Aero Club Dauphiné

Aviation English Master Class

Session 11

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,
25 January	**Inflight Emergencies, Weather, FCL 055 VFR test preparation**.

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 1:
Inflight Emergency

Jean-Laurent Philippe, Gabriel Faivre

Vacuum pump display problem

Pilot: Le Versoud Ground, Robin F-GTPT, good morning

Ground: Robin F-GTPT, Le Versoud Groud, pass your message

Pilot: Robin F-GTPT, at club apron, 2 people on board, with information A, request taxi for VFR flight to Grenoble

Ground: Robin F-PT, taxi to holding point E1 Runway 04, contact Tower when ready on 121.0

Pilot: Taxiing to Holding Point E1 Runway 04, will contact tower when ready on 121.0, Robin F-PT ... … …

Pilot: Le Versoud Tower, Robin F-GTPT, good morning, at Holding point E1 Runway 04, vacuum pump not displaying, request back to apron

Tower: Robin F-PT, maintain position, I call you back.

Pilot: Maintaining position, Robin F-PT

Tower: Robin F-PT, enter Runway 04, exit at E3, contact Ground on 121.655 when runway vacated

Pilot: Enter Runway 04, will exit at E3, and will contact Ground on 121.655 when runway vacated, Robin F-PT ... … …

Pilot: Le Versoud Ground, hello again, runway vacated, request taxi to apron, Robin F-PT

Ground: Robin F-PT, taxi to apron

Pilot: Taxiing to apron, F-PT

Stuck VFR On Top at LFRD

Pilot: PAN PAN PAN PAN PAN PAN, Dinard Control, ROBIN F-HGPC, 30 NM east of your airport, FL85, 3 PoB, 2 hours of endurance, we are on top with no way to descend VMC or revert.

CTR: ROBIN F-HGPC, Dinard Control, advise able to descend with instruments

Pilot: Affirm, F-HGPC

CTR: ROBIN F-PC, squawk 4321 and turn right heading 360°, same level

Pilot: squawking 4321 and turning right heading 360°, ROBIN F-PC

CTR: ROBIN F-PC, descend to altitude 7500 ft QNH 1001

Pilot: descending to altitude 7500 ft QNH 1001, ROBIN F-PC

CTR: ROBIN F-PC, descend to altitude 2000 ft, this will make you enter in the clouds

Pilot: descending to altitude 2000 ft, ROBIN F-PC

(now in the clouds – in IMC)

Stuck VFR On Top at LFRD

(now in the clouds – in IMC)

CTR: ROBIN F-PC, turn left heading 330°

Pilot: turning left heading 330°, ROBIN F-PC

CTR: ROBIN F-PC, turn left heading 270°

Pilot: turning left heading 270°, ROBIN F-PC

Pilot: ROBIN F-PC, levelling at 2000 ft

CTR: ROBIN F-PC, turn left heading 170° and descend altitude 1000 feet

Pilot: turn left heading 170° and descending altitude 1000 ft, ROBIN F-PC

Pilot: ROBIN F-PC, steady altitude 1000 ft

CTR: ROBIN F-PC, do you see the sea ?

Pilot: negative, ROBIN F-PC

… Same at 900 and 800 feet – Still in IMC

Stuck VFR On Top at LFRD

… still in the clouds in IMC

CTR: ROBIN F-PC, descend altitude 700 feet

Pilot: descending altitude 700 ft, ROBIN F-PC

Pilot: ROBIN F-PC, altitude 700 ft

CTR: ROBIN F-PC, can you see the sea ?

Pilot: affirmative, ROBIN F-PC

CTR: you are cleared to join right-hand downwind runway 17

Pilot: cleared to join right-hand downwind runway 17, ROBIN F-PC

Pilot; heu !! can we have vectors to join right-hand downwind runway 17, ROBIN F-PC

CTR: affirm, the airfield is in your heading 220°, continue heading 210° to join right-hand downwind runway 17, ROBIN F-PC

Pilot: continuing heading 210° to join right-hand downwind runway 17, ROBIN F-PC

Pilot: ROBIN F-PC, right-hand downwind runway 17

CTR: ROBIN F-PC, number 1, report final runway 17

Crew 2: Christian Charrier

First, a REAL war story....From Christian

As a navy pilot, in the West Indies, I had a turbine explosion on an Alouette III just before landing on Petite Terre Island, uninhabited except by thousands of crabs, some iguanas and hen, and one cat (the mission was to pick up two oceanographers who spent 2 weeks on the island, back to our ship. They didn't want to believe there was a serious problem ...;-). There was no tower, and no radio contact with the airport or the ship. Fortunately there was a helicopter flying at the same time, which relayed our problems ...

Crew 2: Christian Charrier

The first part of the flight is a local flight during which no anomalies are noted.

The second part of the flight returning from the local flight consists of completing 2 Closed circuits. The first circuit is carried out by the instructor as a demonstration. A STOP&GO is accomplished, the second circuit is planned to be performed by the student.

Takeoff is made with 1200m of runway remaining. The power setting is nominal, normal parameters, rotation is made at 50kt.

As soon as "airborn" we first notice what could be compared to a shimmy of one of the wheels of the plane, except that this vibration amplifies slightly and clearly it is not a shimmy. The plane has difficulty climbing. As FI, I announce "I have the controls". The priority is to maintain speed (64kt minimum), I no longer have enough runway available to consider landing on the axis. During the scan to diagnose the fault (100ft/ ground), I notice that the propeller RPMs fluctuate and that the speed is not the expected speed in this initial climb phase (+ or - 5300 rpm Iso 5700).

Crew 2: Christian Charrier

I declare a PAN PAN "vibrations and loss of engine power" with request for a close downwind (or direct landing QFU) depending on the remaining capacity of the engine.

The decision to turn towards the downwind was made because the engine was still pulling. I decide to retract the flaps and try to maintain 70kt, which allows me to have a significantly better rate of climb.

Passing a 90° turn, my student informs me that he smells burning, which I notice immediately. This acrid and irritating smell reminds me of the smell of burnt oil, however there is no smoke in the cockpit. I immediately declare a MAY DAY with burning smell in the cockpit.

Crew 2: Christian Charrier

Established at the start of a close downwind, 300ft/ground, I reduce the engine power in order to preserve it and immediately the smell begins to fade in the cockpit. Despite everything, I am ready to cut everything, being now in a position which allows me to join the field at any QFU.

The engine is holding, the smell is less and less present, I continue downwind and carry out a PTU to a normal landing and clearing the runway of Taxiway C where the firefighters are waiting for us.

Crew 2: Christian Charrier

F-GSRE Le Versoud Tower - RE on final 04 - For the option
TWR RE report on short final
F-GSRE will report on short final 04 - RE

F-GSRE on short final - will touch and go
TWR RE cleared for touch and go 04 - wind calm - report left downwind
F-GSRE Touching and going - will report left downwind leg - RE

F-GSRE PAN PAN PAN PAN PAN - This is Romeo Echo - lost Engine Power - 45 % - speed steady 75 kt
Overhead silos - turning to downwind leg - 2POB
TWR RE Report left downwind leg
F-GSRE North downwind leg - Can't climb anymore - maintening 300 ft speed 75 Kt

Crew 2: Christian Charrier

F-GSRE MAYDAY MAYDAY MAYDAY - Romeo Echo
Strong burnt smelling in cockpit - still 300ft 70 Kt - will land asap - RE

TWR RE you are number One and cleared to land at your discretion
- firetruck will follow you after landing

F-GSRE RE on final - will execute full stop and put engine Off

TWR RE cleared to land 04 - wind calm

F-GSRE RE stopped at E3 point - engine off - to leave the frequency
and evacuate the aircraft

TWR RE leave the frequency - well done

Crew 2: Johan Malaquin

And now another story... From Johan

My only notable story occurred in July last year in Grenoble with F-HCEN when I discovered at more or less 7500-8000ft a “normal” issue on the F-EN well-known by all members of the ACD ☺

My flight was a “Belledonne tour” with a friend of my sister who lives as well in Uriage and had never flown small aircrafts. So I planned a flight through the “Pas de la Coche”, then Alpes d’Huez, Chamrousse, Overhead Uriage and back to LFLG.

Two minutes before arriving to the “Pas de la Coche”, I press the radio button to pass my message and surprise… the low fuel light switches on!

I check the gauge and indeed “low fuel” … so immediate turn right and start thinking ☺….

The tank was fuel before take-off (refuel confirmed by the previous pilot and checked by myself).

Crew 2: Johan Malaquin

After many checks and tests (left turn, right turn, left radio button, right radio button…) I understood that when you press the radio button to pass a message, it is directly related with the fuel gauge!

Talking with Samuel the day after… he told me “oh yes it’s a known problem, no worries”.

I suggested him that this kind of issue should be referenced somewhere to not discover it while flying.

Crew 2: Johan Malaquin

Pilot	Valenciennes Info, Robin F-GGJH, PAN-PAN PAN-PAN PAN-PAN. Vibrations and lost engine power by 50%. 2 POB. 1000 ft stable. 5 mn south-east of airport. Immediate return.
AFIS	Robin F-GGJH, Valenciennes Info. RWY 11 in use. Report direct base leg. All other traffics stand by.
Pilot	RWY 11 in use, will report base leg. Robin F-GGJH.
Pilot	Valenciennes Info, Robin F-GGJH. Base leg RWY 11.
AFIS	Robin F-GGJH, report on final.
Pilot	Will report on final, Robin F-GGJH.

Crew 2: Johan Malaquin

Pilot	Valenciennes Info, Robin F-GGJH, on final RWY 11.
AFIS	Robin F-GGJH, surface wind 180°, 12 kts. Report RWY 11 vacated.
Pilot	Landing RWY 11, will report RWY 11 vacated.
Pilot	Valenciennes Info, Robin F-GGJH. RWY 11 vacated, taxiing to flying club apron.
AFIS	Robin F-GGJH, report leaving frequency.
Pilot	Will report leaving frequency. Robin F-GGJH.
Pilot	Valenciennes Info, Robin F-GGJH on the apron, leaving frequency. Thanks for your help today. Goodbye.

Crew 3: Frederic Dumas

Script : aerobatic aircraft having an engine failure during overhead evolutions, asking for priority landing with other aicratfs in closed circuit.

Inflight emergency

CAP 10 FGDTA Robin DR400 FGTZI Robin DR400 FGTPY

Pilot : Robin F-PY Downwind Left hand Runway 04 concrete

Tower : Robin F-PY number 1 report final 04 concrete

Pilot : number 1 will report final 04 Robin F-PY

Pilot : Le versoud F-TA holding point E1 ready for departure runway 04 concrete

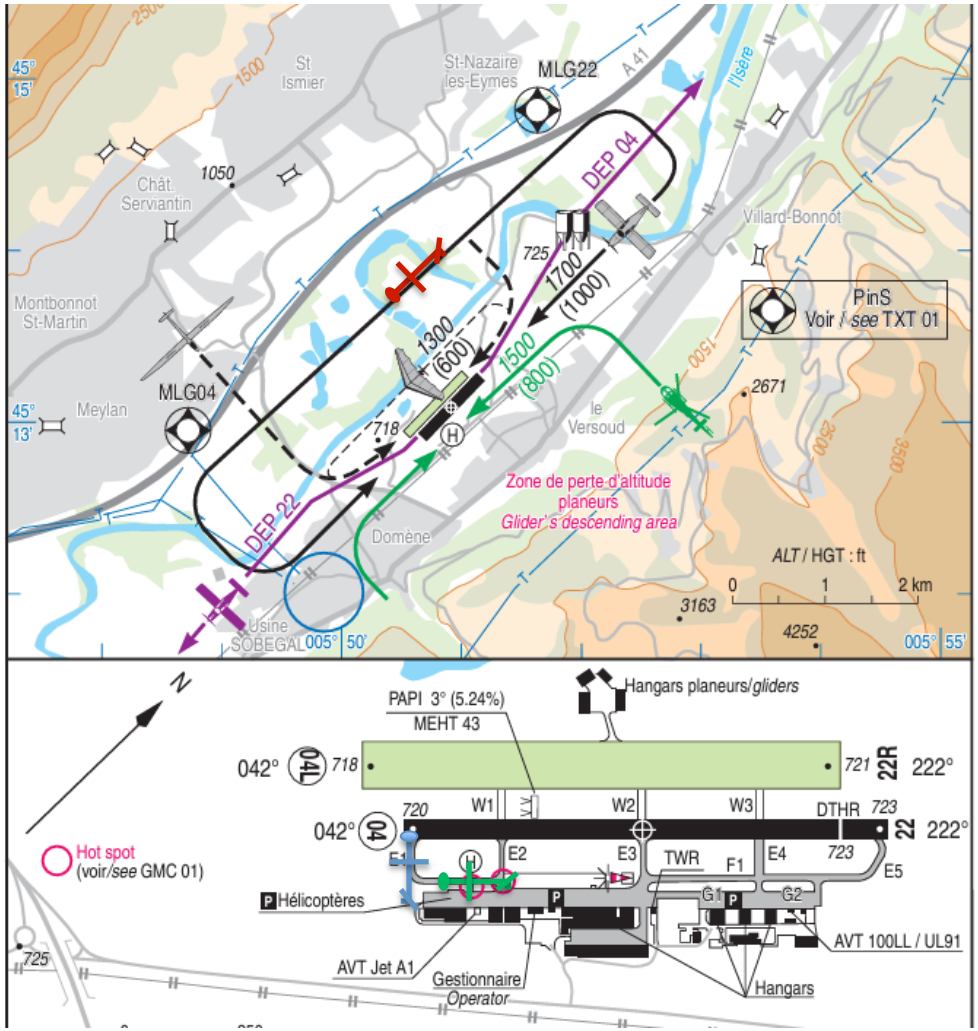
Tower : F-TA from E1 cleared to align and take off runway 04 concrete wind calm report beginning evolutions

