



Aéro Club Dauphiné  
Aviation English Master Class  
Session 4

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
<b>30 November</b>	<b>Flight Briefings Crews 8 and 9, Taxi and Departure Clearances, Sample Clearance and Taxi Script</b>
07 December	Taxi Scripts, Pattern Terminology, Pattern Reporting, Sample Script
14 December	Pattern Practice, Weather Charts, Sample Departure scripts.
21 December	Departure Scripts, Air spaces and airways, Cross Country Phraseology,
28 December	?
04 January	Enroute Radio Practice, Inflight Emergencies
11 January	Inflight Emergency Practice, ATIS practice, Arrival and Approach
18 January	Arrival Briefings, Landing, Refueling and Taxi to Parking.
25 January	Class Debriefings, FCL 055 VFR test preparation.



# ACD MasterClass Flight Crews

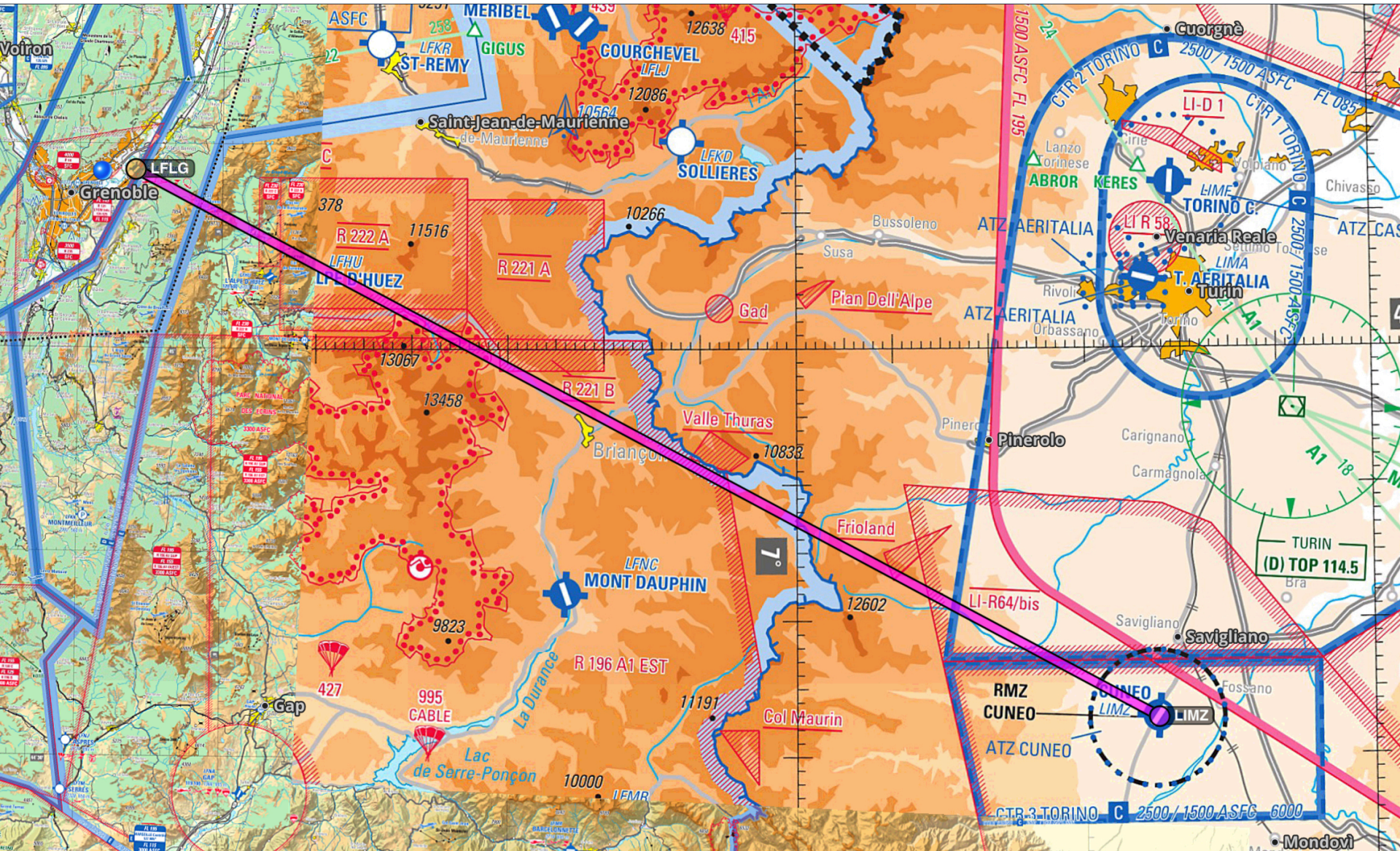


Crew	Names	Aircraft	Type	Departure	Destination
1	Gabriel Faivre, Jean-Laurent Philippe	F-HGPC	DR455	LFLG	LIMZ
2	Christian Charrier Johan Malaquin	F-HGPC	DR435	LFAC	EGSU
3	Francois Zanier, Frederic Dumas	F-GNXT	DR455	LFLS	LSZA
4	Jean-Louis Monin, Roman Dieuguillot	F-GSRE	DR460	LFLS	LSGL
5	Thomas Calmant, François-Karim Laben	F-HBFO	DR435	LFLS	LSGE
6	Jean-Yves Larnaudie, Alejandro López	F-HGPC	DR455	LFLS	LIPZ
7	Augustin Chatain, Maxime Pelissier?	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 8: LFLG to LIMZ with F-HGPC

Sebastien Roy, Alexis Mermet







# Fun Facts LIMZ

Locally produced cheeses, chocolates and especially wines are internationally renowned



## Aircraft & Why

- ✓ DR400 Diesel 155hp
- ✓ High Altitude and Performance
- ✓ Additional Tank 50l so 159l useable in total
- ✓ EFIS
- ✓ To know
  - Personally, I work in knots with this plane for V-speeds : 60/70/80/.../80/70/65
  - Electric flaps, 10s to get LDG flaps – anticipation !
  - Electric trim, possible confusion with Push To Talk button





# Preflight Briefing – DR455 LFLG LIMZ

- F HGPC - DR400 155cv Diesel
  - Fuel Consumption : CRZ 6.000 ft = 24 L/h
  - Climbing performance: 10.000 ft = 15 mn
  - Cruising Speed at 75 % - 6.000 ft = 127 kt (  $V_p$ : 0.47 )
- Flight Plan – filed by phone , closed at arrival
  - international airport / customs
  - DEP: LFLG
  - ARR: LIMZ
  - ALT: LFLG. **LFNC**
  - Fuel: Full , both tanks, 159l usable

## Threats

- JetA1 (check low fuel temperature )
- Limited autonomy with Full Electric failure ( preflight test ABBA )
- Avionics : ASPEN EFIS, Garmin GPS ( obsolete database ! )
- High Altitude : plane not equipped with O<sup>2</sup> for crew nor passengers, might need more track miles to workaround high peaks
- Last “*ACD administration board*” minutes mention some doubts on Steep Descent management with Diesel engines

