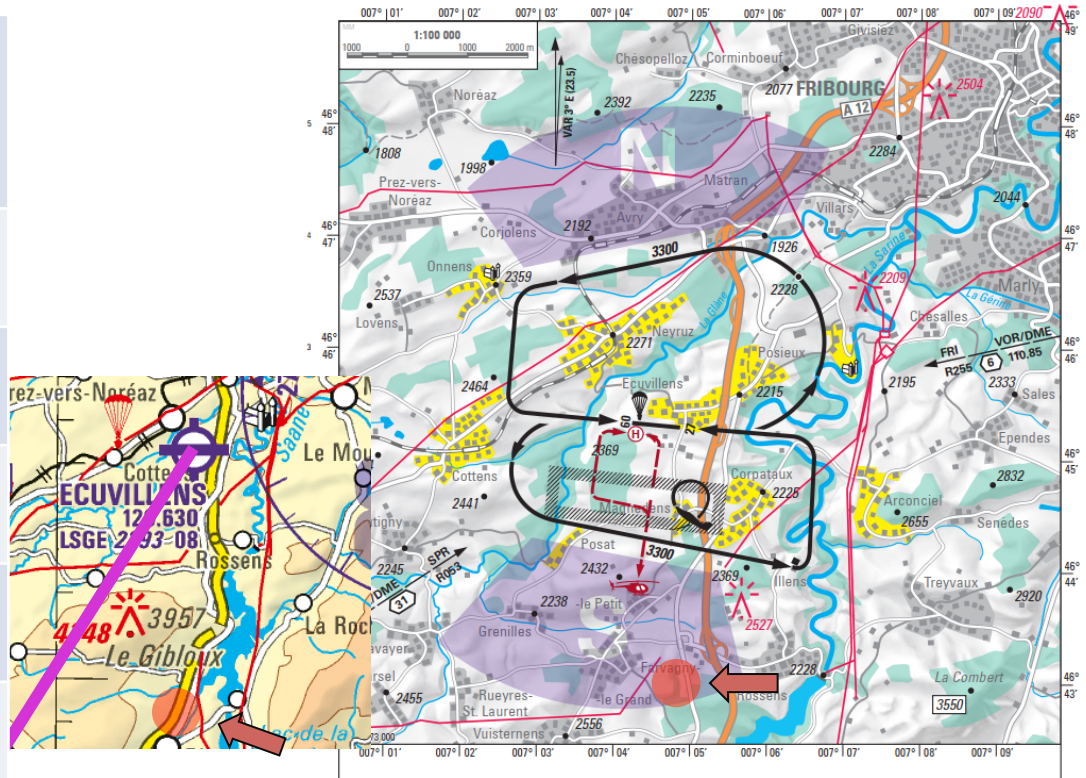
Leg 4 Geneva Transit South: Switching to Geneva

Geneva	F-HBFO, you're leaving my airspace, squawk 7000, QNH 1017, you can contact Alps Radar at 119,175
Pilot	7000, QNH 1017, and we'll switch to 123.5, F-HBFO. Expected Time arrival 11h15Z. Thank you and good day.



Leg 5 Ecuwillens Approach

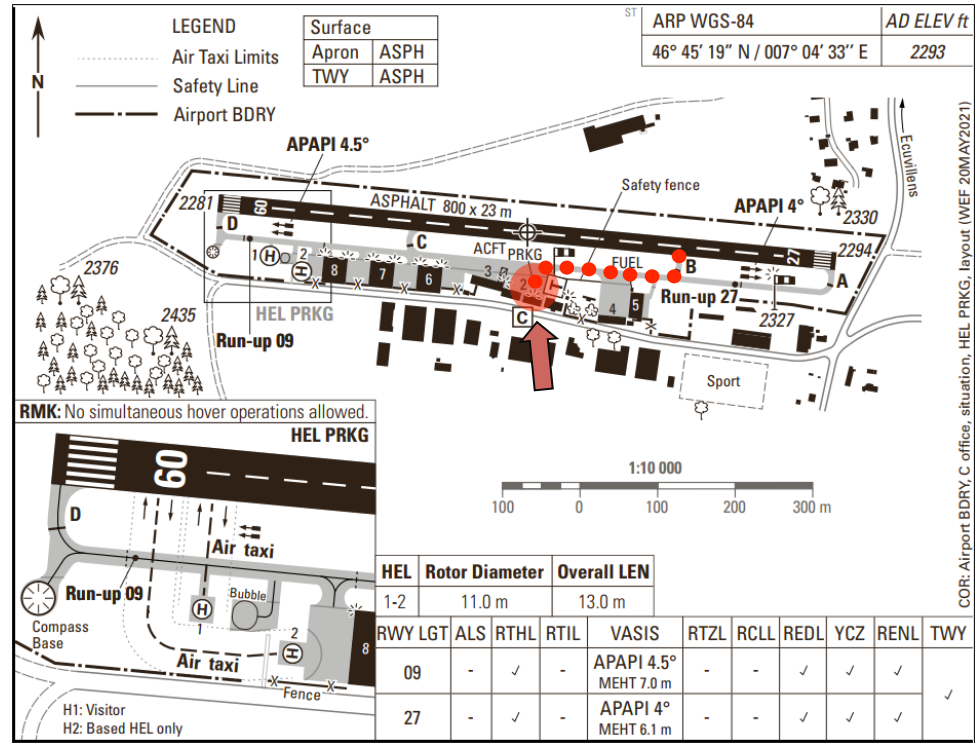
Pilot	F-HBFO, Ecuwillens aerodrome, good morning, a DR400 from France, currently in Southern sector, 2 min before overhead
Pilot	F-HBFO overhead 3800ft
Pilot	F-HBFO left hand crosswind runway 09
Pilot	F-HBFO left hand downwind runway 09 intending full stop
Pilot	F-HBFO left hand base runway 09
Pilot	F-HBFO final runway 09



Landed at Ecuwillens

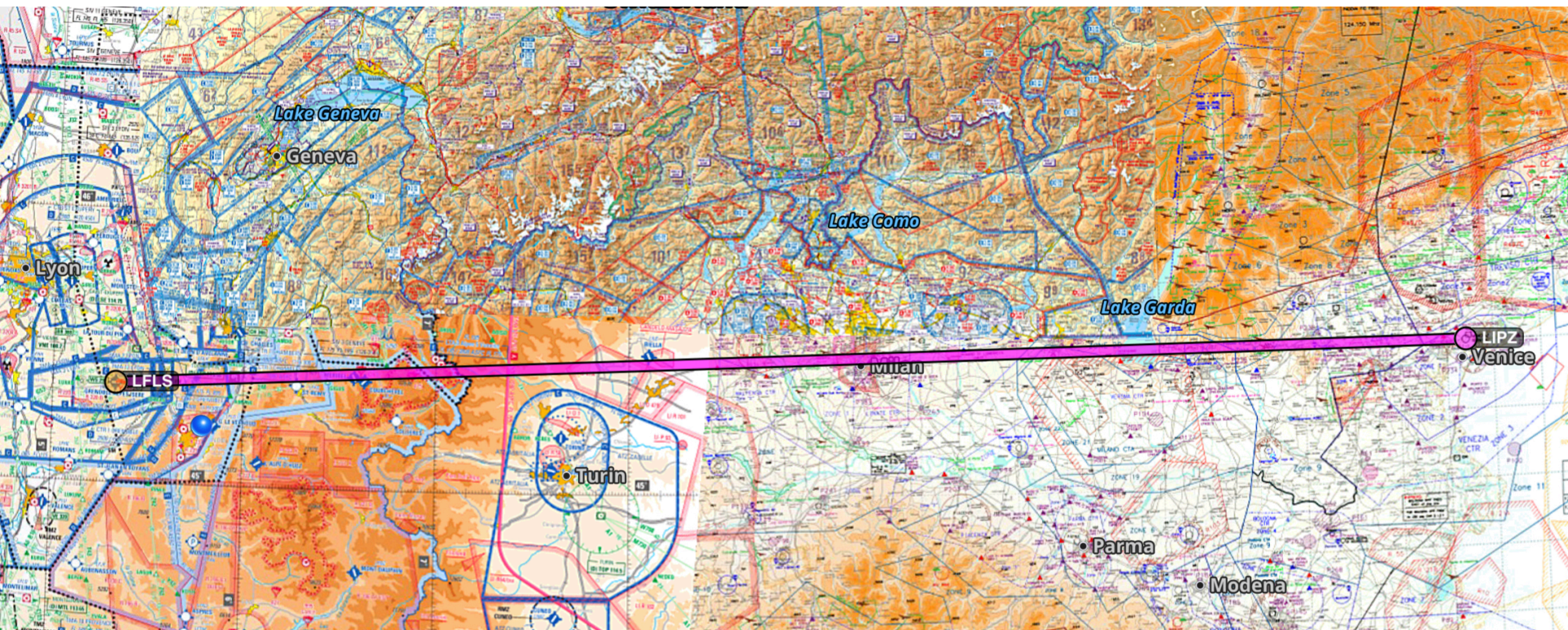
Pilot	F-HBFO, Ecuwillens aerodrome, runway vacated at B, taxiing to apron
Pilot	F-HBFO on apron, leaving frequency, good day