Pilot : Lining up cleared to take off will report beginning evolutions F-TA

Pilot : Le versoud F-ZI holding point E1 ready for departure runway 04 concrete

Tower : F-ZI hold short, departure in progress, I call you back

Pilot : holding short F-ZI



Inflight emergency

CAP 10 FGDTA Robin DR400 FGTZI Robin DR400 FGTPY

Pilot : F-PY final Runway 04 concrete

Tower : F-PY wind calm cleared touch n go runway 04 concrete

Pilot : cleared touch n go runway 04 concrete F-PY

Tower : F-ZI behind traffic in final align and hold position runway 04 concrete, behind

Pilot : traffic insight behind traffic in final will align and hold runway 04 concrete, behind F-ZI

Tower : F-ZI cleared to take off runway 04 concrete wind calm report downwind 04

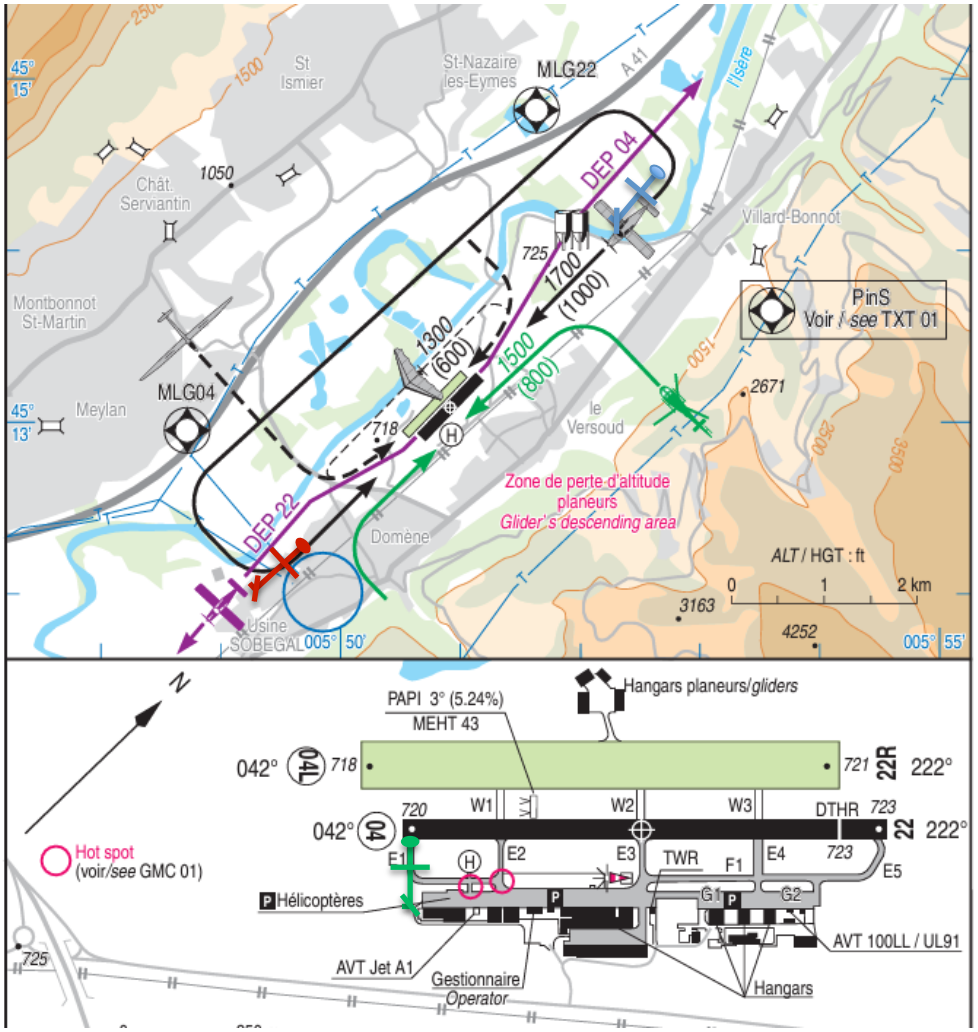
Pilot : Taking off will report downwind 04 F-ZI

.....

Pilot : Le versoud F-TA overhead airfield 5000ft QNH to begin evolutions

Tower : F-TA evolutions authorized call back once finished

Pilot : evolutions authorized will call back once finished F-TA



Inflight emergency

CAP 10 FGDTA Robin DR400 FGTZI Robin DR400 FGTPY

....

Pilot : F-PY final Runway 04 concrete

Tower : F-PY wind calm cleared touch n go runway 04 concrete

Pilot : cleared touch n go runway 04 concrete F-PY

....

Pilot : Le versoud F-TA PAN PAN PAN losing engine power request priority landing with constant aspect approach runway 04 concrete

Tower : F-TA priority landing constant aspect approved on runway 04 concrete you're number 1

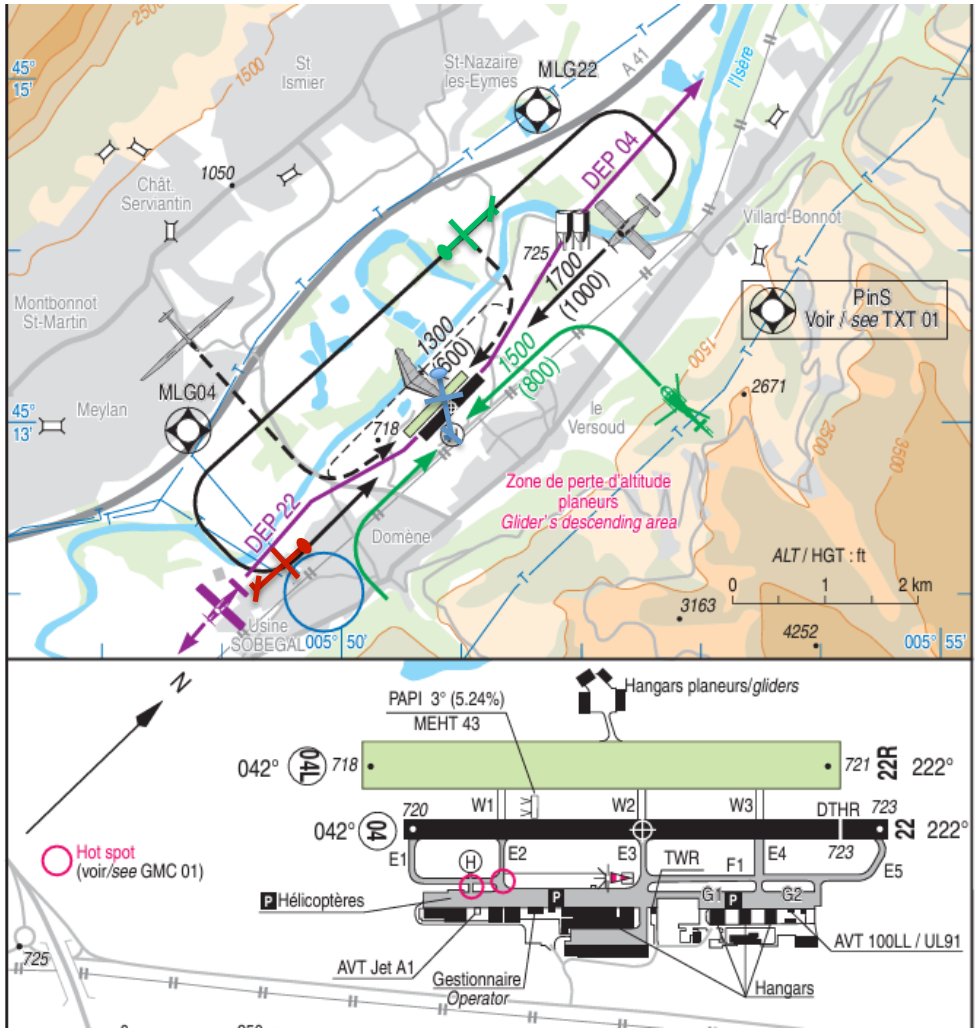
Pilot : number 1 runway 04 concrete F-TA

Tower : F-PY emergency landing in progress runway 04 concrete immediately proceed to go around and report north cross wind

Pilot : traffic insight, going around will report north cross wind F-PY

Tower : F-ZI emergency landing in progress runway 04 concrete extend downwind 04 will call you back to turn left base

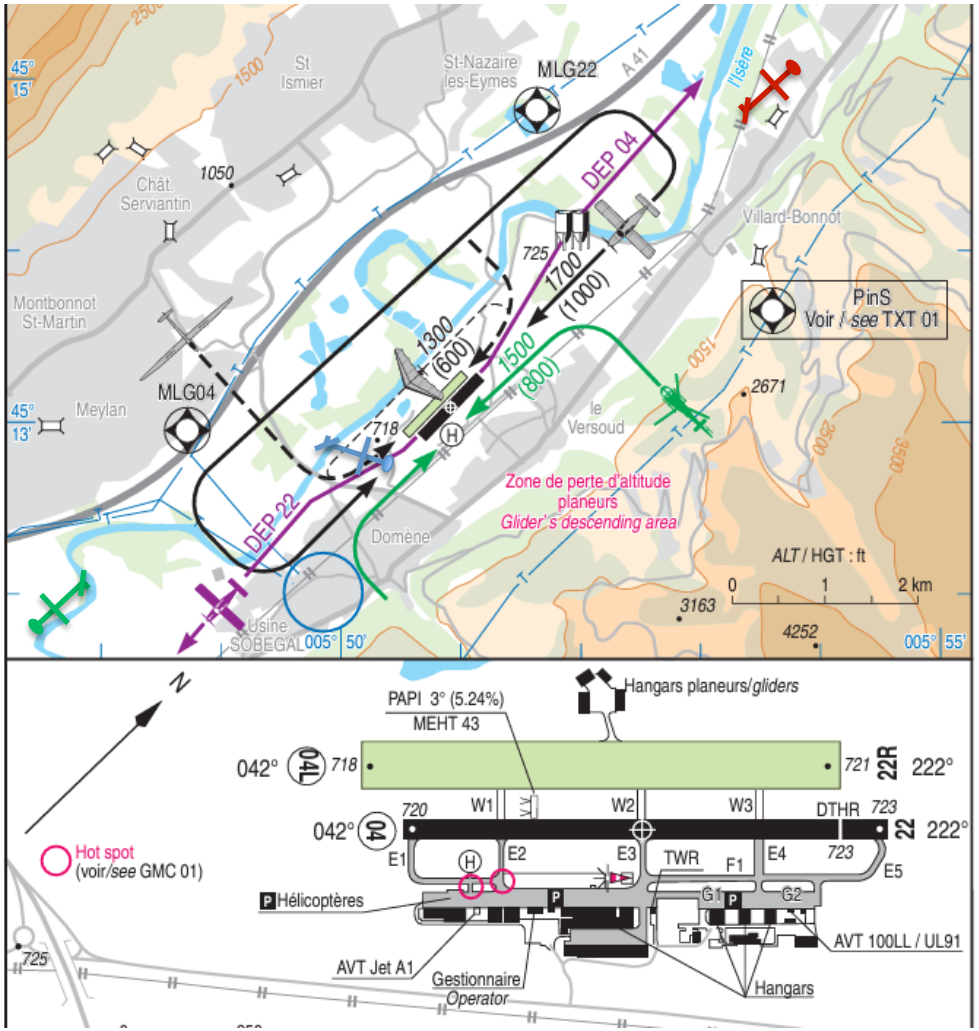
Pilot : wilco F-ZI



Inflight emergency

CAP 10 FGDTA Robin DR400 FGTZI Robin DR400 FGTPY

Pilot : F-TA final runway 04 concrete
Tower : F-TA wind calm clear to land runway 04 concrete
Pilot : cleared to land runway 04 concrete F-TA
Tower : F-ZI number 2 you can turn extended base runway 04 concrete
Pilot : number 2 turning extended base left hand runway 04 concrete F-ZI
Pilot : F-PY in cross wind left hand
Tower : F-PY number 3 report downwind 04 concrete
Pilot : number 3 will report downwind 04 concrete F-PY
Pilot : Le versoud F-TA speed controlled very few engine power remaining request direct taxiing to apron via E3
Tower : F-TA direct taxiing to apron via E3 approved
Pilot : runway vacated taxiing directly to apron, no assistance needed F-TA
Pilot : F-TA safe at the apron, to leave the frequency, thanks for the help



Crew 4: Jean-Louis Monin,

Imaginary script about an emergency situation happening shortly after take-off at LFLG.

(… startup and taxi procedures, report at holding point E1 / RWY 04 …)

Pilot: Le Versoud Tower, F-GRSE at holding point E1, runway 04, ready for departure

Tower: F-RE, behind the traffic in final, line up runway 04 and wait behind.

Pilot: behind the traffic in final, lining-up and wait behind, F-RE

Tower: F-RE, cleared for take-off, runway 04 concrete, wind 050 at 5 knots

Pilot: cleared for take-off, F-RE

Crew 4: Jean-Louis Monin,

(… 3 mn after airborne …)

Pilot: mayday mayday mayday, F-GSRE, 2 minutes north sector, 2500 feet, smoke in the cockpit, engine malfunction, engine failure imminent, need immediate return at the aerodrome for emergency landing, mayday mayday mayday
Tower: to all traffic in the circuit, break break, we have an emergency, climb altitude 3000 feet and leave the circuit. F-HAGR (another airplane on the runway), vacate the runway immediately via E2, repeat: F-HAGR, vacate runway immediately via E2.
FHAGR pilot: F-HAGR, runway 04 concrete vacated
Tower: F-RE, you are clear to land on runway 20,
Pilot: mayday mayday mayday, F-GSRE, landing on runway 20, mayday mayday mayday
Pilot: mayday mayday mayday, F-GSRE, hard landing on runway 20, landing gear damaged, there is still smoke in the cockpit, everyone is safe but we need to evacuate the plane due to risk of fire, and need towing to the apron.
Tower: F-RE, Glad to see you all safe, evacuate the plane, towing vehicle is on its way
(…)
Towing vehicle: Le Versoud tower, towing vehicle, the situation is under control, runway concrete is vacated, taxiing to the apron.
Tower: to all traffic waiting to land, Le Versoud tower, emergency terminated; report on 121.0 to integrate the circuit; expect to pass overhead at 2500 feet and report downwind runway 04 left hand.