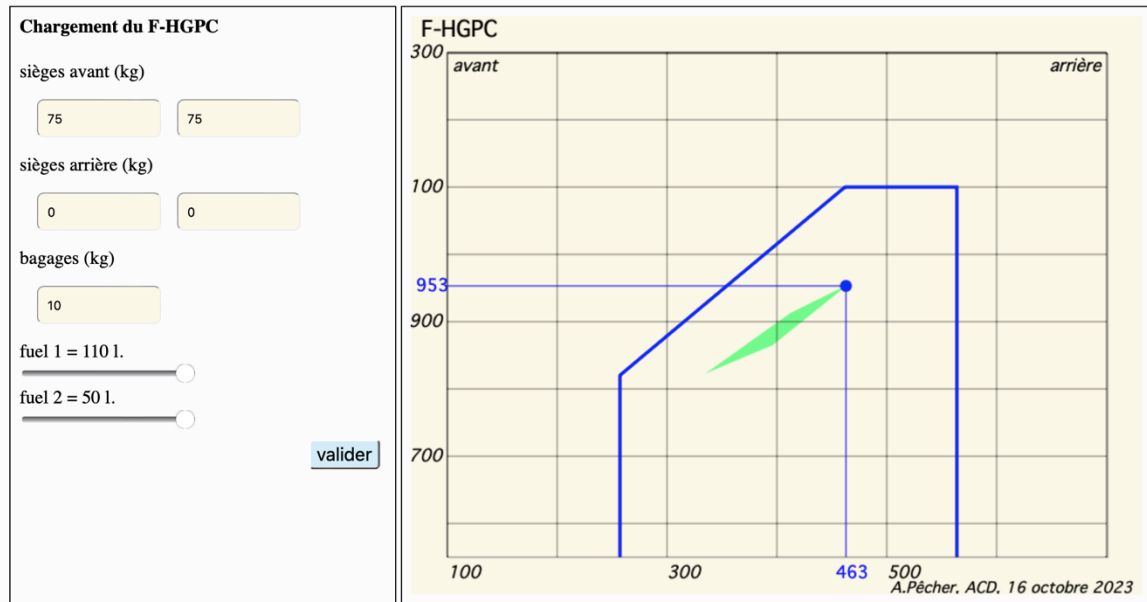
# CARB

- ✓ ALT = LFLG
- ✓ 100nm, 50mn
- ✓ This is an optimistic “happy path” LNAV estimate

FICHE Devis Carburant					
Avion	<b>CONSOMMATION D'ETAPE</b>			Temps (min)	Carburant (l)
FHGPC	Trajet avec effet du vent de face sur la route			50	20,0
	Forfait roulage - integration : 10 minutes min			10	4,0
Depart	<b>TOTAL pour la Consommation d'etape</b>			<b>60,0</b>	<b>24,0</b> (a)
LFLG					
	<b>RESERVES DE SECURITE</b>			Temps (min)	Carburant (l)
Arrivee	solution alternative : 30 minutes min			50	20,0
LIMZ	La Marge ( attente ou autre ) : 10 minutes min			10	4,0
	Reserve finale réglementaire. 30 minutes VFR Jour			30	12,0
ALT	<b>TOTAL des reserves</b>			<b>90,0</b>	<b>36,0</b> (b)
LFLG					
<b>TOTAL Carburant MINI REGLEMENTAIRE A EMBARQUER:</b>					<b>60,0</b> (a)+(b)
Conso l/h				Reservoirs (l)	Utilisable
24					
<b>ESSENCE UTILISABLE presente dans l'avion au départ</b>				<b>160</b>	<b>159,0</b>
Conso l/m					
0,4	<b>Minimum Fuel</b>	pas d'autre arrivee possible,mais reserve intacte			
Inutilis.	<b>Mayday Fuel</b>	Reserve Entamee			
1					

# CG

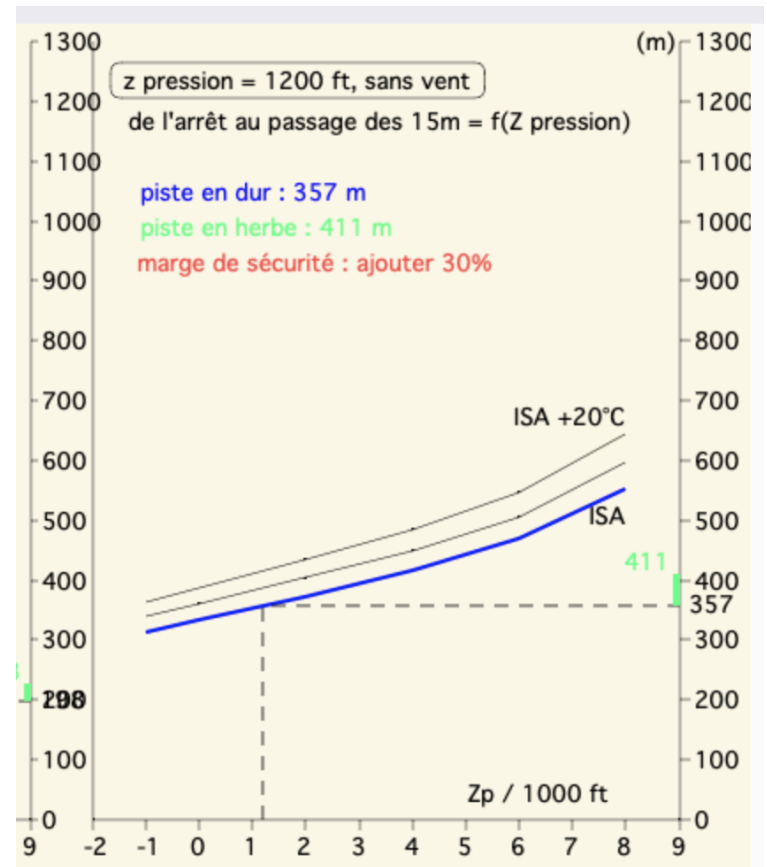
- ✓ Full, Main & Auxiliary
- ✓ No passengers
- ✓ Barely any luggage
  
- ✓ Need to empty 50l from main tank before offloading fuel from Auxiliary into Main





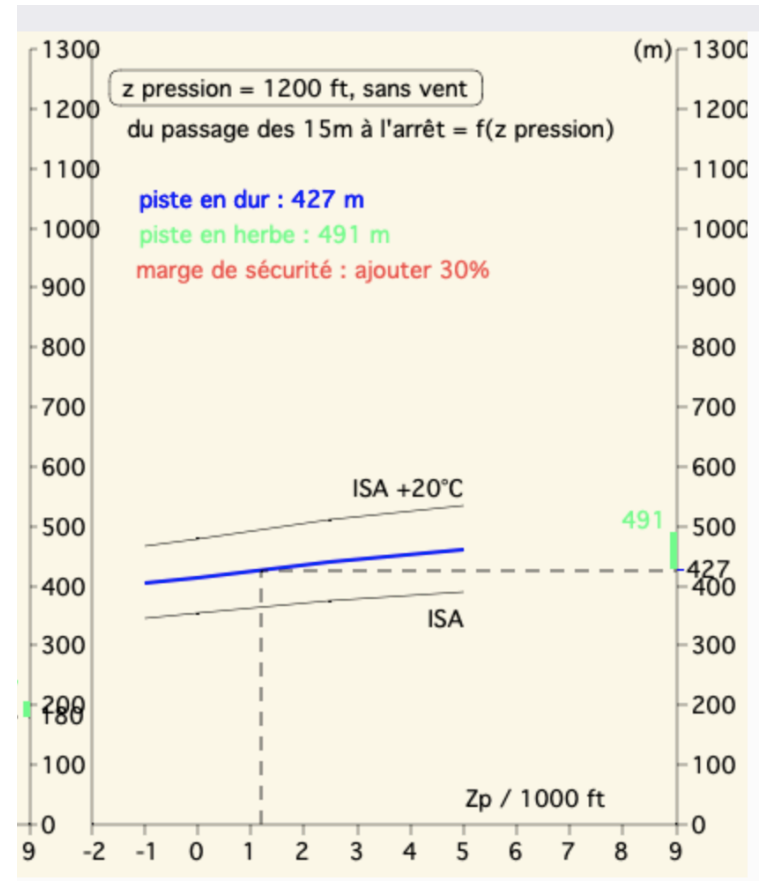
# LFLG Takeoff

- ✓ 1200ft NH
- ✓ ISA
- ✓ Concrete (Grass needs more length)



# LIMZ Landing

- ✓ 1200ft NH
- ✓ ISA
- ✓ Paved runway
- ✓ Flaps 2, 63kt
- ✓ X-Wind, Gusty or Flaps failures (65kt, 70kt) but 50% longer runway ( x 1.5)





AIRCRAFT: F-HGPC (DR400)

PILOT:

FUEL REQUIRED PLANNED FUEL ENDURANCE:

TIME:

LANDING AT:

Startup		Brakes Off	
Takeoff		Landing	
Brakes On		Shutdown	

Elevation 724 ft (26 hPa)  
SR 06:12 Z, MCT 05:42 Z

	MSA	Level	IAS	TrkT	Wind	HdgM	GS	Dist	Time
LFLG Grenoble Le Versoud ○ N450913 E0054630	8400	10000	130	219				5,0	
N450913 E0054630 Vizille	8400	10000	130	181				4,6	
Vizille ○ N450348 E0055639	10200	10000	130	096				7,3	
N450348 E0055639 ✓ SE (Lac du Chambon) (LFHU)	10800	10000	130	099				8,7	
SE (Lac du Chambon) (LFHU) ○ N450257 E0062512	13900	10000	130	088				12	
N450257 E0062512 ○ N445346 E0063754	12700	10000	130	136				13	
N445346 E0063754 VEVAR	11700	10000	130	109				17	
VEVAR ○ N444409 E0071241	11100	10000	130	114				9,3	
N444409 E0071241 Saluzzo	8600	8000	130	114				13	
Saluzzo ○ LIMZ Cuneo/Levaldigi	4200	3500	130	136				8,3	

Elevation 1,207 ft (368 m)  
SS 17:19 Z, ECT 17:48 Z

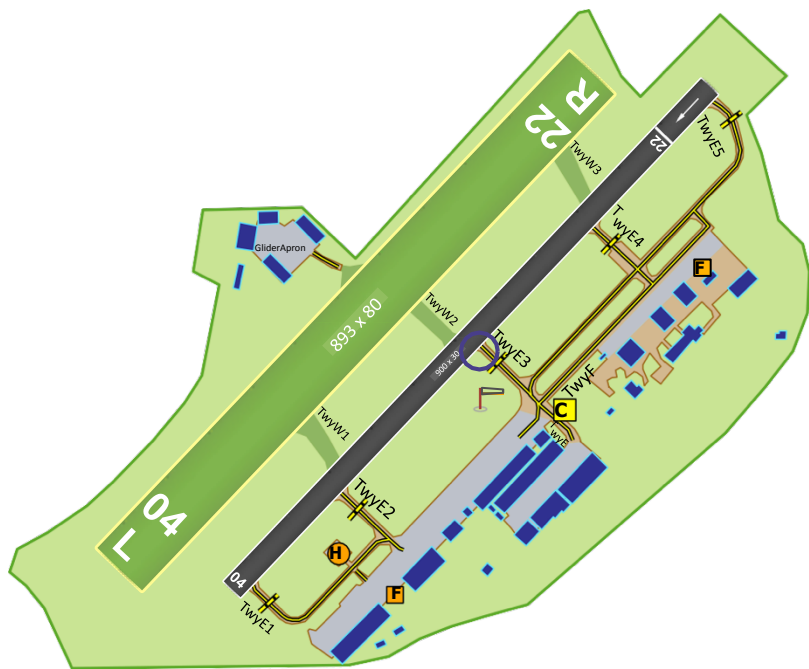
98

LFLG Grenoble Le Versoud		Flight Information Service		Milano Information	128,925	LIMZ Cuneo/Levaldigi	
LE VERSOUD Tour	121,000	Lyon Info	135,525	Torino 2 CTR		Cuneo Tower	119,550
ATIS	125,230	Marseille Info	124,500	Torino Approach	129,275	Cuneo Aerodrome Information	119,550
LE VERSOUD Sol	121,655	Marseille Info	120,550	Torino Radar	129,275		

Grenoble Le Versoud Airfield					LFLG				
5,1 nm E Grenoble			LTP	115,550	131° / 24 nm	· · · · - · · · ·			
N451305 E0055055 (E2,7°)			CBY	115,400	172° / 40 nm	· · · · · · · · · ·			
724 ft (26 hPa)			LSE	114,750	132° / 45 nm	· · · · · · · ·			



TELEPHONE + 33 4 76 28 28 28			
<b>Frequencies</b>		LE VERSOUD Sol	<b>121,655</b>
ATIS	<b>125,230</b>	LE VERSOUD Tour	<b>121,000</b>

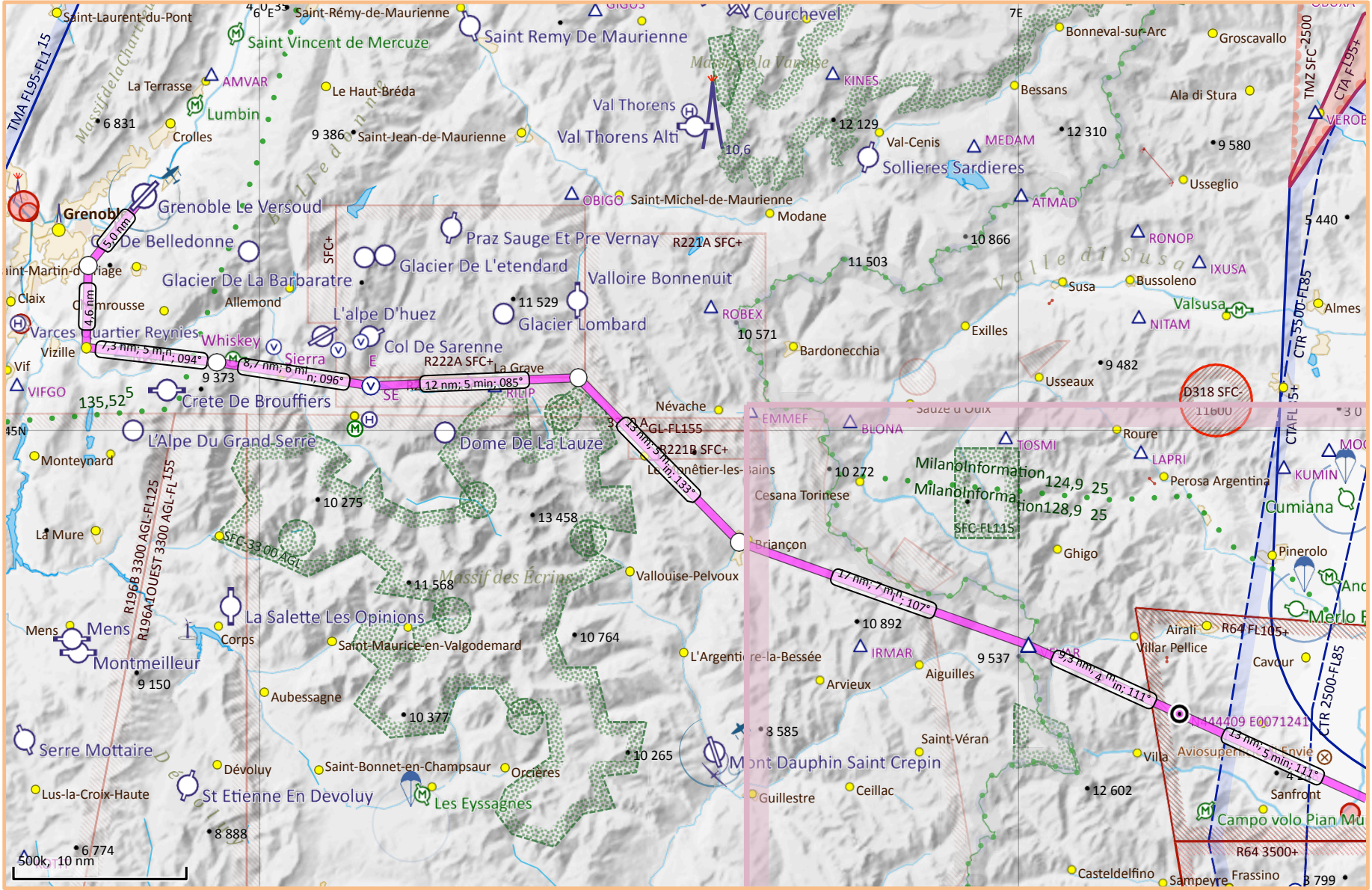


Refer to the map for detailed circuit diagrams and/or routes.