Don't forget to close the flight plan once landed and before 11:15Z
 by phone: +41 (0) 800-437-837 (0800-IFR-VFR)
 or Geneva Delta +41 (0) 22 747 13 91
 or BRIA (France) +33 (0) 1 56 301 301



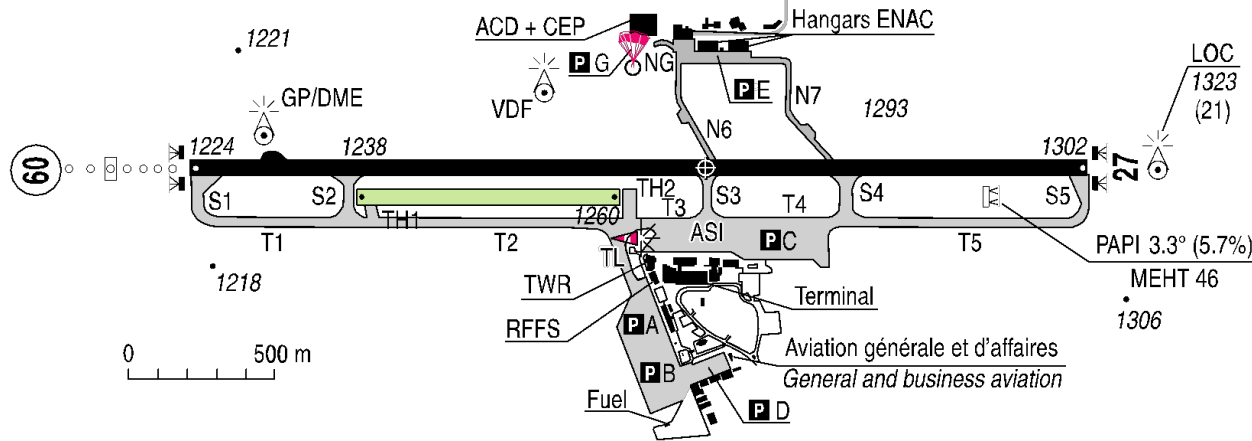
Crew 6: LFLS to LIPZ with F-HGPC

Crew	Names	Aircraft	Type	Departure	Destination
6	Jean-Yves Larnaudie, Alejandro López	F-HGPC	DR455	LFLS	LIPZ



PRIORITÉ / Priority << = FF →		DESTINATAIRES / Addressees _____ _____ _____ << =	
HEURE DE DÉPÔT / Filing time _____ →		EXPÉDITEUR / Originator _____ << =	
IDENTIFICATION PRÉCISE DES DESTINATAIRES ET/OU DE L'EXPÉDITEUR / Specific identification of addressees and/or originator _____			
3 TYPE DE MESSAGE / Message type << = (FPL		7 IDENTIFICATION DE L'AÉRONEF Aircraft identification — F H G P C	8 RÈGLES DE VOL Flight rules — V
9 NOMBRE / Number — 0 1		TYPE D' AÉRONEF / Type of aircraft D R 4 0	10 ÉQUIPEMENT & POSSIBILITÉS Equipment & capabilities 10-a SY
13 EMPLACEMENT DE DÉPART / Departure location — L F L S		HEURE / Time 0 7 0 0 << =	10-b C << =
15 VITESSE CROISIÈRE / Cruising speed — N 0 1 2 5		NIVEAU / Level F 0 9 5	ROUTE / Route LFLS / LFLS VN / LAC MONT CENIS / LIMA / LILM / LILR / LIDL / LIPV
16 AÉRODROME DE DESTINATION Destination aerodrome — L I P V			
DURÉE TOTALE ESTIMÉE Total EET HR MIN 0 2 3 0		AÉRODROME DE DÉGAGEMENT À DESTINATION / Destination alternate aerodromes 1 ^{er} / 1 st 2 nd / 2 nd — L I M A L I D L << =	
18 RENSEIGNEMENTS DIVERS Other information — DOF/240112 EET/4506N00701E0038			
19 RENSEIGNEMENTS COMPLÉMENTAIRES (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ) Supplementary information (NOT TO BE TRANSMITTED IN FPL MESSAGES)			
AUTONOMIE / Endurance HR MIN — E / 0 4 0 0		PERSONNES À BORD / Persons on board → P / 0 0 4	RADIO ET BALISE D'URGENCE / Emergency radio UHF VHF ELT / PLB → R / <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>
EQUIPEMENT DE SURVIE / Survival equipment POLAIRE Polar → S / <input type="checkbox"/>		DESERT Desert <input type="checkbox"/>	MARITIME Maritime <input type="checkbox"/>
		JUNGLE Jungle <input type="checkbox"/>	GILETS DE SAUVETAGE / Jackets LAMPES Light → J / <input type="checkbox"/>
		FLUORES Fluores <input type="checkbox"/>	UHF VHF <input type="checkbox"/> <input type="checkbox"/>
CANOTS / Dinghies NOMBRE Number → D / 0 0		CAPACITÉ Capacity → 0 0 0	COUVERTURE Cover → <input type="checkbox"/>
		COULEUR Colour → _____ << =	
COULEUR ET MARQUES DE L'AÉRONEF / Aircraft colour and markings A / WHITE + BLUE + RED			
REMARQUES / Remarks → N / _____ << =			
PILOTE COMMANDANT DE BORD / Pilot-in-command C / ALEXANDRE LOPEZ) << =			
DÉPOSÉ PAR / Filed by		ESPACE RÉSERVÉ À DES FINS SUPPLÉMENTAIRES / Space reserved for additional requirements	

Refueling at LFLS



Pilot: Grenoble Ground, Robin F-HGPC, Good day

Ground: Robin F-HGPC, Grenoble Ground, Good day, pass your message.

Pilot: Robin F-HGPC, a DR400 at the apron G, 2 POB, information K, VFR flight plan to LIPV, request taxi to the fuel via N6.

Ground: Robin F-PC, taxi N6, report when ready to cross the runway.

Pilot: Taxiing N6, will report when ready to cross the runway, F-PC.

...

Pilot: Robin F-PC, N6 ready to cross the runway.