Crew 4: Roman Dieuguillot

Emergency situation : loss of oil pressure on initial climb

Pilot : Mayday mayday mayday, Grenoble tower, F-RE, losing oil pressure, we're turning back to land. Currently 5 minutes north-east of the airfield at 3000ft.
Tower : F-RE cleared to land runway 27. Advise if there's any change in your situation.
Pilot : Cleared to land runway 27 F-RE.
…
Pilot : F-RE, oil pressure and temperature are in the red and we're losing power. We won't make it to runway, I'll land the plane in a field.
Tower : Roger F-RE, let me know where you'll be landing, I'll send emergency services to help.
Pilot : We're landing south-west of the quarry F-RE

Crew 5 war story

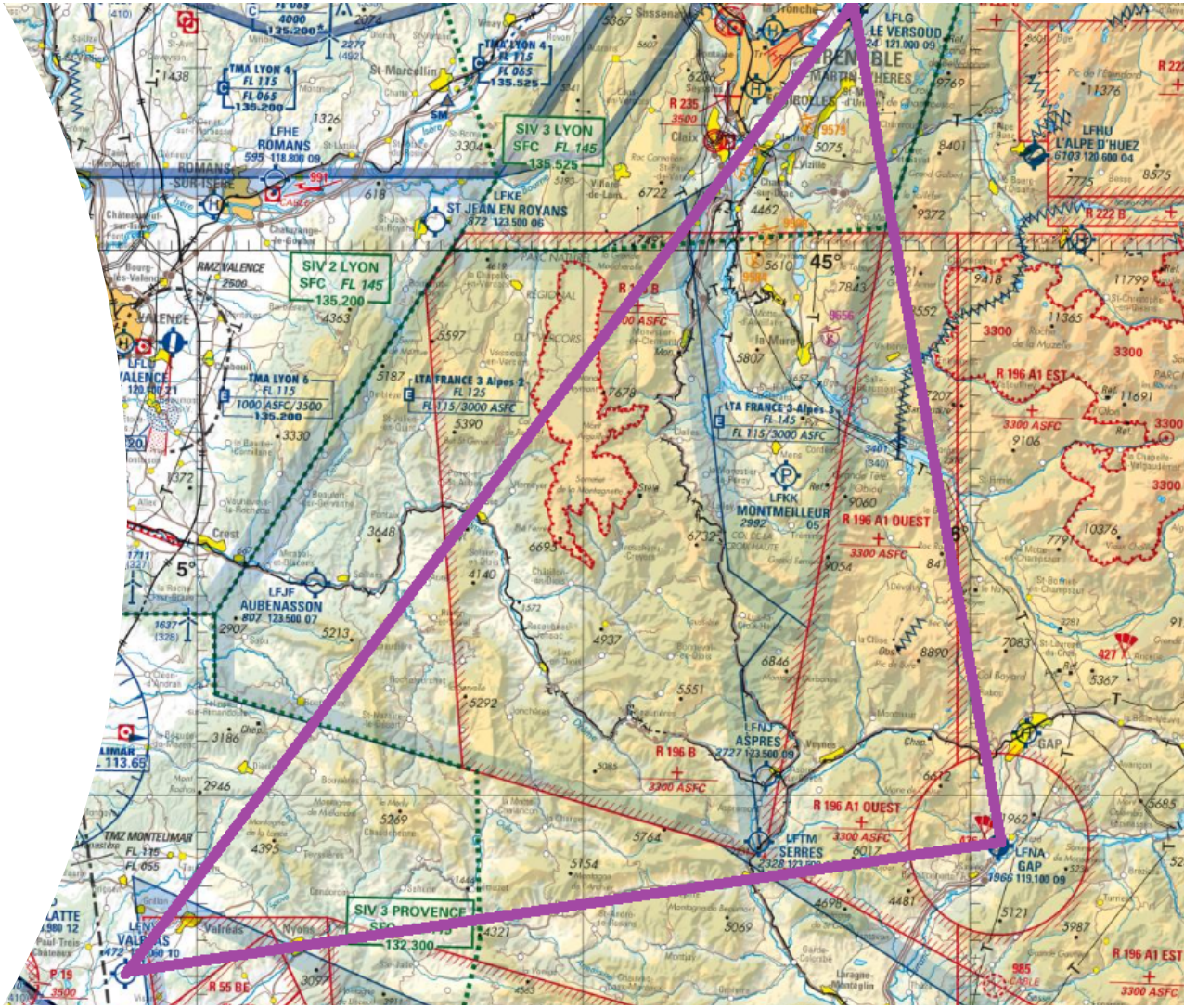
Thomas Calmant, François-Karim Laben

Translation of radiocommunication of a real event

(As far as I can remember)

FK was the pilot in command

The planned flight: Le Versoud-Valréas-Gap




Hôtel le Dauphin Blanc
Le Fangeat
Naturalia
La Bâtie
Super U Biviers
L'Isère
LA MOTTE
Les Semaises
– Le Bas
L'Isère
L'Isère
LFLG
Le Versoud
Au Vieux Moulin
Tour d'Etape
Ruines de

LFLG departure

Pilot	Le Versoud Ground, F-HAGR
Ground	F-HAGR, Le Versoud Ground, good morning, pass your message
Pilot	F-HAGR, a DR400 on apron, request taxi to holding point E1 runway 04 for circular flight to Valreas and Gap then going back. 2 person on board and information D
Ground	F-GR, taxi to holding point E1 runway 04. Contact Le Versoud TWR when ready on 121.000
Pilot	Taxiing to holding point E1 runway 04. Will contact Le Versoud TWR on 121.000 when ready, F-GR

LFLG departure

Pilot	Le Versoud TWR, F-GR at E1, good morning, ready for departure
TWR	F-GR, Le Versoud TWR, good morning, line-up 04, cleared for take-off 04, wind 030 degrees 2kt, report when leaving
Pilot	F-GR, cleared for take-off 04, will report when leaving

The flight incident: Engine misfunctioning on crosswind

An unexpected thrust change happened.

Huge variation (almost no whirring)

<1s then went back to normal (full thrust) as fast as it happened

Throttle was full

No alarm and quad indicator was ok.

Thomas confirmed he did not change anything

=> No explanation and no process to handle it: It was safer to land.

LFLG, at the beginning of the downwind

Pilot	Le Versoud TWR, F-GR request priority landing, we had an unexpected thrust change. 2 POB. This message is a PAN PAN
TWR	F-GR, Le Versoud TWR you are cleared for landing 04
Pilot	F-GR, cleared for landing 04

LFLG, final and landing

Pilot	I land 04 F-GR
TWR	F-GR, cleared for landing 04
Pilot	F-GR
Pilot	F-GR, runway vacated, request taxi to apron, thank you for your efficiency
TWR	F-GR, taxi to apron. Could you please report more details to fulfill the report?
Pilot	F-GR, will taxi. We had an expected drop of engine thrust. We had no specific alarm neither a proper process to handle it. It was safer to land.

Feedback

No FADEC alarm

FADEC logs were sent to the engine manufacturer but nothing came out

Some oil made the gearbox slip

No 7700 squawk and no emergency beacon were required

I should have reviewed the "Landing without engine power" C/L

I am grateful to ATC, Thomas and other pilots for helping me to quickly come back

Inflight Emergency

Situation:
The oil pressure indicator is in the red and the warning light is on. Near LTP. Already in contact with Lyon Information. Squawk 5623.

Pilot: PAN PAN, PAN PAN, PAN PAN, Lyon Information, Robin F-PC, east of LTP, 5500 ft, we have oil pressure problems. Will divert to Grenoble for landing.
Lyon: Robin F-PC, proceed to Grenoble, descend at convenience, you can change frequently to Grenoble tower on 119.300.
Pilot: Proceeding to Grenoble, descending to altitude 2300 ft, changing frequency to 119.300. Thanks for your help. Robin F-PC.
…
Pilot: PAN PAN, PAN PAN, PAN PAN, Grenoble, F-HGPC, a DR400, 2 Persons on board, squawking 5623, we have an oil pressure problem and need to land. We are near LTP, 5000 ft descending, request emergency landing.
Tower: F-PC, Direct approach runway 09, report base runway 09.
Pilot: Direct approach runway 09, will report base. Robin F-PC.
…
Pilot: Robin F-PC, base runway 09.
Tower: F-PC, Number 1, clear to land, runway 09, wind 255 degrees, 10 knots.
Pilot: Number 1, clear to land runway 09, Robin F-PC.
…
Tower: F-PC, vacate via N6 on your left and taxi parking E on the right at the end of the taxiway.
Pilot: N6 on the left, taxing parking E on the right at the end of the taxiway, Robin F-PC.
…
Pilot: Robin F-PC, parking E, the situation is under control, request to leave the frequency.
Tower: F-PC, you can leave the frequency, good day.
Pilot: Robin F-PC, leaving the frequency. Thanks for your help. Have a good day.

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

Crew 8: LFLG to LIMZ with F-HGPC

Sebastien Roy, Alexis Mermet

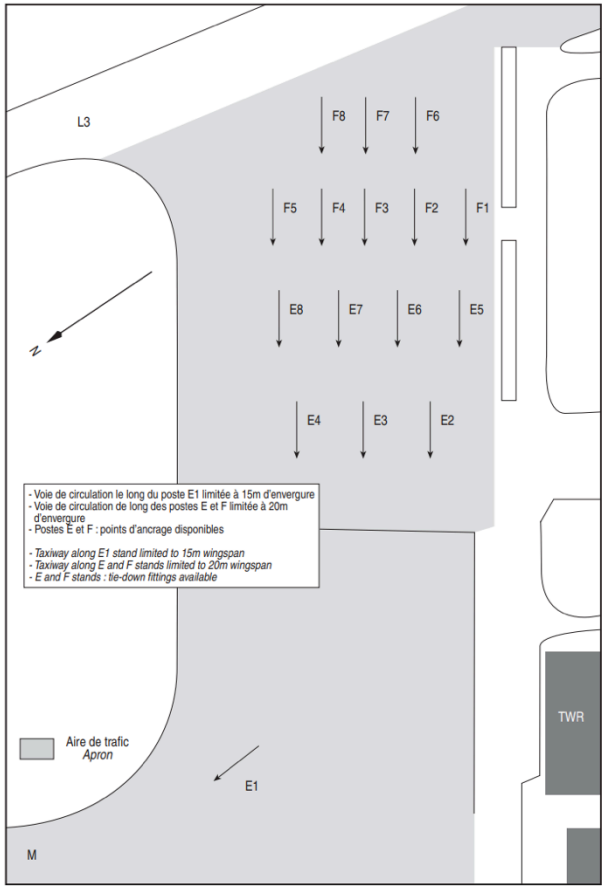
Introduction

- This is the story of the departure of a return flight from LFMT to LFLG in a DR400. it is happening a Saturday afternoon at around 3pm. Onboard we have JP Streuze as CoPilot and my wife as passenger
- We are currently on parking Lima, stand F3
- Preflight is done and not revealing any concerns.
- RWY 30L is reserved to based aircraft, so we are going to use 30R, shared with commercial airliner traffic
- The weather is forecasted cavok all along the flight, the wind is relatively calm so no particular threat is identified except the 2 different runways, the size of the airport and its regular airliner traffic. So care must be taken during taxiing

MONTPELLIER MEDITERRANEE
AD 2 LFMT APDC 01

AIRES DE STATIONNEMENT
Parking areas

28 FEB 19



SERVICE DE L'INFORMATION AERONAUTIQUE

AMDT 04/19 **CHG :** Suppression point INS E1, consignes.