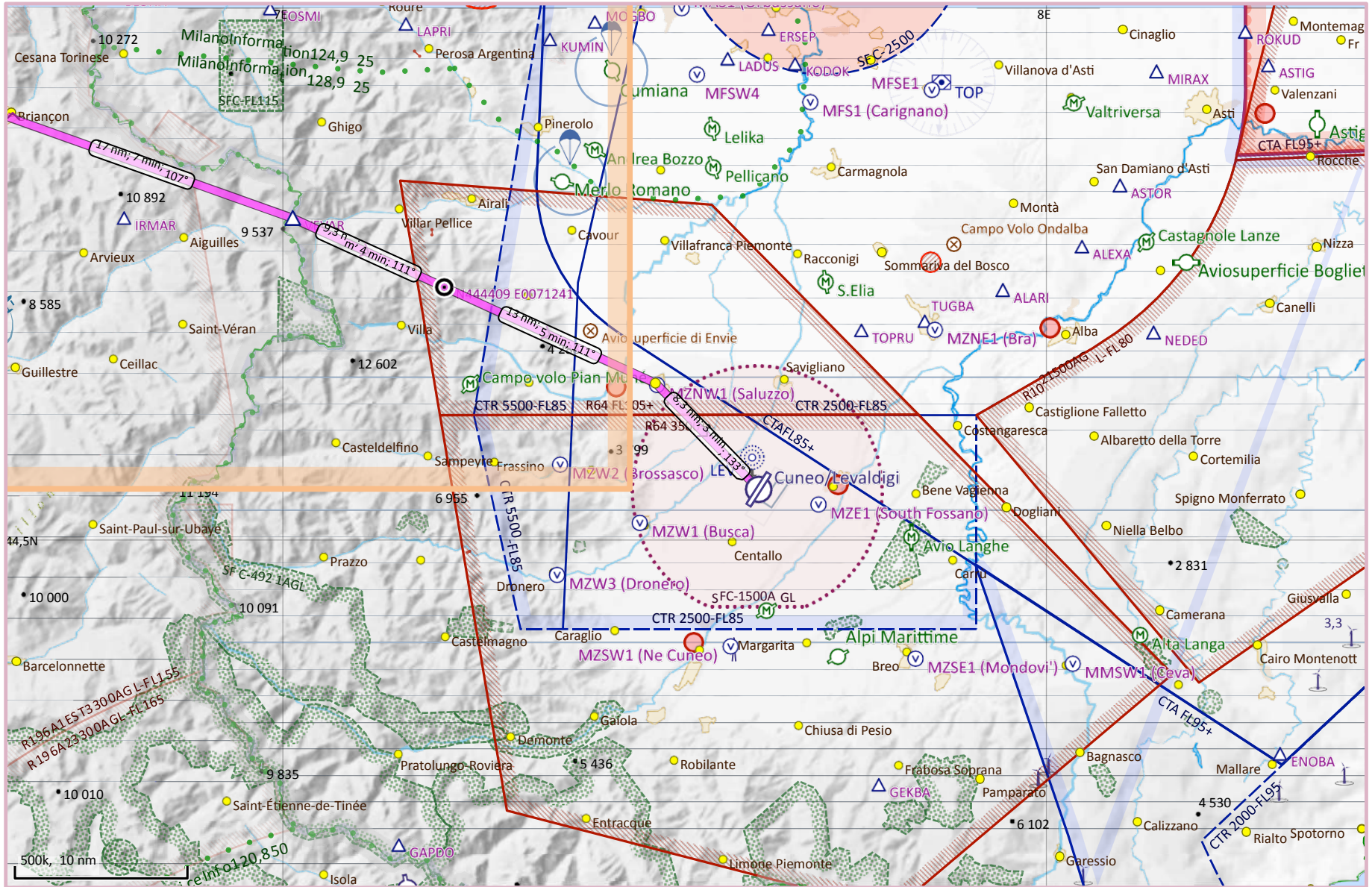
<b>Runway 04/22 (Asphalt)</b>	900 m x 30 m	Circuits 22	RH, 1700 MSL (Fixed-Wing)
Circuits 04	LH, 1700 MSL (Fixed-Wing)	<b>Runway 04L/22R (Grass)</b>	893 m x 80 m
		Circuits 04L	LH (Gliders)
		Circuits 22R	RH (Gliders)

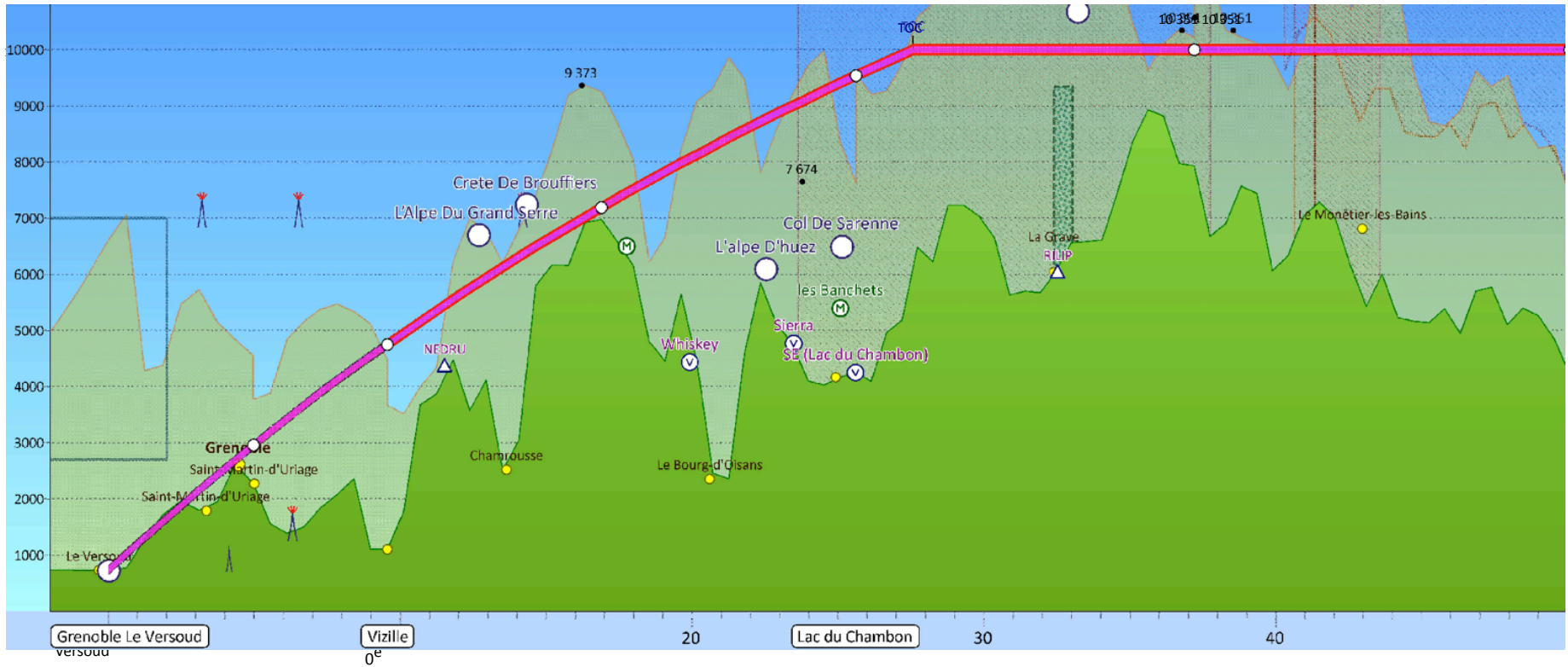
FUEL AvGas 100LL (€2,60/ltr, 21 août 23), Jet A (€2,10/ltr, 27 mai 23), AvGas UL91 (€2,48/ltr, 6 sept. 23)  
MCT STARTS 06:07 Z SUNRISE 06:39 Z SUNSET 16:03 Z ECT ENDS 16:35 Z

8,410 m

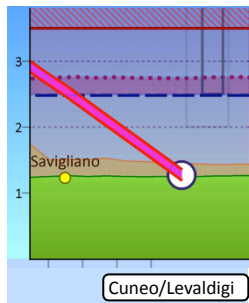














FIS	Milano Information	128.925
APP	Torino APP	129.275 (121.100)
APP	Torino Radar	129.275 (121.100)
TWR	Cuneo TWR	119.550
AFIS	Cuneo Aerodrome INFO	119.550

✓Zones: R64, CTR Torino, zone 4 then 2.