Ground: Robin F-PC, cross the runway and taxi to A12.

Pilot: Crossing the runway and taxiing to A12, Robin F-PC.

...

Pilot: Robin F-PC, at A12, can you please call the Jet A1 truck? Robin F-PC

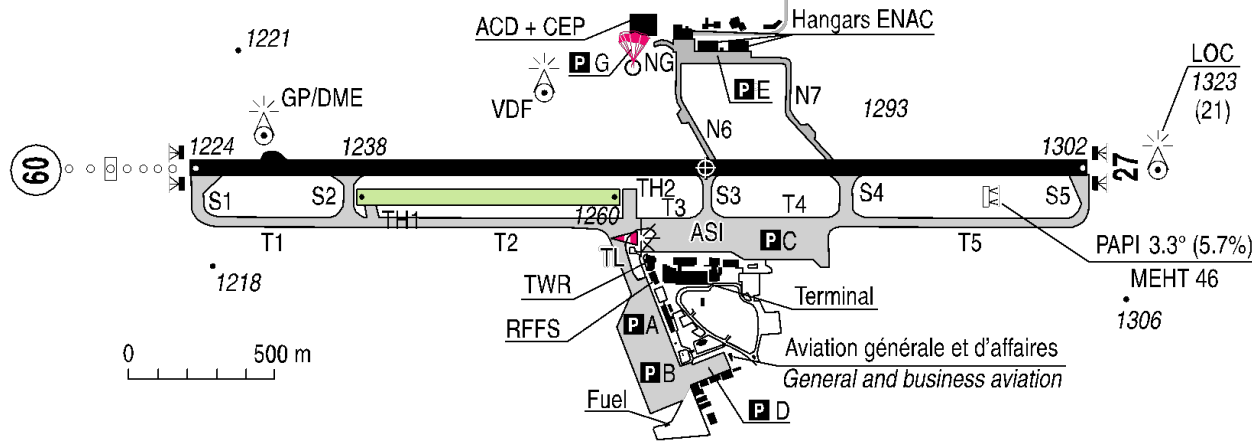
Ground: Robin F-PC, the truck is arriving.

Pilot: Thank you. Request to leave the frequency, Robin F-PC.

Ground: Robin F-PC, you can leave the frequency.

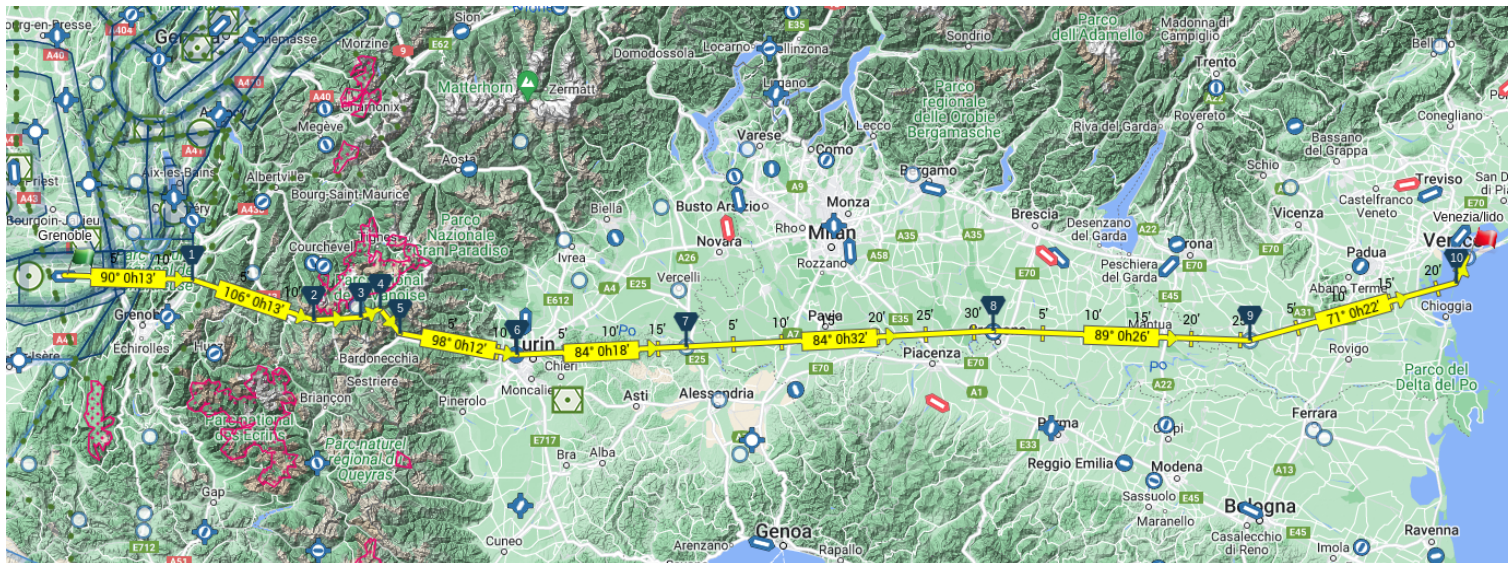
Pilot: Leaving the frequency, Robin F-PC.

Departure from LFLS



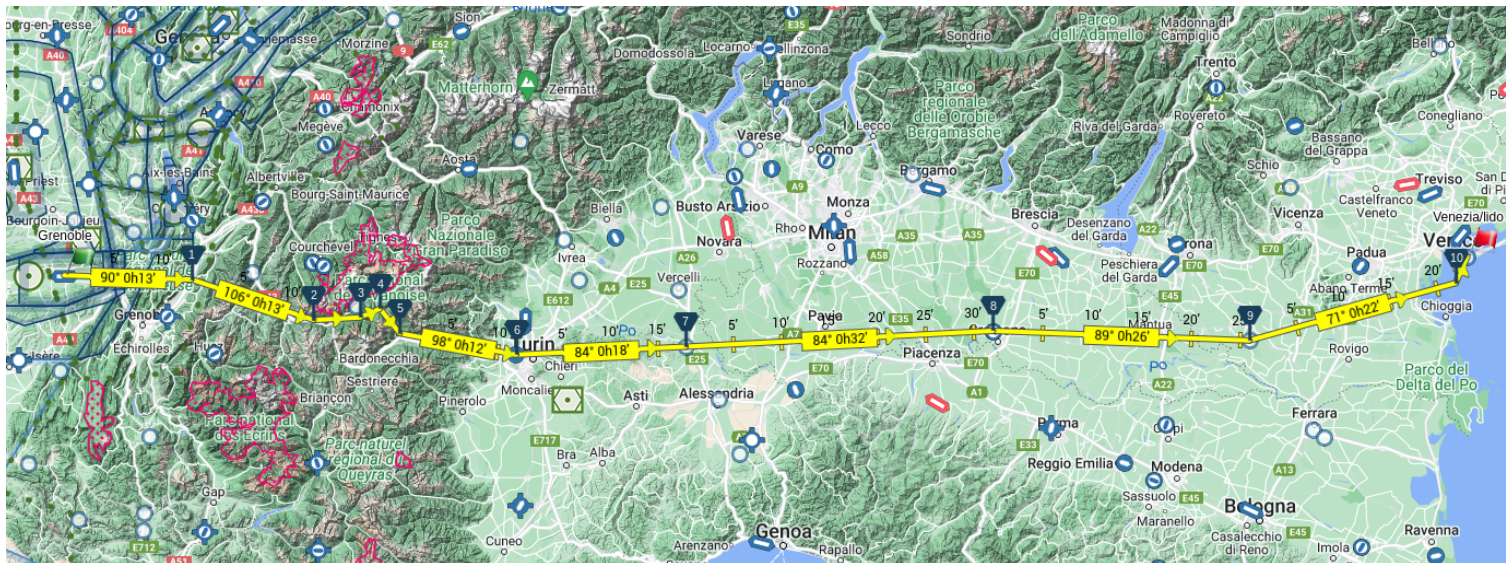
- Pilot:** Robin F-PC, at A12, request taxi to holding point S3, runway 09.
- Ground:** Robin F-PC, squawk 1732, taxi to holding point S3, runway 09, contact the tower on 119.3 when ready.
- Pilot:** Squawk 1732, taxiing to holding point S3, runway 09, will contact tower on 119.3 when ready, F-PC
- ...
- Pilot:** Grenoble Tower, Robin F-HGPC, holding point S3, runway 09, ready for intersection departure.
- Tower:** Robin F-PC, line up and wait, runway 09.
- Pilot:** Lining up and waiting, runway 09, Robin F-PC.
- Tower:** Robin F-PC, cleared to take-off runway 09, wind calm, remain below 3500 feet, report leaving the CTR via NV.
- Pilot:** Taking-off runway 09, remaining below 3500 feet, will report leaving the CTR at NV. Can you activate our flight plan, please? Robin F-PC.
- Tower:** Robin F-PC, your flight plan has been activated at 17.
- ...
- Pilot:** Robin F-PC, at NV, 3300 feet, request frequency change to Lyon Information.
- Tower:** Robin F-PC, contact Lyon information 135.525, goodbye.
- Pilot:** Contacting Lyon information 135.525, goodbye, Robin F-PC.