MOUVEMENTS A LA SURFACE
Ground movements

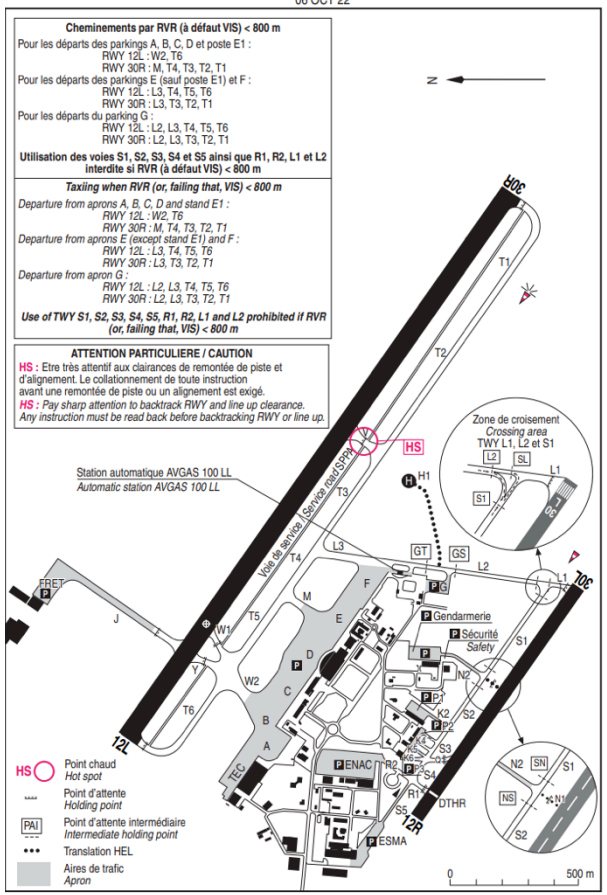
MONTPELLIER MEDITERRANEE
AD 2 LFMT GMC 01

06 OCT 22

Cheminements par RVR (à défaut VIS) < 800 m
Pour les départs des parkings A, B, C, D et poste E1 :
RWY 12L : W2, T6
RWY 30R : M, T4, T3, T2, T1
Pour les départs des parkings E (sauf poste E1) et F :
RWY 12L : L3, T4, T5, T6
RWY 30R : L3, T3, T2, T1
Pour les départs du parking G :
RWY 12L : L2, L3, T4, T5, T6
RWY 30R : L2, L3, T3, T2, T1
Utilisation des voies S1, S2, S3, S4 et S5 ainsi que R1, R2, L1 et L2 interdite si RVR (à défaut VIS) < 800 m

Taxiing when RVR (or, failing that, VIS) < 800 m
Departure from aprons A, B, C, D and stand E1 :
RWY 12L : W2, T6
RWY 30R : M, T4, T3, T2, T1
Departure from aprons E (except stand E1) and F :
RWY 12L : L3, T4, T5, T6
RWY 30R : L3, T3, T2, T1
Departure from apron G :
RWY 12L : L2, L3, T4, T5, T6
RWY 30R : L2, L3, T3, T2, T1
Use of TWY S1, S2, S3, S4, S5, R1, R2, L1 and L2 prohibited if RVR (or, failing that, VIS) < 800 m

ATTENTION PARTICULIERE / CAUTION
HS : Etre très attentif aux clairances de remontée de piste et d'alignement. Le collationnement de toute instruction avant une remontée de piste ou un alignement est exigé.
HS : *Pay sharp attention to backtrack RWY and line up clearance. Any instruction must be read back before backtracking RWY or line up.*



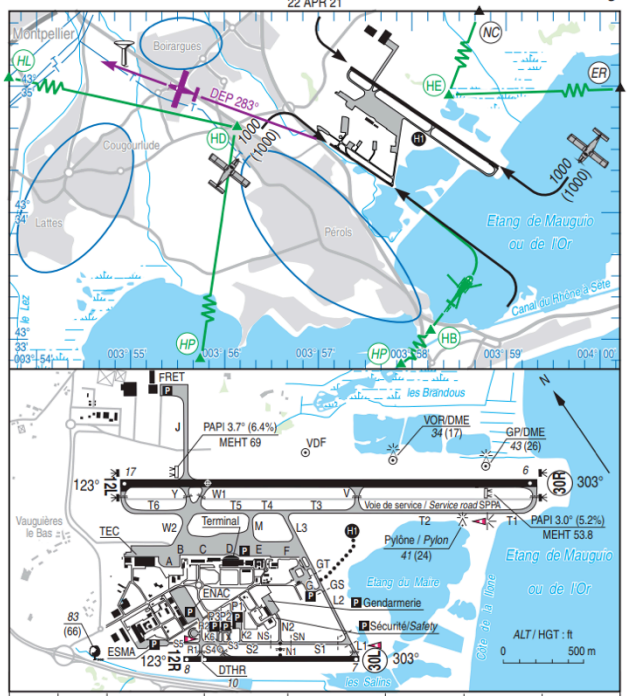
SERVICE DE L'INFORMATION AERONAUTIQUE

AMDT 11/22 **CHG :** ajout Hot Spot.

MONTPELLIER MEDITERRANEE
AD 2 LFMT ATT 01

ATTERRISSAGE A VUE
Visual landing

22 APR 21



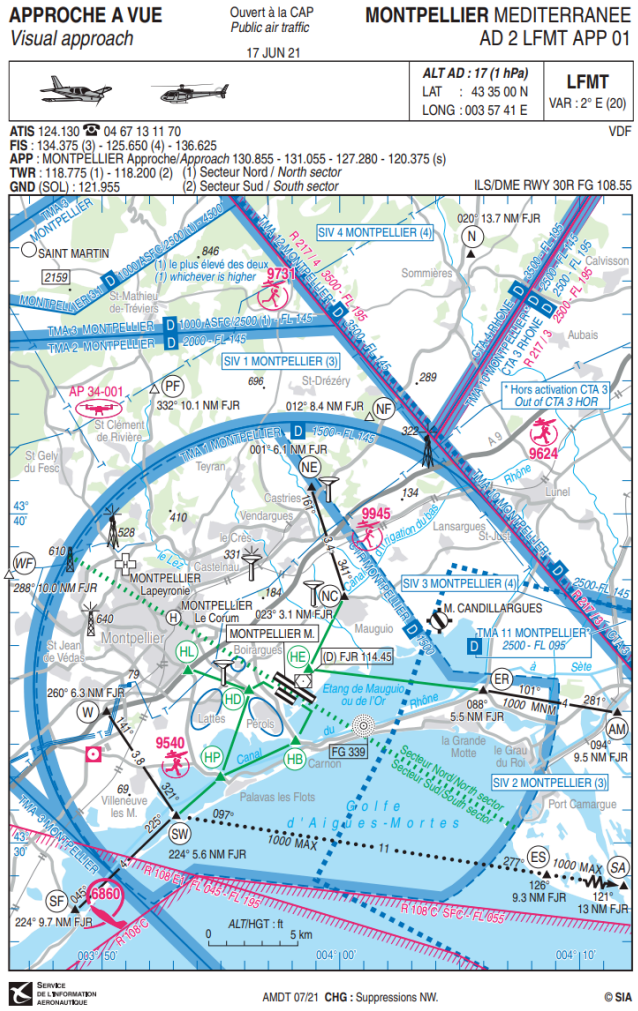
RWY	QFU	Dimensions *Dimension*	Nature *Surface*	Résistance *Strength*	TODA	ASDA	LDA
12L 30R	123 303	2600 x 45	Revêtue *Paved*	46 F/C/W/T	2600 2600	2600 2600	2600 2600
12R 30L	123 303	1100 x 30	Revêtue *Paved*	4 t / 0.9 MPa (1)	1100 1100	1100 1100	1000 1100

(1) voir consignes particulières
Aides lumineuses :
HI Ligne APCH 30R
HI/BI RWY 30R / 12L

(1) see special instructions
Lighting aids:
RWY 30R APCH centre line LIH
LIH/LIL RWY 30R / 12L

SERVICE DE L'INFORMATION AERONAUTIQUE

AMDT 05/21 **CHG :** QFU, orientations.



ATIS	Montpellier Mediterranee, Good evening Information Bravo recorded at 0800UTC, Runway in use 30R, Wind 350 degrees 10 knots, CAVOK, temperature 13, QNH 1015, inform Montpellier Ground on initial contact that you have received information Bravo
Pilot	Montpellier Ground, Robin F-HGPC. Good Morning
Ground	F-HGPC. Montpellier Ground, Pass your message
Pilot	Montpellier Ground, Robin F-HGPC on Parking Lima stand Fox 3, 3 POB, request VFR flight to Le Versoud LFLG exit via NC NE, with information Bravo
Ground	Robin F-PC, Taxi L3 T3 T2 T1, hold short of RWY 30R, Contact Tower when ready on 118.775
Pilot	Taxing L3 T3 T2 T1, holding short of 30R, will contact TWR on 118.775 when ready

Departure

Pilot	Montpellier Tower, Robin F-HGPC, Good Day, at holding point RWY 30R, Ready for departure
Tower	Robin F-PC, Lineup RWY 30R, Wind 350 at 10 knots, Cleared for takeoff, report NC
Pilot	Taking off RWY 30R, will report NC, Robin F-PC
…	… plane very hard to align … plane end up stuck and only partially aligned
Pilot	PANPAN PANPAN PANPAN, Montpellier Tower, F-PC on RWY30R. The plane is not behaving properly, unable to steer properly, we need to get out and check visually what's wrong
Tower	Robin F-PC, visual control approved, report back with intentions
…	… identify the flat tire quite easily … especially the same thing happened 2 weeks ago in carcassonne
Pilot	Montpellier Tower, F-PC. we have a flat tire, unable to control the airplane, request mechanic assistance
Tower	F-PC, call-you back
Tower	F-PC, stay in the plane, we sending a tow-car that will install a temporary wheel and tow you to the maintenance area.
Tower	All Traffic, RWY 30R is closed, all departures are delayed and all arrivals expect holding overhead FJR

Departure

…	… tow car arrives with a mechanic … conversation is now direct Ground vehicle ⇔ Tower
Pilot	Montpellier Tower, F-PC. request taxi to maintenance area
Tower	F-PC, Taxi to maintenance area, and leave frequency
…	… mechanic puts a temporary tire, and we back to maintenance area …
…	… after some waiting, we get a true DR400 tire on the plane thanks to local mechanics…
…	… and try again our departure, successfully this time

Sebastien's story 1/2

Background

- I'm co-owner of Mousquetaire D140. Sharing the plane with my father which is based in Grenoble Isere (St Geoirs).
- While I was preparing my wheel mountain qualification, I used to pick up my instructor in Le Versoud, I thus made couple of time the trip between both airport

Story

One day, arriving at the airport and preparing the flight to Le Versoud to pick up my instructor (who was already waiting for me), I knew my dad took the plane during the week-end, he told me that I need to refuel before takeoff.
Checking the tank level, I indeed noticed that both of them were almost empty. The one in front was already on the reserve (light was on), the 2nd (rear) very close to the minimum.

I naturally requested taxi to fuel, but the ATC asked if I checked the Notam, which I obviously did not. Notam saying that there is no Fuel during the full week! Then they asked me my intention….and took the wrong decision to go. Knowing that my RDV was waiting for me, made very quick calculation I was certain to have enough gas for the trip. Clearly, crazy decision.

Sebastien's story 2/2

But ok, I took off on the rear tank hoping to have enough fuel for the trip, but 2 min after takeoff, the light turns on as well. I hesitated to make 180 turn for a close circuit, but I insisted in my wrong decision and continued.
So basically I had more or less 40 min (20 + 20) of autonomy for a flight of 25min…not really safe.

Analyzing the situation, I wanted to avoid as much as possible risk during final phase, then I decided to completely dry the rear tank, I climbed to 5000ft (instead of 4000 usually) and wait until my engine stop to switch to the front tank (this one is above the engine and I know gas is sucked automatically) nevertheless I still preferred to turn on the electric pump during the full flight.
While I was overhead St Martin le Vinoux, the engine stopped…I quickly switch the tank and the engine started again immediately. At this time, I had 20 min autonomy.

2 min later, passing Le Rachet, I contacted Le Versoud, and despite the 2 others aircraft in circuit, the ATC proposed me direct approach on 04, report final and be #1. I did not even think asking for urgency situation, probably because I was simply not supposed to take with so low autonomy.

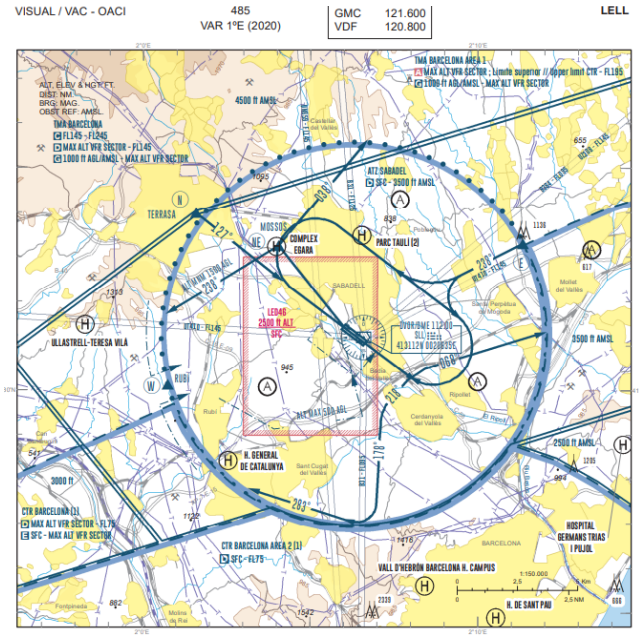
I finally land without any problem (wind calm) and immediately requested taxi to fuel.

I fully filled the front tank, and put 85l for 90l capacity…

The story has a good ended, but honestly today, I often think about it. What could have pushed me to take such stupid decision ? I still don't have the answer, but at least very good learning…

Crew 9: LELL to LFLG with F-HGPC

Sebastien Monges, Simon Lang



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 3

FPL

Aircraft Identification 7

ARCID: FHGPC

Flight Rules and Type of Flight 8

Rules: V

Type of Flight: G

AIRCRAFT DATA

Aircrafts 9

No. 01 Type: DR40 Wake Turb. Cat.: L

Equipment and Capabilities 10

Equipment: SYG

SSR Equipment: S

ADS Equipment:

FLIGHT DATA

Departure Data 13

ADEP: LELL EOBT: 09 : 00 (hh:mm)

ARO Office: OFICINA LELL

Destination and Alternate Aerodrome(s) Data 16

ADES: LFLG Total EET 03 : 00 (hh:mm) ALTN: LFLS LFMU

ROUTE 15

Cruising Speed: N0110

Cruising Level VFR

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

OTHER INFORMATION 18

SUPPLEMENTARY INF. 19

SUPPLEMENTARY INF.