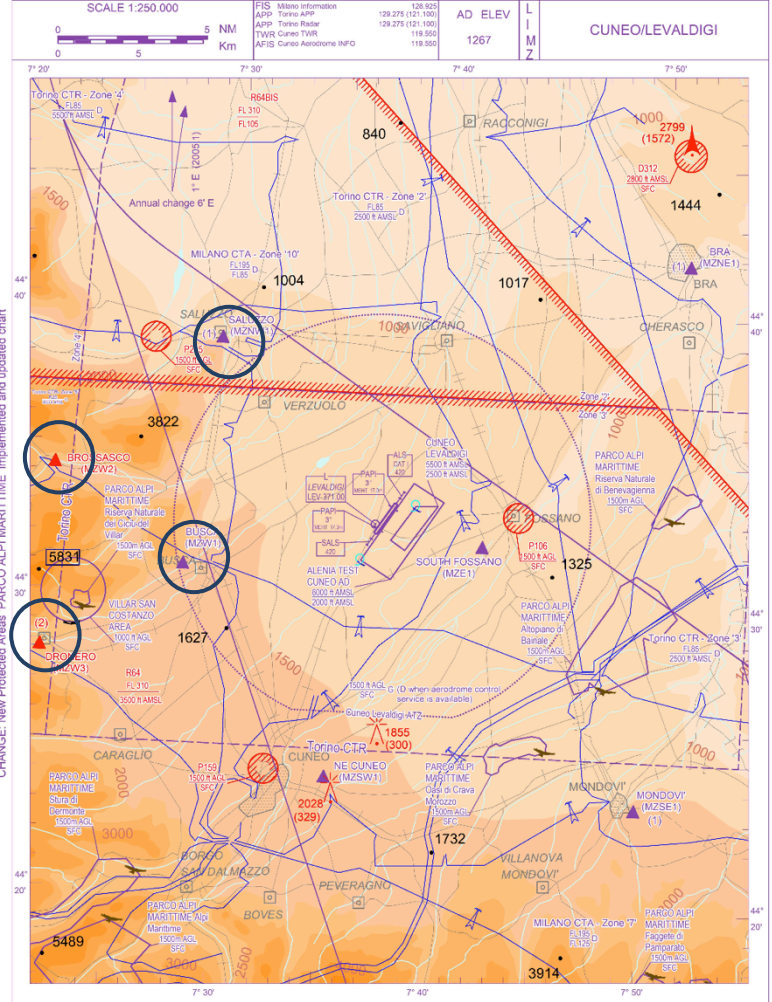
✓VFR reporting points

✓ Entering zone via NW1

✓ Alternative via W: Brossasco (W2), Dronero (W3)

AIP - Italia

ICAO - VISUAL APPROACH CHART



CHANGE: New Protected Areas PARCO ALPI MARITIME implemented and updated chart

AIRSPACE CLASSIFICATION See AIP ENR 1.4	REMARK	WARNING
TRANSITION ALT 6000 FT	(1) VFR FLIGHTS SHALL CONTACT CUNEO AT 119.550 MHz (TORINO AT 129.275 MHz) BEFORE REACHING THE VFR REPORTING POINTS (BRA (MZN1), SALVIGLIANO AND MONDOVI) IN ORDER TO OBTAIN INFORMATION CONCERNING POSSIBLE IFR TRAFFIC WITHIN CUNEO ATZ.	
ELEV AND ALT IN FT IF NOT OTHERWISE INDICATED	(2) VFR FLIGHTS ENTERING TORINO CTR ZONE 3 FROM WEST SHALL CONTACT CUNEO AT 119.550 MHz WITHIN THE VISUAL HOLDING GATE (BROSSASCO (W2) AND DRONERO (W3)).	

Obstructions information updated to ICAO - ANC ITALIA ed. 31/CIGA

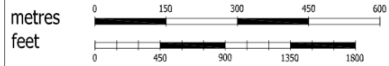


6,3 nm S Savigliano  
N443251 E0073723 (E3,1°)  
1 267 ft (46 hPa)

TOP 114,500 201° / 25 nm \_ \_ \_ \_ \_  
ALB 116,950 321° / 37 nm \_ \_ \_ \_ \_  
CSL 116,750 178° / 40 nm \_ \_ \_ \_ \_



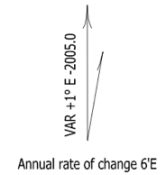
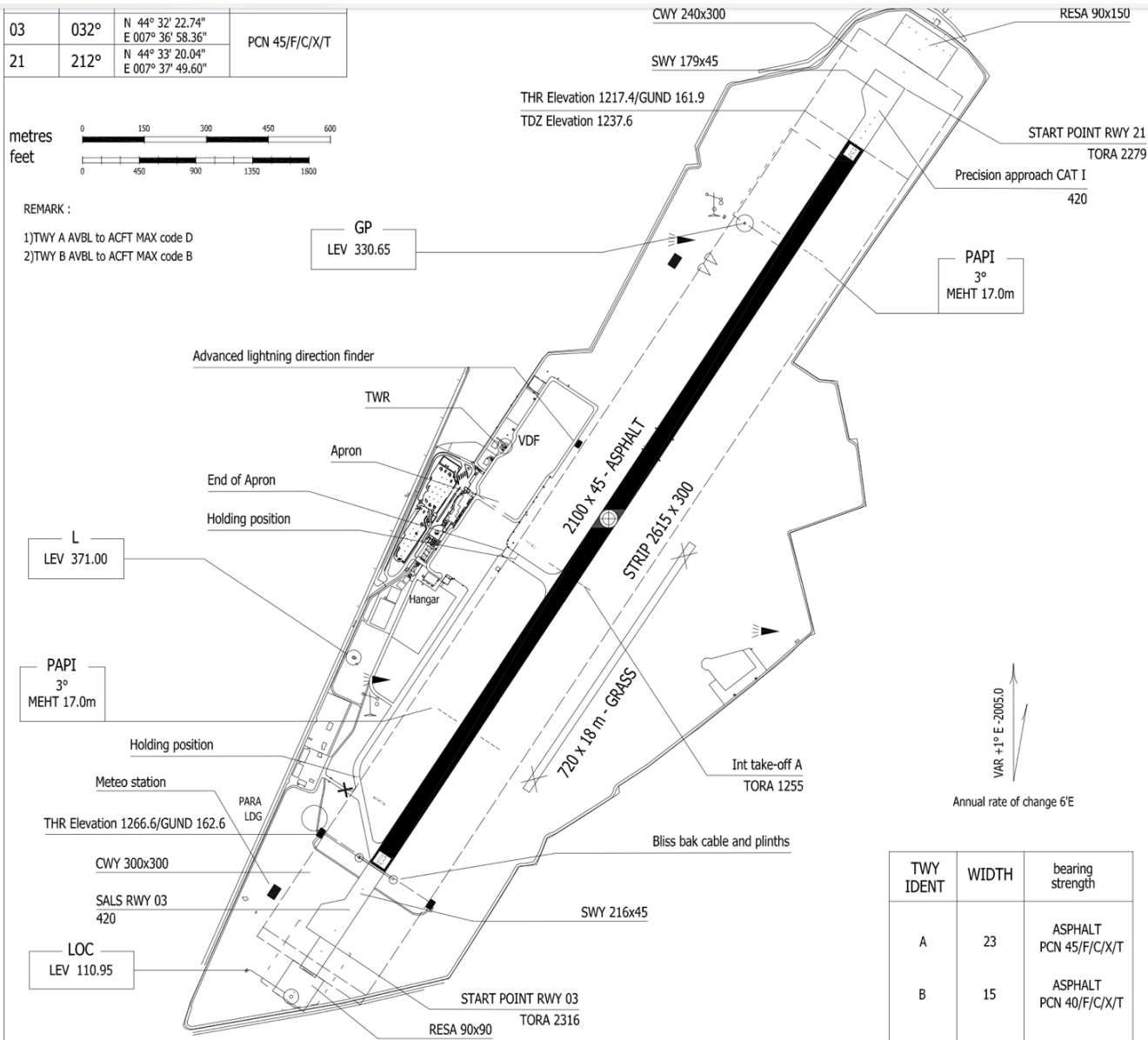
03	032°	N 44° 32' 22.74" E 007° 36' 58.36"	PCN 45/F/C/X/T
21	212°	N 44° 33' 20.04" E 007° 37' 49.60"	