Enroute to LIPV - 1/2



- Pilot:** Lyon Information, Robin F-HGPC, good day
Lyon: Robin F-HGPC, Lyon information, pass your message
Pilot: Robin F-HGPC, a DR400 at LFLS's NV, 3300 feet, with a flight plan, request climbing to FL 95.
Lyon: F-PC, transit approved, squawk 3645, climb to FL 95, report at the airspace boundary.
Pilot: Transit approved, squawk 3665, climbing to FL 95, will report leaving the airspace, Robin F-PC.
Lyon: F-PC, Squawk 3645
Pilot: Squawk 3645, Robin F-PC.
- ...
- Pilot:** Robin F-PC, airspace boundary, FL 95, to leave the frequency.
Lyon: F-PC, Leave the frequency, squawk 7000, good flight.
Pilot: Leaving the frequency, squawk 7000, have a nice day, Robin F-PC.
- ...
- Pilot:** Milano Information, Robin F-HGPC, good day
Milano: Robin F-HGPC, Milano information, pass your message.
Plot: Robin F-HGPC, a DR400, overhead the Saint Cenis lake, FL 95, under VFR flight plan.
Milano: F-PC, squawk 5324, report LIMA in sight.
Pilot: Squawk 5324, will report LIMA in sight, Robin F-PC.

Enroute to LIPV - 2/2



Pilot: Robin F-PC, LIMA in sight.

Milano: Robin F-PC, report approaching VOGHERA, traffic ten o'clock, 1 mile, parallel route, 2000 ft below.

Pilot: Will report approaching VOGHERA, traffic in sight, Robin F-PC.

...

Pilot: Robin F-PC, approaching VOGHERA, FL 95.

Milano: Robin F-PC, descend to 5500 ft, QNH 1016, we have traffic in the area. Report 5500 ft.

Pilot: Descend to 5500 ft, will report 5500 ft, QNH 1016, Robin F-PC.

...

Pilot: Robin F-PC, East of VOGHERA, 5500 ft.

Milano: Robin F-PC, report approaching LIPV to change frequency, Robin F-PC.

Pilot: Will report approaching LIPV to change frequency, Robin F-PC.

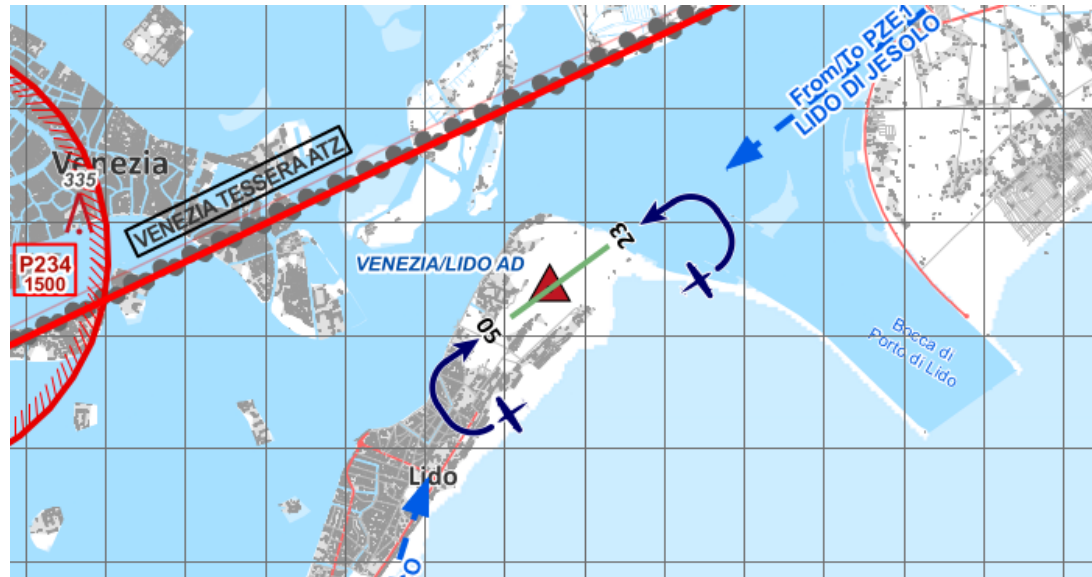
...

Pilot: Robin F-PC, approaching LIPV, 5500 ft, request to descend to 1000 ft and change frequency to Venezia Lido information on 118.525.

Milano: Robin F-PC, you can descend to 1000 ft and change frequency to 118.525. Good bye.

Pilot: Descend to 1000 ft and change frequency to 118.525, good bye, Robin F-PC.

Arrival to LIPV - 1/2



Pilot: Venezia Lido information, Robin F-HGPC, good day.

AFIS: Venezia Lido information, Robin F-HGPC, go ahead.

Pilot: Robin F-HGPC, DR400, from LFLS in France under VFR flight plan, 5 miles south west, 5000 ft and descending to 1000 ft, inbound for landing.

AFIS: Robin F-PC, QNH 1014, runway 23 in use, join left hand downwind for runway 23, no traffic reported.

Pilot: 1014, will join left hand downwind for runway 23, Robin F-PC.

...

Pilot: Left hand downwind for runway 23, Robin F-PC.

AFIS: Robin F-PC, number 1, report final 23.