Emergency Radio: VUE

Survival Equipment:

Dinghies

No.: Capacity: Covered:

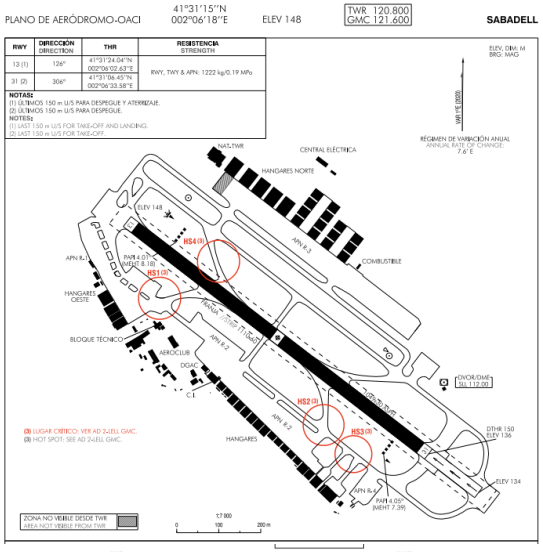
Colour:

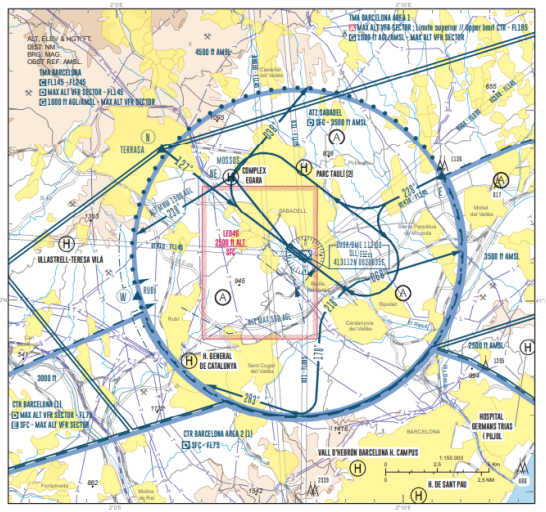
Persons On Board: 002 Jackets: Endurance: 05 : 00 (hh:mm)

Pilot-in-Command: SEBASTIEN MONGES 1605BCN00119

Colour of the Aircraft and Significant Markings: WHITE WITH BLUE STRIPES

Useful Remarks: TEL 34 616947479

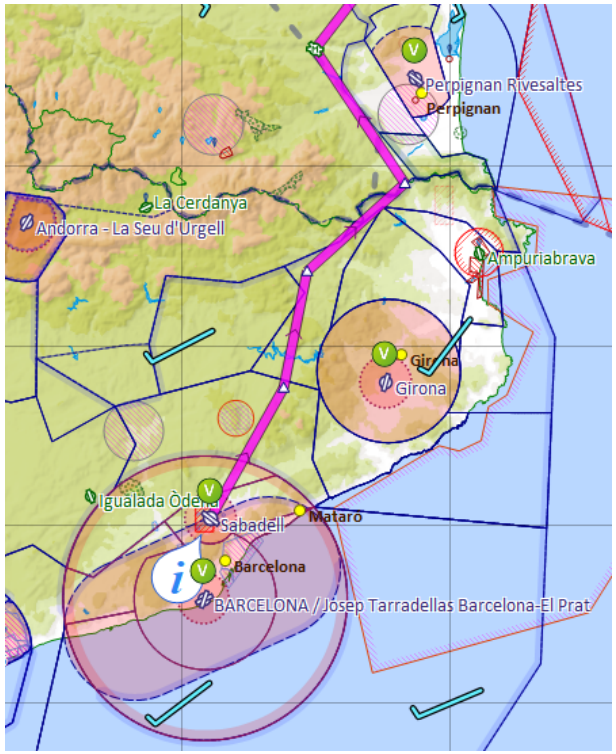




Pilot: Sabadell Tower, F-HGPC good day
Tower: F-HGPC, Sabadell Tower, go ahead
Pilot: F-HGPC, Robin DR400, Apron R 2, 2 POB, VFR flight to LFLG, request taxi
Tower: F-PC, QNH 1018, SQUAWK 7364, taxi to holding point RWY13, report when ready
Pilot: QNH 1018, SQUAWK 7364, taxing to holding point RWY13, 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

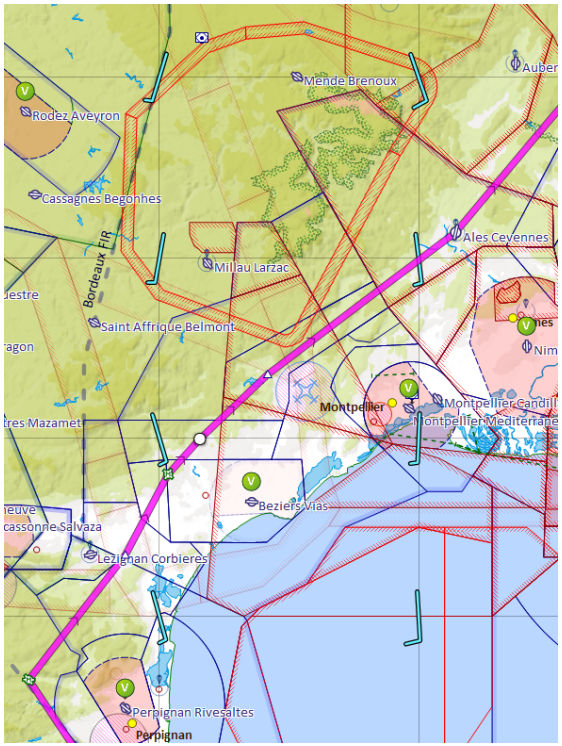
Tower: F-PC, contact Barcelona 131.125
Pilot: contact Barcelona 131.125, F-PC



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

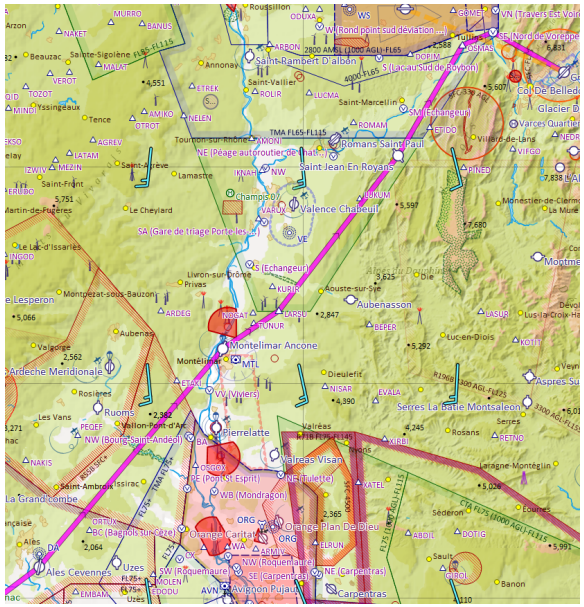


Pilot: Montpellier, F-HGPC, south of LFNX
Montpellier: contact Montpellier information 134.375
Pilot: contact Montpellier information 134.375, F-HGPC

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



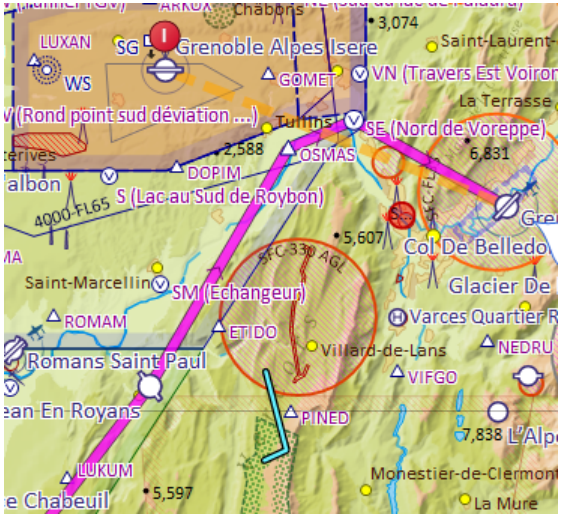
Pilot: Marseille info, F-HGPC, north of LFMS
Marseille: F-HGPC contact Provence information 134.800
Pilot: contact Provence information 134.800, F-HGPC

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 fligt 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

EMERGENCY SCRIPT

Pilot: PAN PAN PAN PAN PAN PAN, Lyon info, F-HGPC, bird strike in the windshield, require to land in nearest airport, east of Valence, FL75, heading 030

Lyon Info: F-HGPC, Lyon information, received PAN PAN, bird strike, Valence is nearest airport, 20nm

Pilot: Valence is OK, request heading, F-HGPC

Lyon Info: F-HGPC, turn left heading 280

Pilot: turning left, heading 280, F-HGPC

Lyon info: F-HGPC, please give Persons On Board and autonomy

Pilot: 2 Persons On Board, autonomy 2h

Lyon info: F-HGPC, can you contact Valence info on 120.100

Pilot: contacting Valence info on 120.1

Pilot: PAN PAN PAN PAN PAN PAN, Valence info, F-HGPC, bird strike in the windshield, request full stop in your station, 20nm east of Valence, 5000ft, descending, heading 280

Valence Info: F-HGPC, Valence info, received PAN PAN, you're number 1 if you want on RWY 01 concrete, contact in final

Pilot: number 1, RWY 01 concrete, will contact in final, F-HGPC

Pilot: Final RWY 01 concrete, F-HGPC

Valence Info: F-HGPC, wind 020, 8kts

Pilot: I'm landing RWY 01, F-HGPC

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

TEMSI: significant weather chart

TEMSI: (carte du TEMps Significatif) significant weather chart

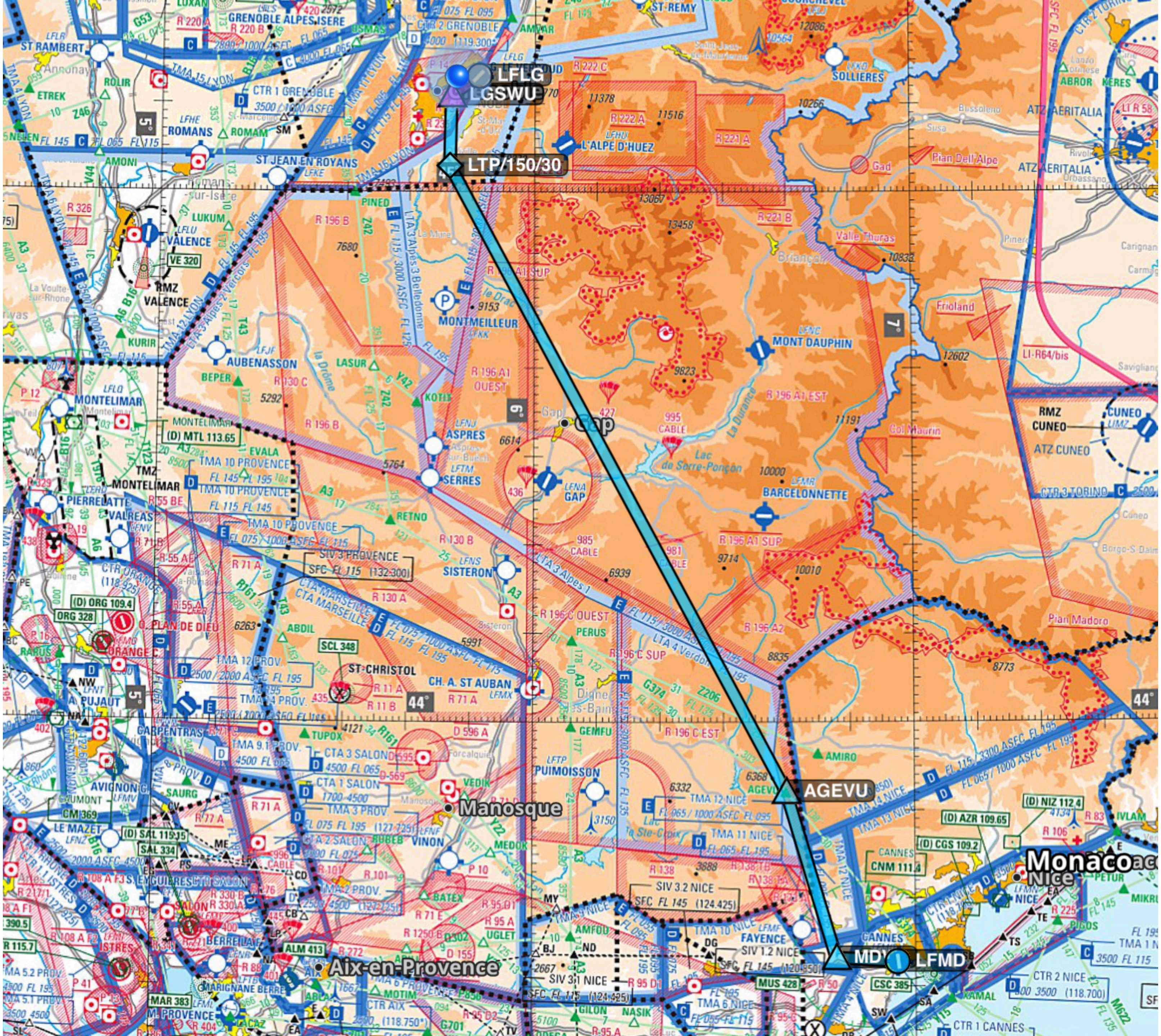
A TEMSI is a Graphical display of forecast aviation weather and significant weather events. In France, TEMSIs summarize aeronautical weather and significant events below FL 150 . They are updated 6 times a day (every 3 hours) from 06 UTC to 21 UTC