REMARK :

- 1) TWY A AVBL to ACFT MAX code D
- 2) TWY B AVBL to ACFT MAX code B

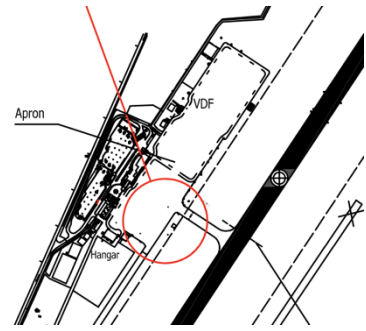
CHANGE: Midpoint transmitters completely withdrawn



TWY IDENT	WIDTH	bearing strength
A	23	ASPHALT PCN 45/F/C/X/T
B	15	ASPHALT PCN 40/F/C/X/T

MARKING AIDS

## ✓ Apron Hotspot



# Radio

<b>LFLG Grenoble Le Versoud</b>		<b>Flight Information Service</b>		Milano Information	128,925	<b>LIMZ Cuneo/Levaldigi</b>	
LE VERSOUD Tour	121,000	Lyon Info	135,525	<b>Torino 2 CTR</b>		Cuneo Tower	119,550
ATIS	125,230	Marseille Info	124,500	Torino Approach	129,275	Cuneo Aerodrome Information	119,550
LE VERSOUD Sol	121,655	Marseille Info	120,550	Torino Radar	129,275		

Mountain Freq 130.000



# Crew 9: LELL to LFLG with F-HGPC

Sebastien Monges, Simon Lang



# VFR FLIGHT

## LELL – LFLG

Aircraft F-HGPC

Simon Lang  
Sébastien Monges



**DR401 155CDI**

TAE 125-02-114

# Physical Differences between The DR400 and DD401



DR400

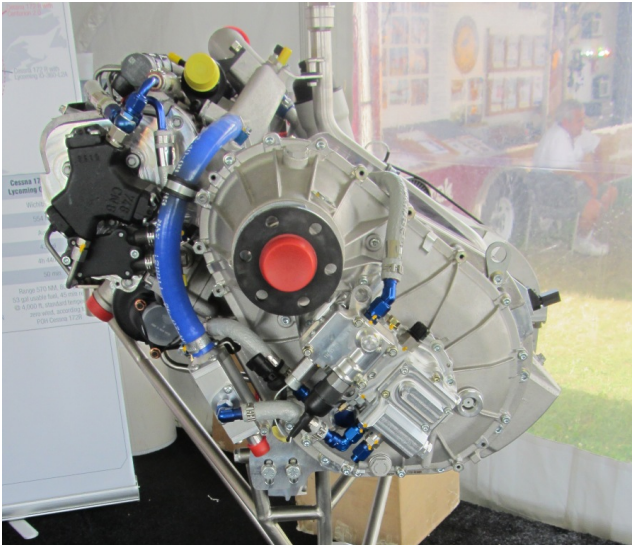


DR401

MORE WIDTH



# Centurion 2.0 S (TAE 125-02-114)



2 L 4-cylinder turbodiesel CDI (Common Rail Diesel Injection)

water-cooled, turbocharged, constant speed unit (CSU), reduction gearbox

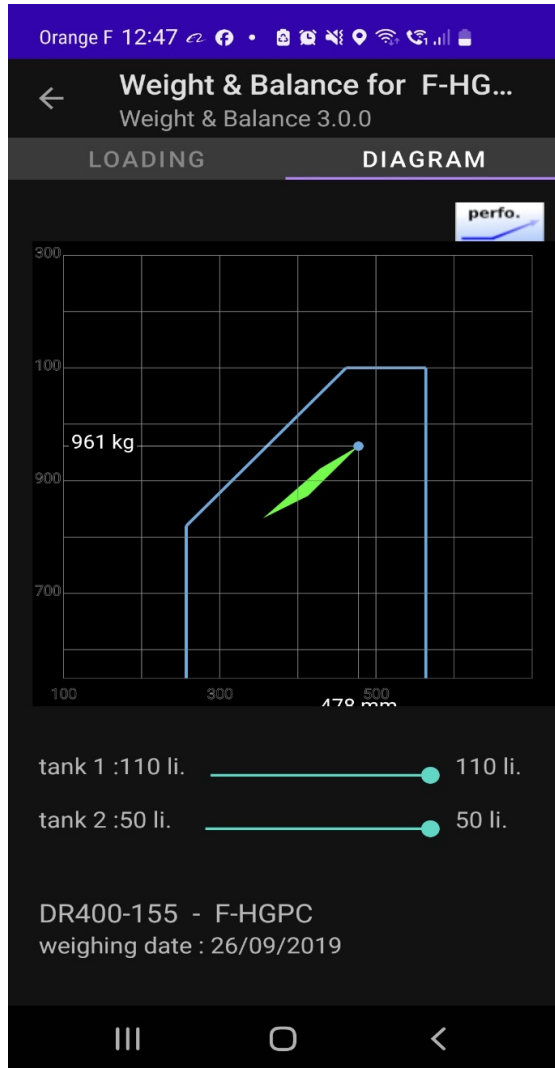
Redundant FADEC (Full authority digital engine control) offers 155 HP