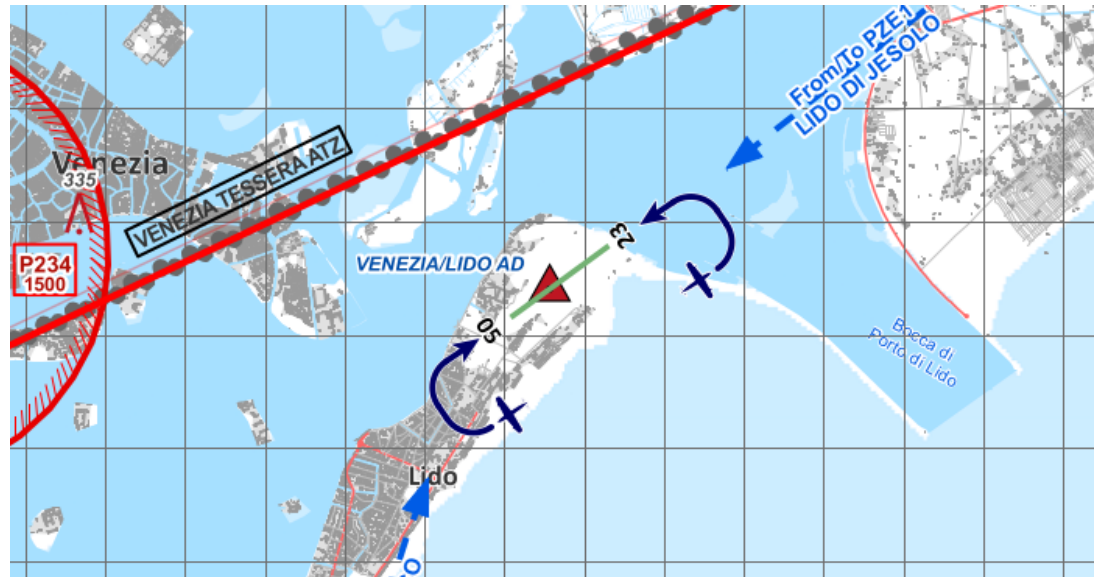
Pilot: Number 1, will report final 23, Robin F-PC.

...

Pilot: Robin F-PC, final runway 23.

AFIS: Robin F-PC, Wind 240 degrees for 8Kt.

Arrival to LIPV - 2/2



Pilot: Robin F-PC, landing runway 23.

AFIS: Robin F-PC, report runway vacated.

Pilot: Will report runway vacated, Robin F-PC.

...

Pilot: Robin F-PC, runway vacated.

AFIS: Robin F-PC, park on west side of the apron.

Pilot: West side, can you please close our flight plan? Robin F-PC.

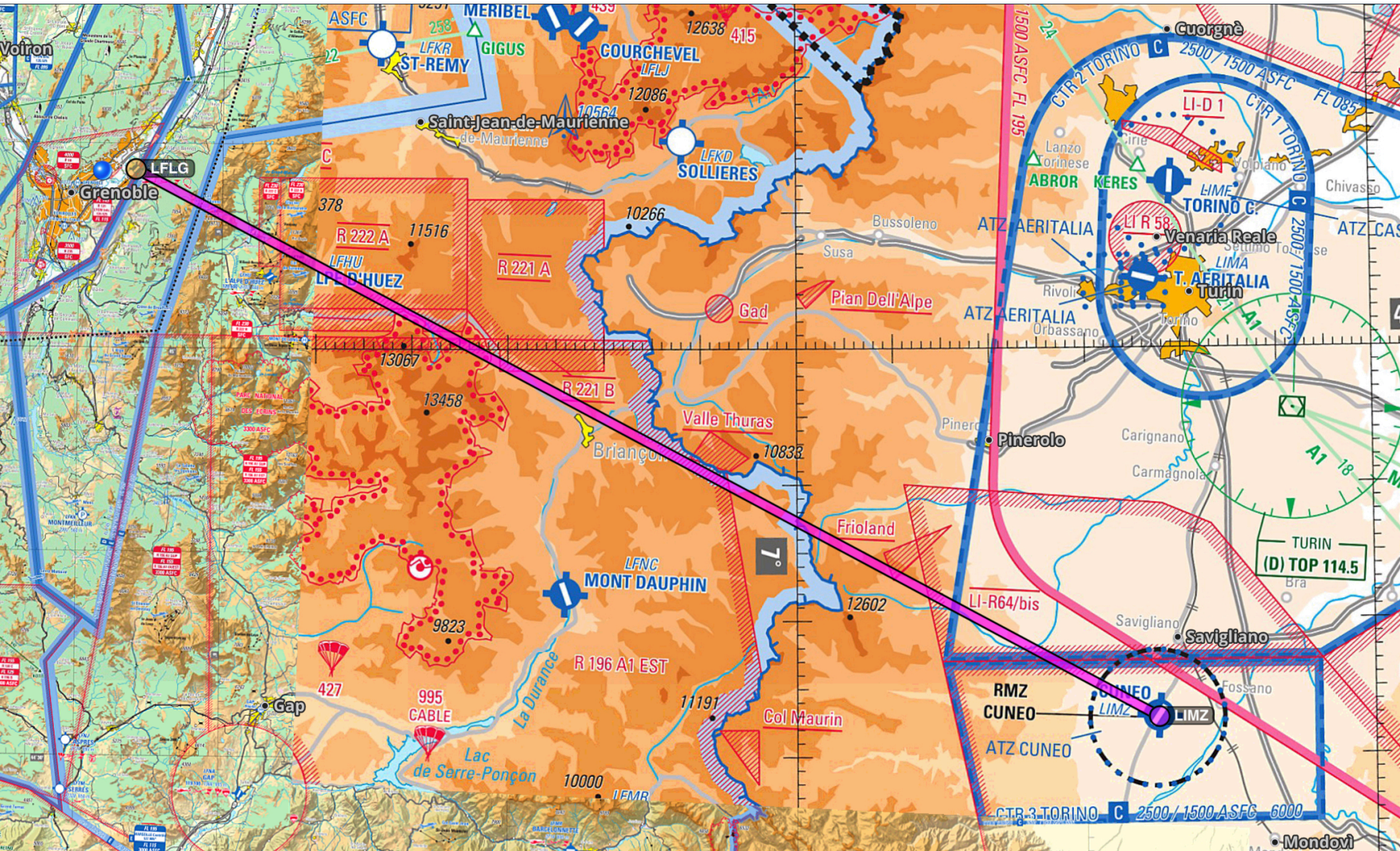
AFIS: Robin F-PC, your flight-plan is closed.

...

Pilot: Robin F-PC, west side of the apron, leaving frequency, thanks for your help.

Crew 8: LFLG to LIMZ with F-HGPC

Sebastien Roy, Alexis Mermet



FPL

3 TYPE DE MESSAGE / Message type << = (FPL		7 IDENTIFICATION DE L'AÉRONEF Aircraft identification — F H G P C		8 RÉGLES DE VOL Flight rules — V		TYPE DE VOL Type of flight G << =	
9 NOMBRE / Number — 0 1		TYPE D' AÉRONEF / Type of aircraft D R 4 0		CATÉGORIE DE TURBULENCE DE SILLAGE / Wake turbulence category / L		10 ÉQUIPEMENT & POSSIBILITÉS Equipment & capabilities	
13 EMPLACEMENT DE DÉPART / Departure location — L F L G		HEURE / Time 1 0 0 0 << =		10-a SY		10-b CS << =	
15 VITESSE CROISIÈRE / Cruising speed — N 0 1 2 7		NIVEAU / Level V F R		ROUTE / Route BRIANCON VEGAR SALUZZO			
16 AÉRODROME DE DESTINATION Destination aerodrome — L I M Z		DURÉE TOTALE ESTIMÉE Total EET HR MIN 0 0 5 0		AÉRODROME DE DÉGAGEMENT À DESTINATION / Destination alternate aerodromes 1 ^{er} / 1 st 2 ^{ème} / 2 nd L F N C << =			
18 RENSEIGNEMENTS DIVERS Other information — DOF/240108 EET/VEVAR0035							
19 RENSEIGNEMENTS COMPLÉMENTAIRES (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ) Supplementary information (NOT TO BE TRANSMITTED IN FPL MESSAGES)							
AUTONOMIE / Endurance HR MIN — E / 0 6 0 0		PERSONNES À BORD / Persons on board — P / 0 0 2		RADIO ET BALISE D'URGENCE / Emergency radio UHF VHF ELT / PLB — R / <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>			
ÉQUIPEMENT DE SURVIE / Survival equipment POLAIRE / Polar DESERT / Desert MARITIME / Maritime JUNGLE / Jungle — S / <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				GILETS DE SAUVETAGE / Jackets LAMPES / Light FLUORES / Fluores UHF VHF — J / <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>			
CANOTS / Dinghies — D / 0 0		NOMBRE / Number		CAPACITÉ / Capacity 0 0 0		COUVERTURE / Cover	
						COULEUR / Colour << =	
COULEUR ET MARQUES DE L'AÉRONEF / Aircraft colour and markings A / ROBIN BLEU BLANC							
REMARQUES / Remarks — N / << =							
PILOTE COMMANDANT DE BORD / Pilot-in-command C / MERMET ROY)<< =							
DÉPOSÉ PAR / Filed by				ESPACE RÉSERVÉ À DES FINS SUPPLÉMENTAIRES / Space reserved for additional requirements			