In the US, Synoptic forecasts are available at:

https://aviationweather.gov/

and

https://aviationweather-cprk.ncep.noaa.gov/progchart/sfc


LFLG
LGSWU
LTP/150/30
AGEVU
MD
LFMD
Monaco
Nice
Gap
Manosque
Aix-en-Provence
GRENOBLE ALPES ISERE
L'ALPE D'HUEZ
MONT DAUPHIN
BARCELONNETTE
MONTMEILLEUR
ASPRES
SERRES
SISTERON
PUIMOISSON
VALENCE
MONTELIMAR
AUBENASSON
ST JEAN EN ROYANS
ST RAMBERT
ROMANS
CH. A. ST AUBAN
ST-CHRISTOL
CARPENTRAS
AVIGNON
PIERRELATTE
VINON
FAYENCE
CANNES
CUNEO
RMZ CUNEO
ATZ CUNEO
TMA 10 PROVENCE
TMA 12 NICE
TMA 11 NICE
SIV 3 PROVENCE
SIV 3.2 NICE
LTA 3 Alpes 1
R 196 A1 EST
R 196 A1 OUEST
R 196 C OUEST
R 196 C EST
R 196 A2
Lac de Serre-Ponçon

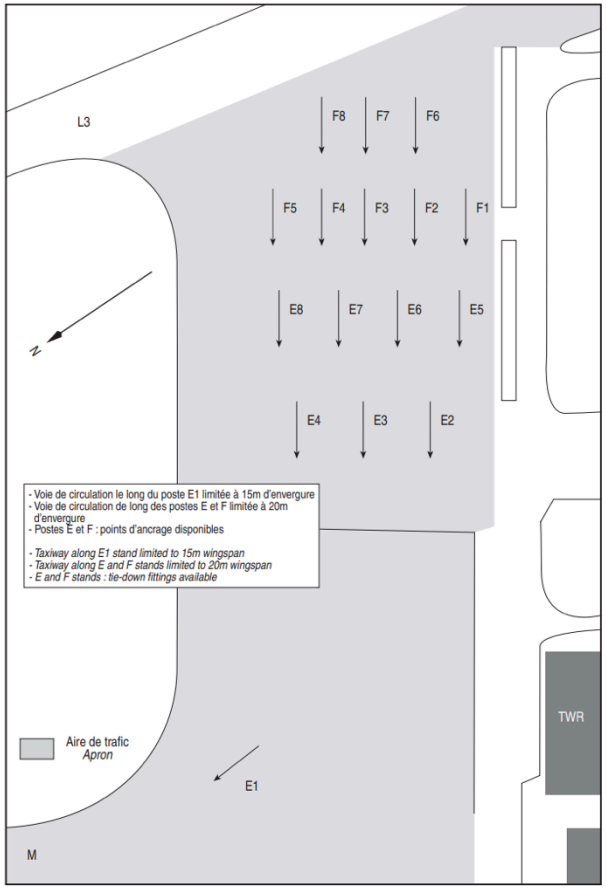
Introduction (Alexis)

- This is the story of the departure of a return flight from LFMT to LFLG in a DR400. it is happening a Saturday afternoon at around 3pm. Onboard we have JP Streuze as CoPilot and my wife as passenger
- We are currently on parking Lima, stand F3
- Preflight is done and not revealing any concerns.
- RWY 30L is reserved to based aircraft, so we are going to use 30R, shared with commercial airliner traffic
- The weather is forecasted cavok all along the flight, the wind is relatively calm so no particular threat is identified except the 2 different runways, the size of the airport and its regular airliner traffic. So care must be taken during taxiing

MONTPELLIER MEDITERRANEE
AD 2 LFMT APDC 01

AIRES DE STATIONNEMENT
Parking areas

28 FEB 19



SERVICE DE L'INFORMATION AERONAUTIQUE

AMDT 04/19 **CHG :** Suppression point INS E1, consignes.

MOUVEMENTS A LA SURFACE
Ground movements

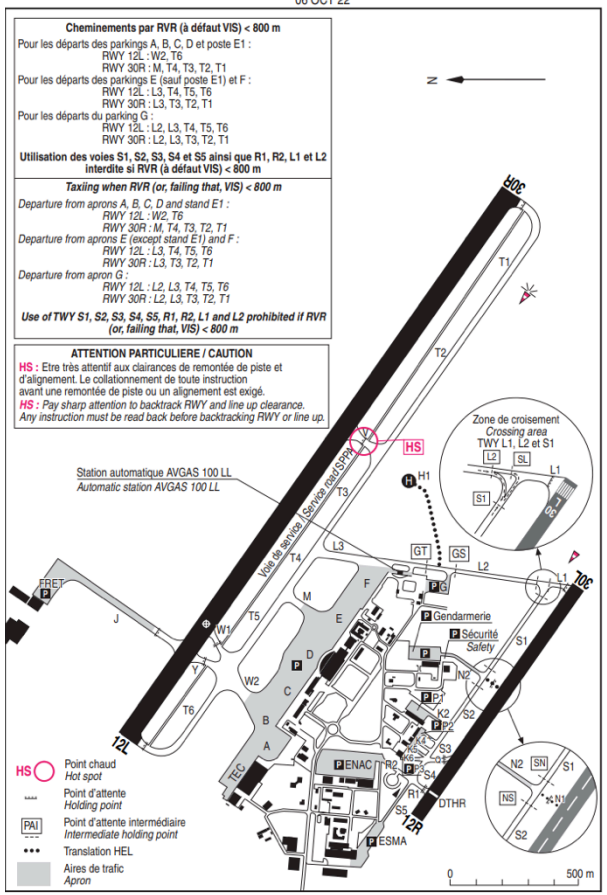
MONTPELLIER MEDITERRANEE
AD 2 LFMT GMC 01

06 OCT 22

Cheminements par RVR (à défaut VIS) < 800 m
Pour les départs des parkings A, B, C, D et poste E1 :
RWY 12L : W2, T6
RWY 30R : M, T4, T3, T2, T1
Pour les départs des parkings E (sauf poste E1) et F :
RWY 12L : L3, T4, T5, T6
RWY 30R : L3, T3, T2, T1
Pour les départs du parking G :
RWY 12L : L2, L3, T4, T5, T6
RWY 30R : L2, L3, T3, T2, T1
Utilisation des voies S1, S2, S3, S4 et S5 ainsi que R1, R2, L1 et L2 interdite si RVR (à défaut VIS) < 800 m

Taxiing when RVR (or, failing that, VIS) < 800 m
Departure from aprons A, B, C, D and stand E1 :
RWY 12L : W2, T6
RWY 30R : M, T4, T3, T2, T1
Departure from aprons E (except stand E1) and F :
RWY 12L : L3, T4, T5, T6
RWY 30R : L3, T3, T2, T1
Departure from apron G :
RWY 12L : L2, L3, T4, T5, T6
RWY 30R : L2, L3, T3, T2, T1
Use of TWY S1, S2, S3, S4, S5, R1, R2, L1 and L2 prohibited if RVR (or, failing that, VIS) < 800 m

ATTENTION PARTICULIERE / CAUTION
HS : Etre très attentif aux clairances de remontée de piste et d'alignement. Le collationnement de toute instruction avant une remontée de piste ou un alignement est exigé.
HS : *Pay sharp attention to backtrack RWY and line up clearance. Any instruction must be read back before backtracking RWY or line up.*



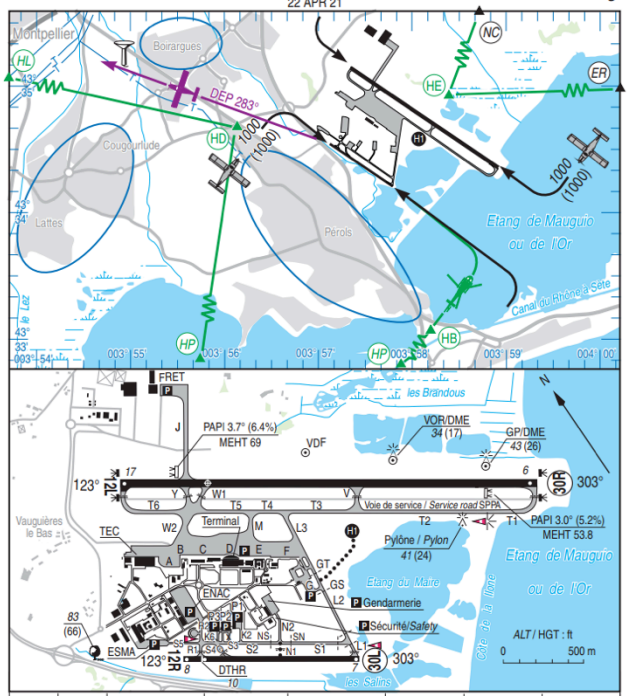
SERVICE DE L'INFORMATION AERONAUTIQUE

AMDT 11/22 **CHG :** ajout Hot Spot.

MONTPELLIER MEDITERRANEE
AD 2 LFMT ATT 01

ATTERRISSAGE A VUE
Visual landing

22 APR 21



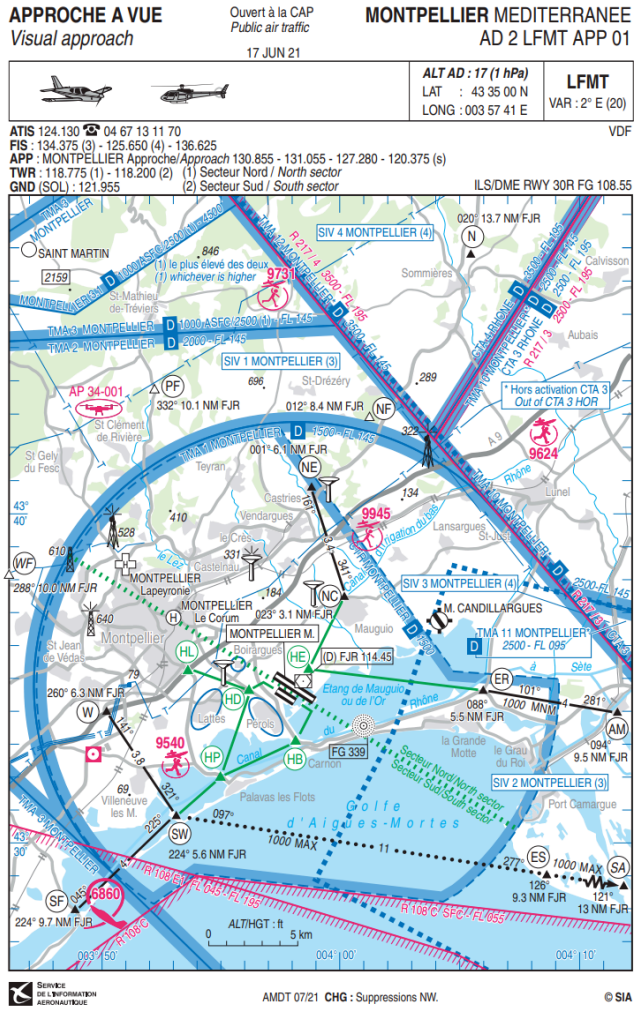
RWY	QFU	Dimensions *Dimension*	Nature *Surface*	Résistance *Strength*	TODA	ASDA	LDA
12L 30R	123 303	2600 x 45	Revêtue *Paved*	46 F/C/W/T	2600 2600	2600 2600	2600 2600
12R 30L	123 303	1100 x 30	Revêtue *Paved*	4 t / 0.9 MPa (1)	1100 1100	1100 1100	1000 1100

(1) voir consignes particulières
Aides lumineuses :
HI Ligne APCH 30R
HI/BI RWY 30R / 12L

(1) see special instructions
Lighting aids:
RWY 30R APCH centre line LIH
LIH/LIL RWY 30R / 12L

SERVICE DE L'INFORMATION AERONAUTIQUE

AMDT 05/21 **CHG :** QFU, orientations.



ATIS	Montpellier Mediterranee, Good evening Information Bravo recorded at 0800UTC, Runway in use 30R, Wind 350 degrees 10 knots, CAVOK, temperature 13, QNH 1015, inform Montpellier Ground on initial contact that you have received information Bravo
Pilot	Montpellier Ground, Robin F-HGPC. Good Morning
Ground	F-HGPC. Montpellier Ground, Pass your message
Pilot	Montpellier Ground, Robin F-HGPC on Parking Lima stand Fox 3, 3 POB, request VFR flight to Le Versoud LFLG exit via NC NE, with information Bravo
Ground	Robin F-PC, Taxi L3 T3 T2 T1, hold short of RWY 30R, Contact Tower when ready on 118.775
Pilot	Taxing L3 T3 T2 T1, holding short of 30R, will contact TWR on 118.775 when ready

Departure

Pilot	Montpellier Tower, Robin F-HGPC, Good Day, at holding point RWY 30R, Ready for departure
Tower	Robin F-PC, Lineup RWY 30R, Wind 350 at 10 knots, Cleared for takeoff, report NC
Pilot	Taking off RWY 30R, will report NC, Robin F-PC
…	… plane very hard to align … plane end up stuck and only partially aligned
Pilot	PANPAN PANPAN PANPAN, Montpellier Tower, F-PC on RWY30R. The plane is not behaving properly, unable to steer properly, we need to get out and check visually what's wrong
Tower	Robin F-PC, visual control approved, report back with intentions
…	… identify the flat tire quite easily … especially the same thing happened 2 weeks ago in carcassonne
Pilot	Montpellier Tower, F-PC. we have a flat tire, unable to control the airplane, request mechanic assistance
Tower	F-PC, call-you back
Tower	F-PC, stay in the plane, we sending a tow-car that will install a temporary wheel and tow you to the maintenance area.
Tower	All Traffic, RWY 30R is closed, all departures are delayed and all arrivals expect holding overhead FJR

Departure

…	… tow car arrives with a mechanic … conversation is now direct Ground vehicle ⇔ Tower
Pilot	Montpellier Tower, F-PC. request taxi to maintenance area
Tower	F-PC, Taxi to maintenance area, and leave frequency
…	… mechanic puts a temporary tire, and we back to maintenance area …
…	… after some waiting, we get a true DR400 tire on the plane thanks to local mechanics…
…	… and try again our departure, successfully this time

Sebastien's story 1/2

Background

- I'm co-owner of Mousquetaire D140. Sharing the plane with my father which is based in Grenoble Isere (St Geoirs).
- While I was preparing my wheel mountain qualification, I used to pick up my instructor in Le Versoud, I thus made couple of time the trip between both airport

Story

One day, arriving at the airport and preparing the flight to Le Versoud to pick up my instructor (who was already waiting for me), I knew my dad took the plane during the week-end, he told me that I need to refuel before takeoff.
Checking the tank level, I indeed noticed that both of them were almost empty. The one in front was already on the reserve (light was on), the 2nd (rear) very close to the minimum.