# PERFORMANCE

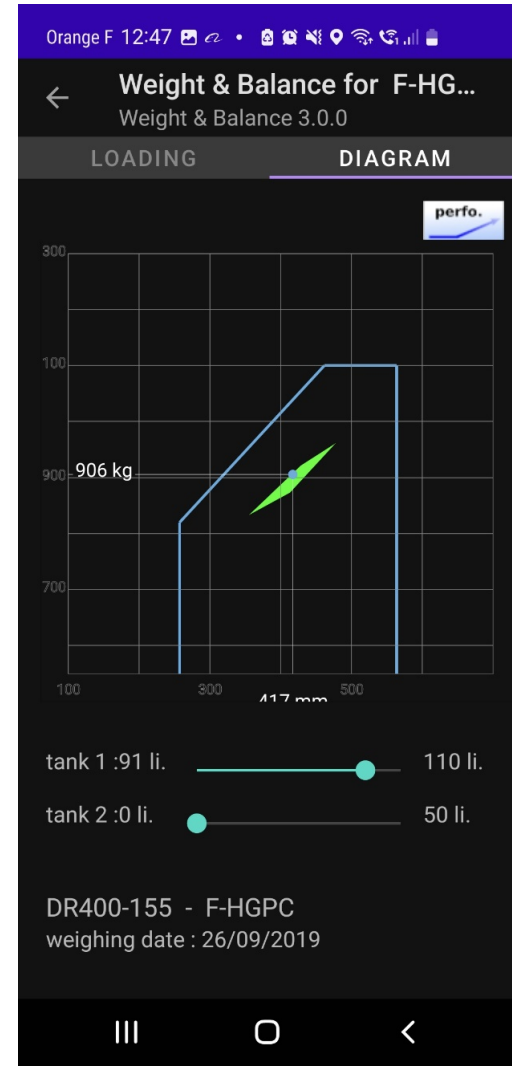
**ROBIN**  
AIRCRAFT

	LIGHT	TRAINING / CLUB		TRAVEL			TOW PLANE	JET-A1	
	100	120A	160A	160LR	180LR	200i LR	180R	135CDI	155CDI
Cruise speed eco <i>kts</i>	<b>116</b>	<b>116</b>	<b>132</b>	<b>132</b>	<b>135</b>	<b>135</b>	<b>123</b>	<b>120</b>	<b>122</b>
Cruise speed max <i>kts</i>	126	126	133	133	139	145	124	122	132
Climb Rate (ASML) ISA <i>fp/m</i>	817	553	797	770	827	1 130	1 015	680	740
Climb Rate (8000fts) ISA <i>fp/m</i>	376	254	489	379	451	655	652	520	656
Payload max <i>kilos</i>	800	900	1 000	1 050	1 100	1 100	1 000	980	1 100
Take-off distance (50fts) Ofts ISA <i>Meters</i>	425	535	540	590	610	320	400	440	400
Landing distance (50fts) Ofts ISA <i>Meters</i>	425	460	490	545	530	370	470	507	415
Useful Load <i>kilos</i>	290	340	420	450	490	410	420	360	440
Useful load 1500km <i>kilos</i>	N/A	N/A	N/A	284	331	N/A	N/A	260	326
Useful load - Full tanks <i>kilos</i>	212	226	284	278	318	238	306	226	306
<b>Nb passengers with full tanks 75kg/pax</b>	<b>2,0**</b>	<b>3,0</b>	<b>3,8</b>	<b>3,7</b>	<b>4,2</b>	<b>3,2</b>	<b>N/A</b>	<b>3,0</b>	<b>4,1</b>
Flying range <i>km</i>	1 017	1 484	1 216	1 537	1 578	1 414	938	1 695	1 654
Fuel tank (long range) <i>Litres</i>	109	159	189	239	239	239	159	159	159
Wingspan <i>Meters</i>	8,72	8,72	8,72	8,72	8,72	8,72	8,72	8,72	8,72
Max operating height <i>fts</i>	16 500	12 000	13 500	13 500	15 500	16 000	20 000	14 500	16 000
Fuel cons. (75%) <i>Litres / h</i>	25,0	25,0	38,3	38,3	39,0	45,4	39,0	21,2	23,5

# Weight and Balance for 3 hours of block time

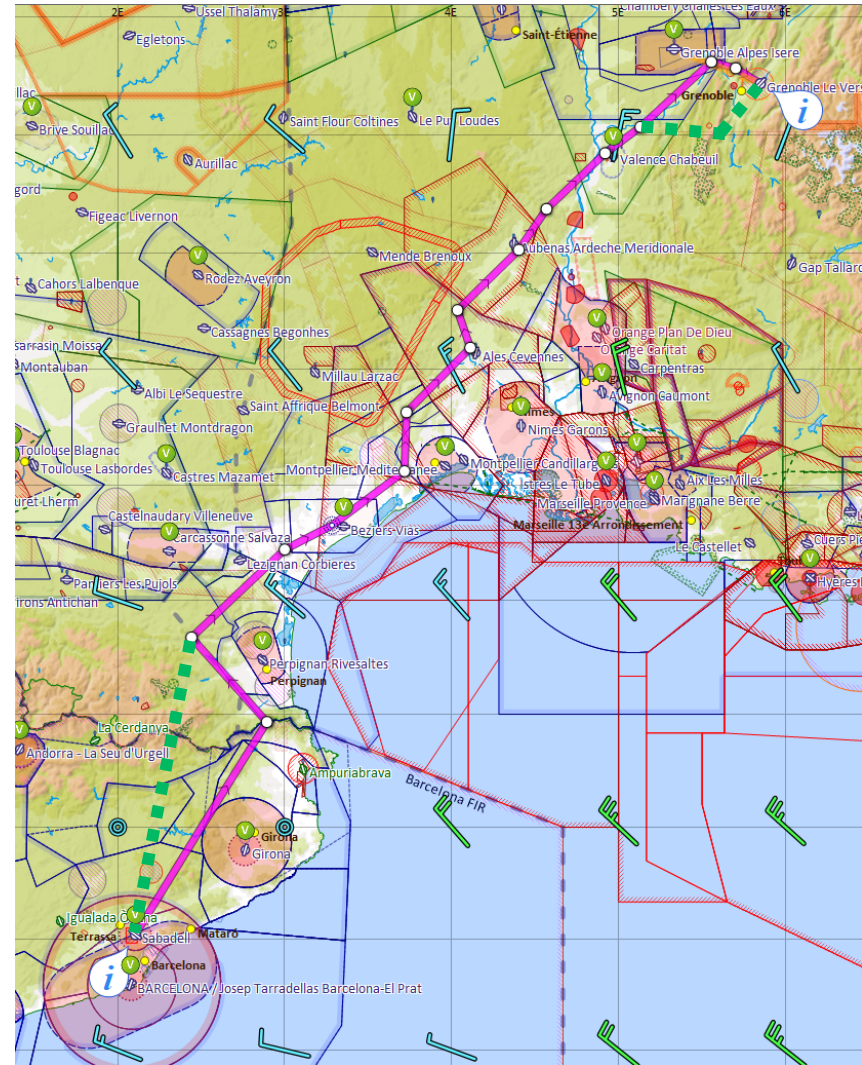


We need 69 liters of fuel

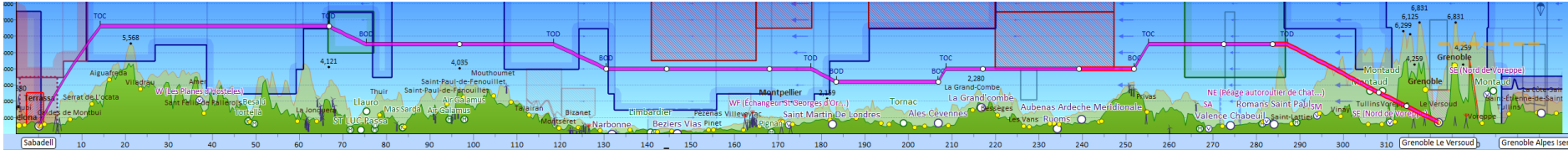


# OVERALL MAP

- Cross the border at Le Boulou: if weather OK, fly straight to West of Perpignan
- Fly from airfield to airfield, avoiding big airport CTR
- If weather OK, cross the Vercors



# ROUTE PLAN



# ROUTE INFORMATION

## F-HGPC LELL-LFLG Sabadell - Grenoble Le Versoud PLOG

AIRCRAFT: F-HGPC (DR40)

PILOT: Sebastien Monges

FUEL REQUIRED 83.6 ltr PLANNED FUEL 160.0 ltr

ENDURANCE: 10 hr 5 m

Startup		Brakes Off	
Takeoff		Landing	
Brakes On		Shutdown	

Elevation 485 ft (18 hPa)  
SR 06:48 Z, MCT 06:17 Z

	MSA	Level	TAS	TrkT	Wind	HdgM	GS	Dist	Time
<b>LELL Sabadell</b>									
○ N420324 E0022906	6400	7500	94	028	034/18	027	73	36	30
N420324 E0022906									
○ N425609 E0023258	10000	7500	128	003	029/26	006	108	53	29
N425609 E0023258									
○ N440540 E0040641	4200	5500	93	044	008/25	033	69	97	84
N440540 E0040641									
○ N442640 E0043828	3200	5500	93	047	037/34	041	61	31	30
N442640 E0043828									
○ N443906 E0050313	3700	5500	93	055	045/32	049	67	22	19
N443906 E0050313									
○ N450108 E0052214	6400	7000	94	031	173/06	031	118	26	13
N450108 E0052214									
○ N451003 E0053739	7500	7000	94	051	018/24	043	121	14	7
N451003 E0053739									
<b>LFLG Grenoble Le Versoud</b>	6900	6500	93	072	057/06	069	127	9.8	5
<b>LFLG Grenoble Le Versoud</b>									
<b>LFLS Grenoble Alpes Isere</b>	7700	5500	93	292	029/12	297	94	23	15