Clearance

ATIS	Grenoble Le Versoud, Good evening Information Bravo recorded at 0800UTC, Runway in use 04, Wind 030 degrees 10 knots, CAVOK, temperature 13, QNH 1015, inform Le Versoud on initial contact that you have received information Bravo
Pilot	Le Versoud Ground, Robin F-HGPC. Good Morning
Ground	F-HGPC. Le Versoud Ground, Pass your message
Pilot	Le Versoud Ground, Robin F-HGPC on apron, 2 POB, VFR flight with flight plan to Cuneo LIMZ, with information Bravo
Ground	Robin F-PC, cleared to LIMZ as filed, call when ready to taxi
Pilot	cleared to LIMZ as filed, calling when ready to taxi Robin F-PC

Departure

Pilot	Le Versoud Ground, Robin F-PC, ready to taxi
Ground	Robin F-PC, Taxi to holding point E1 RWY 04, Contact Tower when ready on 121.0
Pilot	Taxiing to E1 RWY 04, will contact tower when ready on 121.0, Robin F-PC
Pilot	Le Versoud Tower, Robin F-HGPC, Good Day, at E1 RWY 04, Ready for departure
Tower	Robin F-PC, Lineup RWY 04, Wind 030 at 10 knots, Cleared for takeoff, report leaving frequency
Pilot	Taking off RWY 04, will report leaving frequency, Robin F-PC
Pilot	Robin F-PC, overhead SW 4500 ft, climbing FL 95, to leave frequency
Tower	Robin F-PC, Contact Lyon info on 135.525, have a good flight
Pilot	Contacting Lyon info on 135.525, Robin F-PC

Transit

Pilot	Lyon Information , Robin F-HGPC Good Day
Lyon Info	Robin F-PC, Lyon Info, pass your message
Pilot	Robin F-PC, VFR flight under flight plan from le Versoud to Cuneo LIMZ , 5min south of le Versoud, 4500 feet climbing flight level 95
Lyon Info	Robin F-PC, Flight plan activated at 05, squawk 4100, Proceed as filed
Pilot	Squawk 4100, Proceeding as filed, Robin F-PC
Lyon Info	Robin F-PC, you are leaving my area, contact Marseille info on 120.550, good day.
Pilot	Contacting Marseille 120.550, Good Day, Robin F-PC
Pilot	Marseille Info, Robin F-HGPC, Good Day
Mar Info	Robin F-PC, Marseille Info, we have your flight plan, radar identified, proceed as filed
Pilot	Proceeding as filed, Robin-PC
Mar Info	Robin F-PC, you are leaving my area, squawk 7000, contact Milano Info on 128.925
Pilot	squawk 7000, contacting Milano Info on 128.925, Good Bye, Robin F-PC

Approach

Pilot	Milano Information , Robin F-HGPC Good Day
Milano Info	Robin F-HGPC, Milano Info, Good Day, pass your message
Pilot	Robin F-HGPC, VFR flight under flight plan from Grenoble le Versoud LFLG to Cuneo LIMZ , 5 min north west of Saluzzo, 6000 ft descending, request transit via Saluzzo.
Milano Info	Robin F-PC, Squawk 5165, proceed as filed.
Pilot	Squawk 5165, proceeding as filed, Robin F-PC
Milano Info	Robin F-PC, Radar identified, descend and maintain 5000 ft, report 1 min before MZ-NW1
Pilot	Descending and maintaining 5000 ft, will report 1mn before MZ-NW1, Robin F-PC
Pilot	Robin F-PC, at 1min from MZ-NW1, 5000ft, request to contact Cuneo Tower.
Milano Info	Robin F-PC, Squawk 7000, contact Cuneo Tower on 119.550. good day

Arrival

Pilot	Cuneo Tower, Robin F-HGPC, Good Day
Cuneo Tower	Robin F-PC, Cuneo Tower, pass your message
Pilot	Robin F-PC, VFR flight under flight plan from Grenoble le Versoud LFLG to your airfield, passing SALUZZO at 5000 ft, request latest information
Cuneo Tower	Robin F-PC, runway in use 03, wind 020° at 10 gusting 15, Few clouds 3000ft, visibility more than 10km, QNH 1015, report 2200ft Left downwind RWY 03
Pilot	RWY 03, QNH 1015, will report 2200ft Left downwind RWY 03, Robin F-PC
Pilot	Robin F-PC Left downwind RWY 03, for a full stop landing
Cuneo Tower	Robin F-PC, Number 1, runway 03, cleared to land, wind 020° , 10 knots
Pilot	Number 1 RWY 03 Cleared to Land, Robin F-PC

Note: Italian doc says:

4.2 Circuit activity

Traffic circuit:

traffic circuits for RWY 03/21 are normally performed West of the field at pilot's discretion and giving information to AFIU/TWR

Taxi

Pilot	Robin F-PC, Runway vacated, unfamiliar with the airport, request to taxi to General Aviation Apron
Cuneo Tower	Robin F-PC, Flight plan closed at 40 , Taxi to Stand 18 to your right
Pilot	Taxiing to stand 18, Robin F-PC
Pilot	Robin F-PC at stand 18 to leave the frequency
Cuneo Tower	Robin F-PC, leave frequency. Good Bye
Pilot	Leaving frequency, Good Bye, Robin F-PC

Question: how to request for fuel handling ?

- Cueno tower request Jet A1 fuel truck.

Crew 9: LELL to LFLG with F-HGPC

Sebastien Monges, Simon Lang

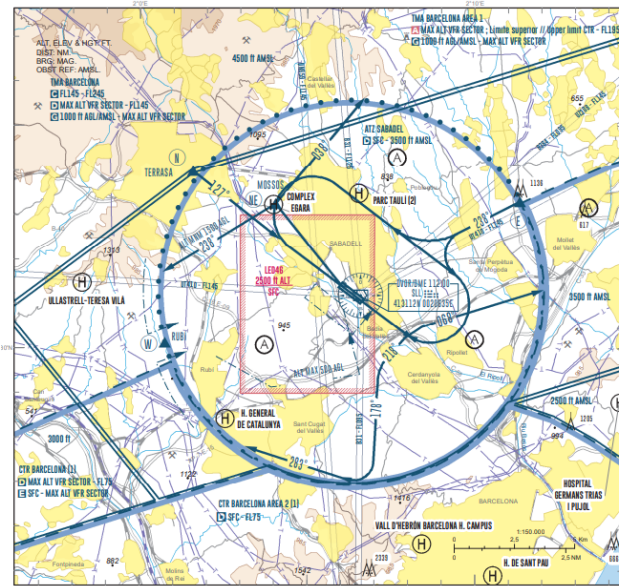


VISUAL / VAC - OACI

485
VAR 1°E (2020)

GMC	121.600
VDF	120.800

LELL



COMPLETE SCRIPT LELL / LFLG

DATE OF FLIGHT

14 / 01 / 24 (DD/MM/YY)