I naturally requested taxi to fuel, but the ATC asked if I checked the Notam, which I obviously did not. Notam saying that there is no Fuel during the full week! Then they asked me my intention….and took the wrong decision to go. Knowing that my RDV was waiting for me, made very quick calculation I was certain to have enough gas for the trip. Clearly, crazy decision.

Sebastien's story 2/2

But ok, I took off on the rear tank hoping to have enough fuel for the trip, but 2 min after takeoff, the light turns on as well. I hesitated to make 180 turn for a close circuit, but I insisted in my wrong decision and continued.
So basically I had more or less 40 min (20 + 20) of autonomy for a flight of 25min…not really safe.

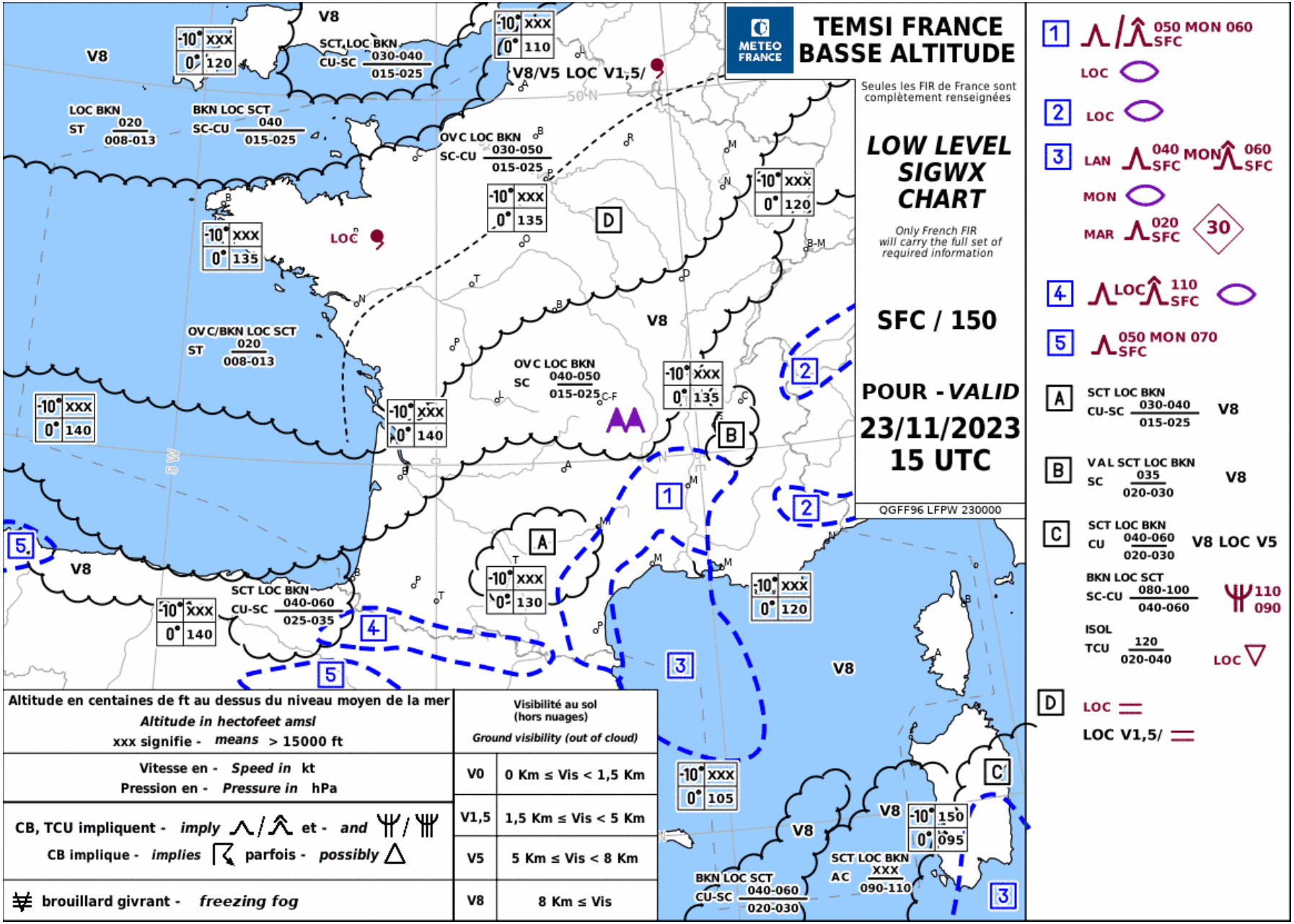
Analyzing the situation, I wanted to avoid as much as possible risk during final phase, then I decided to completely dry the rear tank, I climbed to 5000ft (instead of 4000 usually) and wait until my engine stop to switch to the front tank (this one is above the engine and I know gas is sucked automatically) nevertheless I still preferred to turn on the electric pump during the full flight.
While I was overhead St Martin le Vinoux, the engine stopped…I quickly switch the tank and the engine started again immediately. At this time, I had 20 min autonomy.

2 min later, passing Le Rachet, I contacted Le Versoud, and despite the 2 others aircraft in circuit, the ATC proposed me direct approach on 04, report final and be #1. I did not even think asking for urgency situation, probably because I was simply not supposed to take with so low autonomy.

I finally land without any problem (wind calm) and immediately requested taxi to fuel.

I fully filled the front tank, and put 85l for 90l capacity…

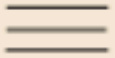
The story has a good ended, but honestly today, I often think about it. What could have pushed me to take such stupid decision ? I still don't have the answer, but at least very good learning…


METEO FRANCE
TEMSI FRANCE
BASSE ALTITUDE
Seules les FIR de France sont complètement renseignées
LOW LEVEL SIGWX CHART
Only French FIR will carry the full set of required information
SFC / 150
POUR - VALID
23/11/2023
15 UTC
QGFF96 LFPW 230000
V8
V8/V5 LOC V1,5/
SCT,LOC BKN CU-SC 030-040 / 015-025
LOC BKN ST 020 / 008-013
BKN LOC SCT SC-CU 040 / 015-025
OVC LOC BKN SC-CU 030-050 / 015-025
OVC/BKN LOC SCT ST 020 / 008-013
OVC LOC BKN SC 040-050 / 015-025
SCT LOC BKN CU-SC 040-060 / 025-035
BKN LOC SCT CU-SC 040-060 / 020-030
SCT LOC BKN AC XXX / 090-110
1 050 MON 060 SFC LOC
2 LOC
3 LAN 040 SFC MON 060 SFC MON MAR 020 SFC 30
4 LOC 110 SFC
5 050 MON 070 SFC
A SCT LOC BKN CU-SC 030-040 / 015-025 V8
B VAL SCT LOC BKN SC 035 / 020-030 V8
C SCT LOC BKN CU 040-060 / 020-030 V8 LOC V5
BKN LOC SCT SC-CU 080-100 / 040-060 110 090
ISOL TCU 120 / 020-040 LOC
D LOC
LOC V1,5/
Altitude en centaines de ft au dessus du niveau moyen de la mer
Altitude in hectofeet amsl
xxx signifie - means > 15000 ft
Vitesse en - Speed in kt
Pression en - Pressure in hPa
CB, TCU impliquent - imply et - and
CB implique - implies parfois - possibly
brouillard givrant - freezing fog
Visibilité au sol (hors nuages)
Ground visibility (out of cloud)
V0 0 Km ≤ Vis < 1,5 Km
V1,5 1,5 Km ≤ Vis < 5 Km
V5 5 Km ≤ Vis < 8 Km
V8 8 Km ≤ Vis

TEMSI Symbols

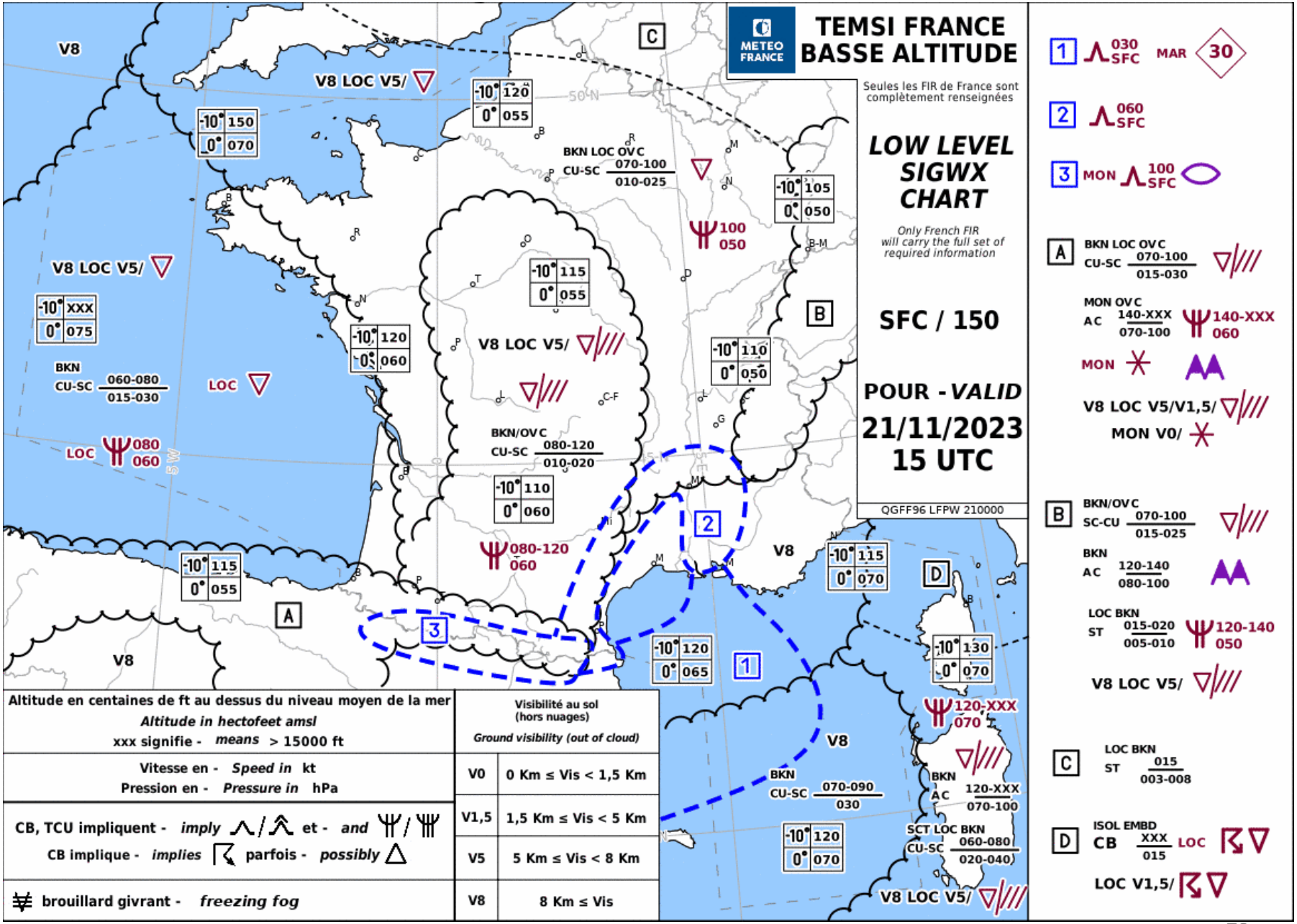
CAT	Turbulence en ciel clair (Clear air turbulence)
	Ligne de grains forts (Severe line squall)
	Orage (Thunderstrom)
	Ondes orographiques (Moutain waves)
	Cyclone tropical (Tropical cyclone)
	Chasse-neige élevée de grande étendue (Widespread blowing snow)
	Obscurcissement des montagnes

	Pluie (Rain)
	Bruine (Drizzle)
	Pluie se congelant (Freezing rain)
	Neige (Snow)
	Averse (Shover)
	Grêle (Hail)
	Brouillard givrant (Fog icing)
	Givrage faible (Light icing)
	Givrage modéré (Moderate icing)
	Givrage fort (Severe icing)

	Eruption volcanique
	Pollution radioactive
	Brume de grande étendue (Widespread mist)
	Brouillard étendu (Widespread fog)
	Fumée de grande étendue (Widespread smoke)
	Forte brume de sable ou de poussière (Severe sand or dust haze)
	Tempête de sable ou de poussière (Widespread sanstrom or dustsrom)
	Brume sèche de grande étendue (Widespread haze)
	Turbulence modérée (Moderate turbulence)
	Turbulence forte (Severe turbulence)

Location of Phenomena

COT :	**Sur la côte**
LAN :	**A l'intérieur des terres**
LOC :	**Localement**
MAR :	**En mer**
MON :	**Au-dessus des montagnes**
SFC :	**En surface**
VAL :	**Dans les vallées**
CIT :	**A proximité ou au-dessus des villes importantes**



Données du Mardi 21 novembre 2023 à 15:05 UTC

TAFs and METARs

TAFs (Terminal Area Forecasts) are forecasts.
METARS (METeorological Reports) are reports of actual weather.