Specific Identification of Addressee(s)

Addressee(s)

EDIT

Specific Identification of Addressee(s) EDIT

MESSAGE IDENTIFICATION DATA

Message Type

Aircraft Identification

Flight Rules and Type of Flight

FPL

ARCID:

FHGPC

Rules: V



Type of Flight: G

AIRCRAFT DATA

Aircraft

Equipment and Capabilities

No. 01

Type: DR40



Wake Turb. Cat.: L

Equipment: SYG



SSR Equipment: S



ADS Equipment:



FLIGHT DATA

Departure Data

13

Destination and Alternate Aerodrome(s) Data

16

ADEP: LELL



EObT:

09

:

00

(hh:mm)

ARO Office:

OFICINA LELL



ADES: LFLG



Total EET

03

:

00

(hh:mm)

ALTN: LFLS



LFMU



ROUTE

15

Route:

DCT ALBER EET 09:45 DCT KELAM DCT LFMS DCT LFKE DCT LFLG



Cruising Speed:

N0110

Cruising Level

VFR

OTHER INFORMATION

18

SUPPLEMENTARY INF.

19

SUPPLEMENTARY INF.

Emergency Radio: VUE

Survival Equipment:

Dinghies

No.:

Capacity:

Covered:



Colour:

Persons On Board: 002

Jackets:

Endurance:

05

:

00

(hh:mm)

Pilot-in-Command:

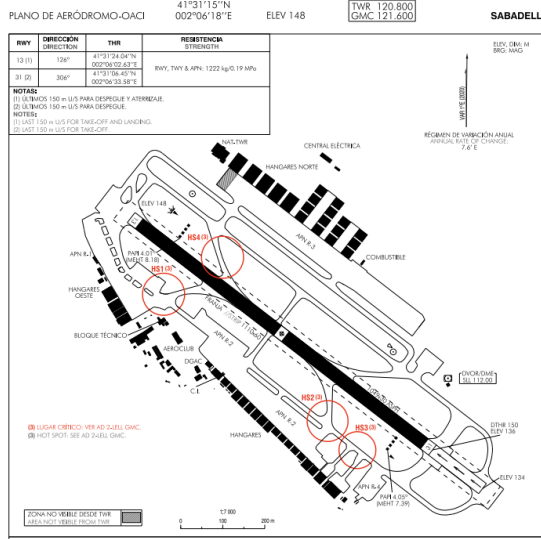
SEBASTIEN MONGES 1605BCN00119

Colour of the Aircraft and Significant Markings:

WHITE WITH BLUE STRIPES

Useful Remarks:

TEL 34 616947479



Pilot: Sabadell Tower, F-HGPC good day

Tower: F-HGPC, Sabadell Tower, go ahead

Pilot: F-HGPC, Robin DR400, Apron R 2, 2 POB, VFR flight to LFLG, request taxi

Tower: F-PC, QNH 1018, SQUAWK 7364, taxi to holding point RWY13, report when ready

Pilot: QNH 1018, SQUAWK 7364, taxiing to holding point RWY13, will report when ready, F-PC

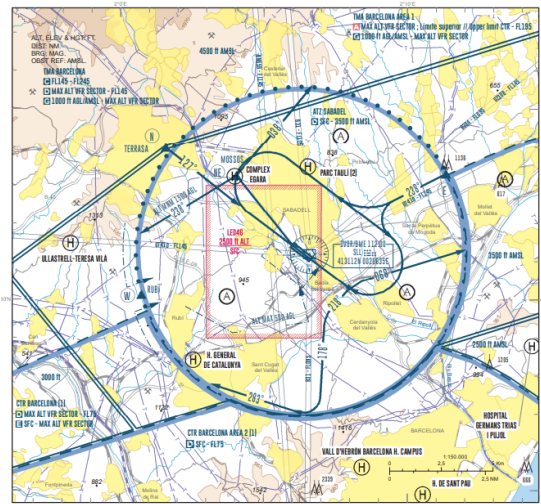
Pilot: F-HGPC, holding point RWY 13, Ready for Departure

Tower: F-PC, Wind calm, Cleared for RWY 13

Pilot: Taking Off RWY 13, F-PC

Tower: F-PC, contact Barcelona 131.125

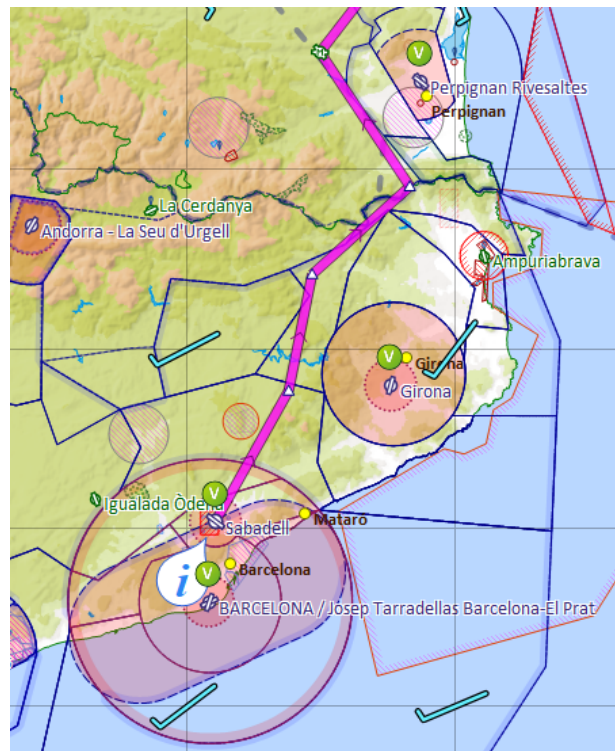
Pilot: contact Barcelona 131.125, F-PC



Pilot: Barcelona, F-HGPC, good day
BCN: F-HGPC, Barcelona, go ahead
Pilot: F-HGPC, DR400, 2POB, leaving Sabadell to LFLG,
3500ft, SQUAWK 7364, we have flight plan
BCN: F-HGPC, identified, report at border
Pilot: Report at border, F-HGPC

Pilot: Barcelona F-HGPC, at border, request frequency
change to Montpellier
BCN: F-PC, contact Montpellier information 136.325
Pilot: contact Montpellier information 136.625, F-PC,
thank you

Pilot: Montpellier information F-HGPC, good morning
Montpellier Info: F-HGPC, Montpellier, go ahead
Pilot F-HGPC, DR400, 2POB, at border to LFLG, FL75,
SQUAWK 7364, we have flight plan
Montpellier: F-PC proceed, report south LFNX
Pilot: will report south LFNX, F-PC



Pilot: Montpellier, F-HGPC, south of LFNX

Montpellier: contact Montpellier information 134.375

Pilot: contact Montpellier information 134.375, F-HGPC

Pilot: Montpellier information F-HGPC, good morning

Montpellier Info: F-HGPC, Montpellier, go ahead

Pilot F-HGPC, DR400, 2POB, south of LFNX to LFLG, FL75, SQUAWK 7364, we have flight plan, can you confirm Romeo's not active