Larger Airports often produce TAFs 24 or 30 hour in advance.

METARs are normally updated every half an hour although weather reports on ATIS will be updated more often if the weather is changing frequently.

TAFs and METARS are increasingly available plain language. However, you may be expected in the exam to decode these.

TAFs/METARs give the cloud base in relation to the ground level at the reporting aerodrome

Example TAF – EGHI (Southampton, UK)

EGHI 121954Z 1221/1223 34008KT 9999 SCT025 TEMPO 1221/1223 8000 PROB30 1221/1223 3000 BR MIFG

121954Z:	time of issue – 1954 UTC on 12th day of the month;
1221/122:	period of the forecast – 2100 UTC to 2300 UTC on 12th day of the month;
340/08KT	wind – coming from 340° at 8 kts
9999	visibility '9999' = >10 km. Reported in meters If < 10km
SCT025	Scattered clouds. ('SCT' means 3/8 to 4/8 of the sky is cloudy)
TEMPO	temporarily
8000	Visibility will reduce to 8 km.
PROB30	There is a 30% probability that
1221/1223	Between 21h00 and 23h00 on the 12th.
3000m	Visibility will be 3000m
BR MIFG	with mist (BR) or shallow fog (MIFG).

METARS and TAFs

LFLS GRENOBLE ISERE (45°21’47’’ N 005° 19’ 58’’ E)

METAR LFLS 231130Z AUTO VRB03KT 9999 OVC012 03/00 Q1027=

TAF AMD LFLS 230925Z 2309/2409 36008KT 9999 BKN018 PROB40 TEMPO2309/2315 BKN008 BECMG 2323/2401 BKN013 TEMPO 2402/2409 3000 BRBKN008 PROB40 TEMPO 2406/2409 1000 DZ OVC003=

SIGMET LFMM SIGMET 04 VALID 230800/231200 LFPW-LFMM MARSEILLE FIR/UIR SEV TURB FCST WI N4345 E00445 - N4345 E00430 - N4500 E00430 - N4445 E00515 - N4345 E00445 SFC/FL030 STNR NC=

LFMD CANNES MANDELIEU (43°32’47’’ N 006° 57’ 15’’ E)

METAR LFMD 231130Z AUTO VRB03KT CAVOK 18/03 Q1018=

TAF LFMD 230800Z 2309/2409 36005KT CAVOK=

SIGMET LFMM SIGMET 05 VALID 231000/231200 LFPW-LFMM MARSEILLE FIR/UIR SEV TURB FCST WI N3930 E00430 - N4100 E00430 - N4215 E00945 - N4115 E00

Weather abbreviations

From the UK Skyway Code – pp 155 - 157

These are relevant to TAFs, METARs and Metform 215.

AT
At

AUTO
Automated report

BC
Patches

BECMG
Becoming

BKN
Broken clouds (5-7 oktas)

BL
Blowing

BLW
Below

BR
Mist

BTN
Between

CAT
Clear air turbulence

CAVOK
Ceiling and visibility OK

CB
Cumulonimbus

CC
Cirrocumulus

CI
Cirrus

CLD
Cloud

CLR
Clear

COR
Correction

COT
At the coast

CS
Cirrostratus

CU
Cumulus

DEG
Degrees

DP
Dew point

DR
Drifting

DS
Dust storm

DU
Widespread dust

DZ
Drizzle

EMBD
Embedded

FEW
Few clouds (1-2 oktas)

FC
Funnel cloud

FG
Fog

FM
From

FPM
Feet per minute

FRQ
Frequent

FU
Smoke

FZ
Freezing

G
Gust

Aviation English Resources

James L. Crowley

Eurocontrol Guide for Phraseology for General Aviation Pilots.

Aeronautical Radiotelephony Communications for VFR Pilots (Thanks Jean-Yves!)

WhereToFindDocs - Sources for Aviation Documentation in Europe (provided by Albert)

ICAO Language Proficiency Rating Scale for Pilots and Controllers

Nav Canada VFR Phraseology

Flying in the UK: The CAP Skyway Code

Weather Abbreviations (p155 - 159 of the CAP Skyway Code)

ICAO Phraseology Reference Manual

International Flight Plan Form

Phraseologie script examples : Closed Traffic at LFLG and LFLS, VFR Departure LFLG, VFR Depature LFLS

Recorded examples of ATIS and ATC Messages

Real Time ATC communications and Weather Information (ATIS/AWOS) from around the world LiveATC

Some Sample METARS and TAFs

LFLB CHAMBERY AIX LES BAINS

METAR LFLB 211430Z AUTO 35012KT 9999 -RA FEW024 BKN039 BKN04811/08 Q1014 TEMPO SCT040TCU=

TAFL LFLB 211400Z 2115/2215 36008KT 9999 BKN050 PROB40 TEMPO 2115/2118 36018KT -SHRA SCT040TCU TEMPO 2205/2215 36015G25KT=

LFLS GRENOBLE ISERE

METAR LFLS 211430Z AUTO 34013KT 9999 FEW016 SCT070 09/07 Q1013TEMPO 36015G25KT SCT012TCU BKN014=

TAFL LFLS 211400Z 2115/2215 35012KT 9999 BKN050 PROB30 TEMPO 2115/2120 36015G25KT -SHRA SCT012TCU BKN014 BECMG 2120/2122 OVC008 TEMPO2200/2209 OVC004 BECMG 2209/2212 BKN014=

Some Sample METARS and TAFs

LFLL LYON SAINT EXUPERY

METAR LFLL 211434Z 34013KT 9999 FEW020 SCT056 BKN070 10/07 Q1015NOSIG=

TAFL AMD LFLL 211324Z 2113/2218 34012KT 9999 BKN025 PROB40 TEMPO2113/2115 4000 SHRA BKN015 BECMG 2120/2123 BKN013 TEMPO 2120/2209BKN008 PROB40 TEMPO 2200/2209 36015G25KT BKN004 PROB40 TEMPO2209/2218 36020G30KT BECMG 2210/2213 BKN018 TEMPO 2217/2218 BKN010=

LFLU VALENCE CHABEUIL

METAR LFLU 211430Z AUTO 01020KT 9999 FEW035 SCT064 OVC076 11/06Q1013=

General Airspeed Terminology	
Terminology	**Definition**
KCAS	Knots Calibrated Airspeed is the indicated airspeed corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.
KIAS	Knots Indicated Airspeed is the speed shown on the airspeed indicator. The IAS values published in this handbook assume no instrument error.
KTAS	Knots True Airspeed is the airspeed expressed in knots relative to undisturbed air which is KCAS corrected for altitude and temperature.
V_G	Best Glide Speed is the speed at which the greatest flight distance is attained per unit of altitude lost with power off.
V_O	Operating Maneuvering Speed is the maximum speed at which application of full control movement will not overstress the airplane.
V_{FE}	Maximum Flap Extended Speed is the highest speed permissible with wing flaps in a prescribed extended position.
V_{NO}	Maximum Structural Cruising Speed is the speed that should not be exceeded except in smooth air, and then only with caution.
V_{NE}	Never Exceed Speed is the speed that may not be exceeded at any time.
V_{PD}	Maximum Demonstrated Parachute Deployment Speed is the maximum speed at which parachute deployment has been demonstrated.
V_S	Stalling Speed is the minimum steady flight speed at which the aircraft is controllable.

General Airspeed Terminology (Continued)	
Terminology	**Definition**
$V_{S\ 50\%}$	Stalling Speed is minimum steady flight speed at which the aircraft is controllable with 50% flaps.
V_{SO}	Stalling Speed is the minimum steady flight speed at which the aircraft is controllable in the landing configuration (100% flaps) at the most unfavorable weight and balance.
V_X	Best Angle of Climb Speed is the speed at which the airplane will obtain the highest altitude in a given horizontal distance. The best angle-of-climb speed normally increases slightly with altitude.
V_Y	Best Rate of Climb Speed is the speed at which the airplane will obtain the maximum increase in altitude per unit of time. The best rate-of-climb speed decreases slightly with altitude.

Table 3: Engine Power Terminology

Engine Power Terminology	
Terminology	**Definition**
HP	Horsepower is the power developed by the engine.
MCP	Maximum Continuous Power is the maximum power that can be used continuously.
MAP	Manifold Pressure is the pressure measured in the engine's induction system expressed as in.Hg.
RPM	Revolutions Per Minute is engine rotational speed.
Static RPM	Static RPM is RPM attained during a full-throttle engine runup when the airplane is on the ground and stationary.

Performance and Flight Planning Terminology	
Terminology	**Definition**
g	One "g" is a quantity of acceleration equal to that of earth's gravity.
Demonstrated Crosswind Velocity	Demonstrated Crosswind Velocity is the velocity of the crosswind component for which adequate control of the airplane during taxi, takeoff, and landing was demonstrated during certification testing. Demonstrated crosswind is not considered to be limiting.
Service Ceiling	Service Ceiling is the maximum altitude at which the aircraft at maximum weight has the capability of climbing at a rate of 100 feet per minute.
GPH	Gallons Per Hour is the amount of fuel (in gallons) consumed by the aircraft per hour.
NMPG	Nautical Miles Per Gallon is the distance (in nautical miles) which can be expected per gallon of fuel consumed at a specific engine power setting and/or flight configuration.
Unusable Fuel	Unusable Fuel is the quantity of fuel that cannot be safely used in flight.
Usable Fuel	Usable Fuel is the fuel available for flight planning.

Weight and Balance Terminology	
Terminology	**Definition**
Reference Datum	Reference Datum is an imaginary vertical plane from which all horizontal distances are measured for balance purposes.
Tare	Tare is the weight of all items used to hold or position the airplane on the scales for weighing. Tare includes blocks, shims, and chocks. Tare weight must be subtracted from the associated scale reading.
Fuselage Station	Fuselage Station (FS) is a location along the airplane fuselage measured in inches from the reference datum and expressed as a number. For example: A point 123 inches aft of the reference datum is FS 123.
CG	Center of Gravity is the point at which an airplane would balance if suspended. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane.
Arm	Arm is the horizontal distance from the reference datum to the center of gravity (CG) of an item. The airplane's arm is obtained by adding the airplane's individual moments and dividing the sum by the total weight.
Moment	Moment is the product of the weight of an item multiplied by its arm.
Basic Empty Weight	Basic Empty Weight is the actual weight of the airplane including all operating equipment that has a fixed location in the airplane. The basic empty weight includes the weight of unusable fuel and full oil.
MAC	Mean Aerodynamic Chord is the chord drawn through the centroid of the wing plan area.
LEMAC	Leading Edge of Mean Aerodynamic Chord is the forward edge of MAC given in inches aft of the reference datum (fuselage station).

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LEMAC	Leading Edge of Mean Aerodynamic Chord is the forward edge of MAC given in inches aft of the reference datum (fuselage station).

Weight and Balance Terminology (Continued)	
Terminology	**Definition**
Maximum Ramp Weight	Maximum Ramp Weight is the maximum weight approved for ground maneuver and includes the weight of the fuel used for startup and taxi.
Maximum Gross Weight	Maximum Gross Weight is the maximum permissible weight of the airplane and its contents as listed in the aircraft specifications.
Maximum Takeoff Weight	Maximum Takeoff Weight is the maximum weight approved for the start of the takeoff run.
Maximum Zero Fuel Weight	Maximum Zero Fuel Weight is the maximum permissible weight of the airplane and its contents minus the total weight of the fuel onboard.
Useful Load	Useful Load is the basic empty weight subtracted from the maximum ramp weight. It is the maximum allowable combined weight of pilot, passengers, fuel, and baggage.
Maximum Landing Weight	Maximum Landing Weight is the maximum weight approved for the landing touchdown.

The FCL055 Rating

Level	Pronunciation Structure Assumes a dialect and/or accent intelligible to the aeronautical community.	Structure Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.	Vocabulary
Expert 6	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.
Extended 5	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.
Operational 4	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.

The FCL055 Rating

Level	Fluency	Comprehension	Interactions
Expert 6	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.
Extended 5	Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.
Operational 4	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

The FCL055 Rating

FCL 055 VFR level 4 is accessible to non-native english speakers at CEF Level B2 who are familiar with Aviation vocabulary and practice.

A CEF B2 user can communicate easily and spontaneously in a clear and detailed manner. This is not yet an experienced speaker, but a B2 user is able to understand and be understood in most situations.

(see https://en.wikipedia.org/wiki/Common_European_Framework_of_Reference_for_Languages)

The FCL055 test Example

1 INTERVIEW

Answer the following questions in detail.

1) Why do you need the ICAO language proficiency exam?

2) Where do you see your aviation career in 5 years?

2 VISUAL ANALYSIS

Describe this picture in as many details as possible. Use the aviation phraseology and terminology to describe the specific aviation/aircraft elements. If applicable describe the possible threats or dangers.

The FCL055 test Example

3 SIMULATION

You will take a role of a pilot: You are flying PROFIPILOT 100 approaching a towered airport intending to land.
You are flying in a mountainous terrain in poor visibility experiencing difficulties to continue flight safely. Make a transmission on the frequency describing your situation, circumstances, and intentions to the tower control. Respond to the ATC adequately.

4 AUDIO

Listen to the recording two times and reproduce it in your own words.
Feel free to use blank space for making your notes:

5 VIDEO

Watch the video once and reproduce it in your own words.
Feel free to use blank space for making your notes:

I hereby declare I have personally attend the language proficiency testing with the ProfiPilot LTB language proficiency examiner (LPE) using this Test variant.

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, FCL 055 VFR test preparation.**