Montpellier: F-PC, Romeo's not active, report north LFNL

Pilot: will report north LFNL, F-PC

Pilot: Montpellier, F-HGPC, north LFNL

Montpellier: F-PC, contact Marseille information 120.550

Pilot: contact Marseille 120.550, F-PC

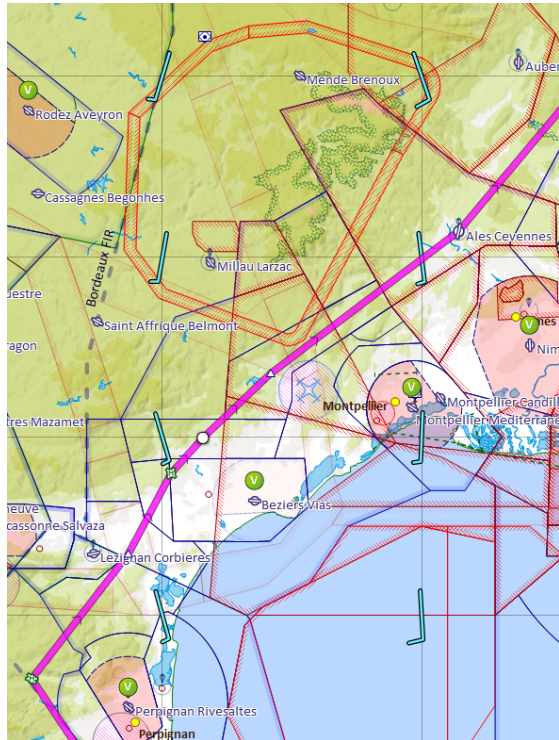
Pilot: Marseille information F-HGPC, good morning

Marseille Info: F-HGPC, Marseille, go ahead

Pilot F-HGPC, DR400, 2POB, north of LFNL to LFLG, FL75, SQUAWK 7364, we have flight plan

Marseille info: F-PC, report north LFMS

Pilot: will report north LFMS, F-PC



Pilot: Marseille info, F-HGPC, north of LFMS

Marseille: F-HGPC contact Provence information 134.800

Pilot: contact Provence information 134.800, F-HGPC

Pilot: Provence information, F-HGPC, north of LFMS

Provence Info: F-HGPC, Provence info, report inbound

LFLQ

Pilot: report inbound LFLQ, F-HGPC

Pilot: Provence information, F-HGPC, inbound LFLQ

Provence Info: F-HGPC, contact Provence Information, 132.300

Pilot : contact Provence information 132.300, F-HGPC

Pilot: Provence information, F-HGPC, good morning

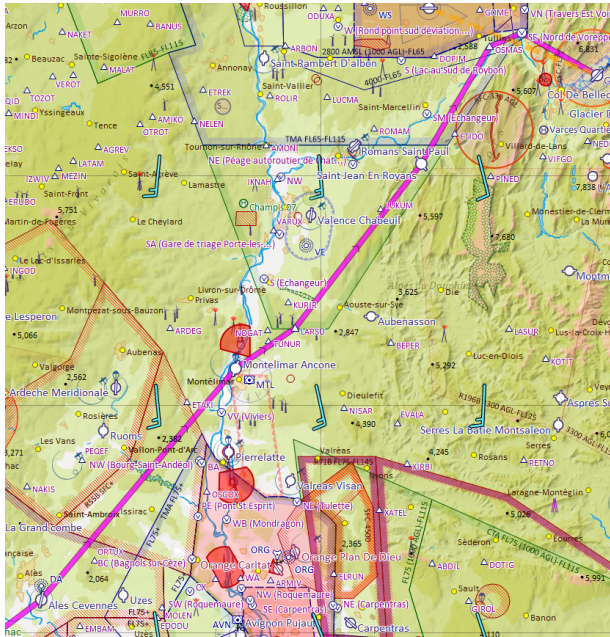
Provence info: F-HGFPC, Provence info, report outbound LFLQ

Pilot report outbound LFLQ, F-HGPC

Pilot: Provence information, F-HGPC, outbound LFLQ

Provence Info: F-HGPC, Provence info, contact Lyon information 135.200

Pilot: contact Lyon 135.200, F-HGPC

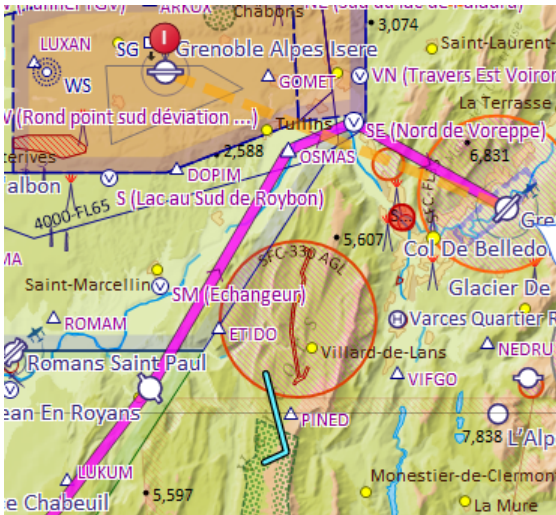


Pilot: Lyon information, F-HGPC, good morning
Lyon Info: F-HGPC, Lyon info, pass your message
Pilot: F-HGPC, with flight plan, FL75, SQUAWK 7364
Lyon info: F-HGPC, Lyon information, report LFLG in sight
Pilot report LFLG insight, F-HGPC

Pilot: Lyon information, F-HGPC, LFLG in sight
Lyon info: F-HGPC, Lyon information, contact le Versoud tower
121.000
Pilot contact le Versoud 121.000, F-HGPC

Pilot: LFLG, F-HGPC, good day
Le Versoud: F-HGPC, Le Versoud, go ahead
Pilot: Le Versoud Tower robin F-HGPC, DR400, 2 POB, departing
from Sabadell LELL to yours facilities 3mn West from SW 4000ft
descending
Le Versoud : you're number 1, report long final RWY 04 concrete
Pilot: number 1, report long final RW 04 concrete, robin F-PC
Pilot: robin F-PC, final RW04 concrete
Le Versoud: F-PC, cleared to land RWY 04 concrete
Pilot: I'm Landing RWY 04 concrete, robin F-PC

Le Versoud: F-PC taxi to parking
Pilot : Taxiing to parking, robin F-PC
Pilot: robin F-PC, on the apron, for leaving frequency
Le Versoud: F-PC you can leave, good day
Pilot: thank for your help, good day. robin F-PC



Aviation English Participants



No.	Name
1	Gabriel Faivre
2	Sebastien Roy
3	Alexis Mermet
4	Jean Laurent Philippe
5	Francois Zanier
6	Jean-Louis Monin
7	Thomas Calmant
8	Johan Malaquin
9	Sebastien Monges
10	Roman Dieuguillot

No.	Name
11	Simon Lang
12	Frederic Dumas
13	François-Karim Laben
14	Christian Charrier
15	Jean-Yves Larnaudie
16	Alejandro López

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) Call sign 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 urgent 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

Pan pan, pan pan, pan pan, Le Versoud Tower, F-HGPC, aircraft attempting taxi from parking with towbar attached.

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 (*aspirational*)



9 November	The FCL055 Rating, Course structure, Presentation of Participants, Information Resources, Sample Practice Flight
16 November	Flight Crews, ATC Overview, Numbers, ATIS Structure, Sample Flight Briefing.
23 November	Flight Briefings by Crews 1 to 7
30 November	Flight Briefings Crews 8 and 9, Taxi and Departure Clearances, Sample departure and Taxi Script
07 December	Taxi Scripts crews 1 to 6
14 December	Taxi Scripts Crews 7, 8, and 9, Flying the Pattern, Sample Script.
21 December	Pattern Practice Crews 1 to 7.
28 December	Christmas Vacation
04 January	Pattern Practice, Enroute and Arrival, Flight Plans, Sample Enroute scripts
11 January	Crews 1 to 4. Enroute and Arrival Scripts
18 January	Crew 5 to 8 Enroute and Arrival Scripts, Inflight Emergencies
25 January	War stories, Weather Terminology, FCL 055 VFR test preparation.
01 February	???