Elevation 724 ft (26 hPa)  
SS 16:01 Z, ECT 16:33 Z

289 3:38

<b>LELL Sabadell</b>		Beuda-Besalu	129.975
Sabadell Tower	120.800	<b>Barcelona VFR Sectors</b>	
Sabadell Radio	123.500	Barcelona Approach	121.155
<b>Moià 2 Penyora</b>		<b>Flight Information Service</b>	
Moià 2	130.125	Montpellier Info	120.375
<b>Moià 1 el Prat de la Plana</b>		Marseille Info	120.550
Moià 1	130.125	Montpellier Info	136.625
<b>Besalú</b>		<b>LFMZ Lezignan Corbieres</b>	

## F-HGPC LELL-LFLG Sabadell - Grenoble Le Versoud PLOG

LEZIGNAN Information	121.205	Lyon Info	135.525
<b>Montpellier 20 TMA</b>		<b>LFLG Grenoble Le Versoud</b>	
MONTPELLIER Approche	127.280	LE VERSOUD Sol	121.655
MONTPELLIER Approche	131.055	ATIS	125.230
MONTPELLIER Approche	130.855	LE VERSOUD Tour	121.000
<b>LFMU Beziers Vias</b>		<b>Lyon 15 TMA</b>	
ATIS	127.530	LYON Approche	131.315
<b>Flight Information Service</b>		LYON Approche	133.150
Montpellier Info	134.375	LYON Approche	125.430
Provence Info	126.260	<b>LFLS Grenoble Alpes Isere</b>	
Provence Info	132.300	GRENOBLE Sol	121.930
<b>Montelimar TMZ</b>		GRENOBLE Tour	119.300
Provence Information	132.300	ATIS	133.855
<b>Flight Information Service</b>		<b>Flight Information Service</b>	
Marseille Info	124.500	Lyon Info	135.200

SLL (Sabadell) ... .. 112.000	MTL (Montelimar) - - - - 113.650
DA (Ales Cevennes) ... .. 402.0	SG (SG) ... .. 109.300

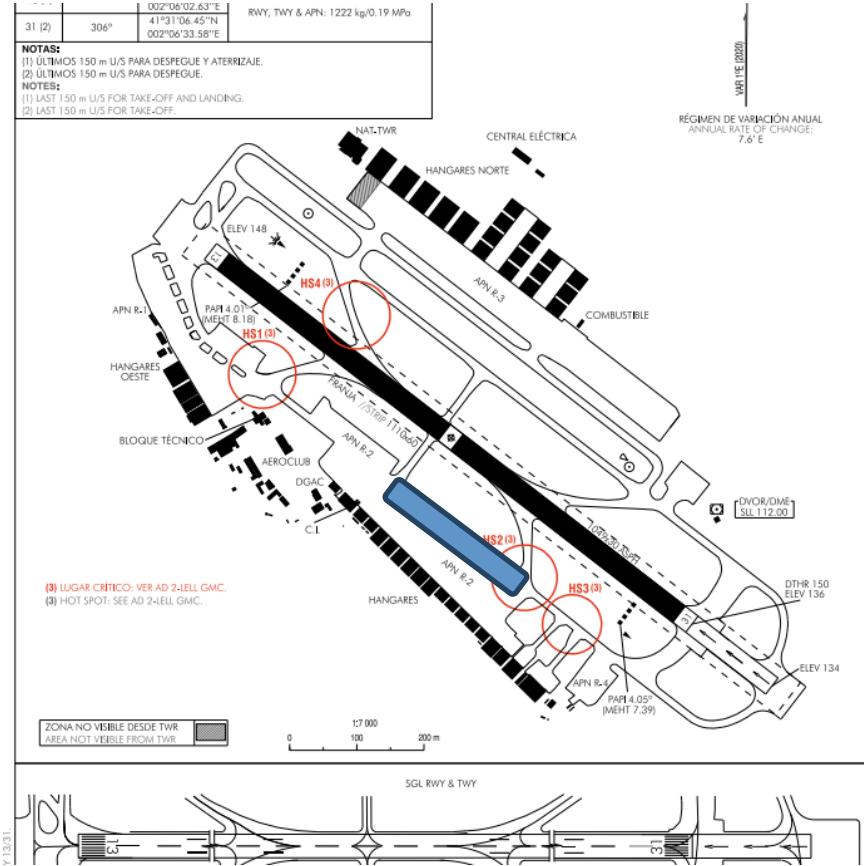


# DEPARTURE INFORMATION

RUNWAY 1.049X30m  
Parking Apron R2



Airport with Security Control for access  
Flight plan mandatory (even for local VFR flights)



# DEPARTURE INFORMATION

## NOTES

- (1) VFR flights not authorized.
- (2) Emergency heliport.

## ARRIVALS

VFR aircraft bound for Sabadell AD will establish radio contact with TWR over N (Terrasa) or E (Antenas de radio) reporting points and follow TWR instructions to integrate the appropriate aerodrome traffic circuit.

Aircraft in the traffic circuit must notify TWR when they reach the final third of the tailwind segment and always prior to turning into the base.

## DEPARTURES

RWY 13: After taking off, climb on runway heading to reach the A-7 motorway, then:

- North, northeast, east bound: turn left to track 068° to Mollet del Vallés.

- Southwest, west, northwest, north bound: turn right to track 218° to Sant Cugat del Vallés (without overflying Badia del Vallés), turning later to track 178° towards Tibidabo to leave ATZ to the south of reporting point W on track 283°. Avoid overflying Cerdanyola and Sant Cugat del Vallés.

RWY 31: After taking off and at safety altitude, turn right to follow C-58 motorway, (avoid overflying Sant Quirze) direct to NE (Mossos), then, unless ATC service indicates otherwise:

- North, northeast, east bound: turn right to track 038° to leave ATZ.

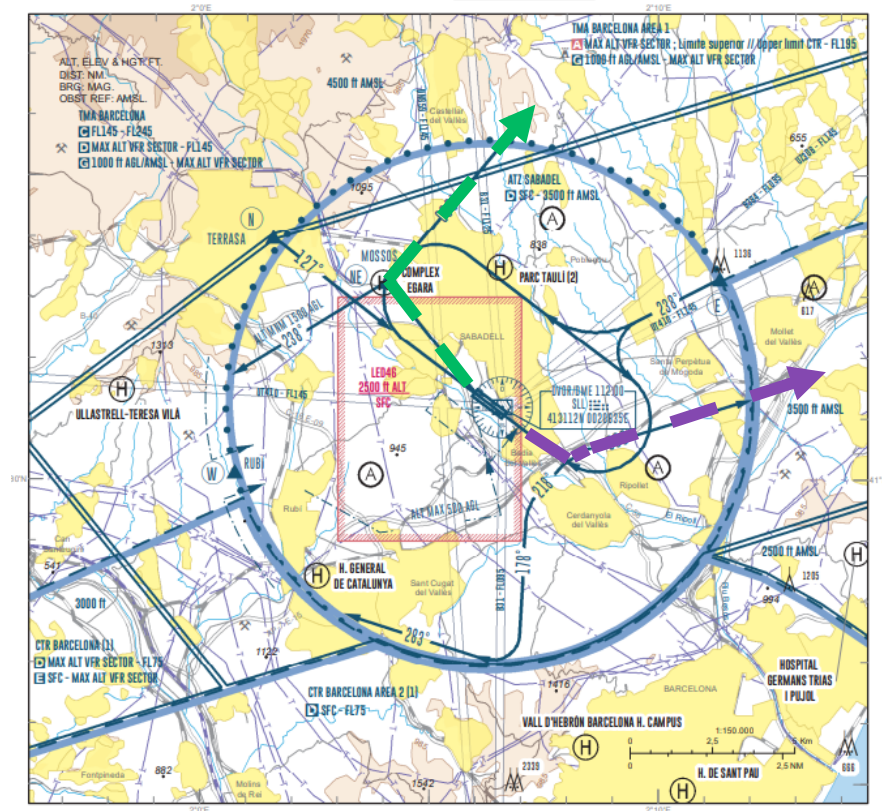
- West, southwest bound: turn left to track 238° to leave ATZ to the north of W reporting point at 1500 ft AGL minimum altitude.

VISUAL / VAC - OACI

485  
VAR 1°E (2020)

GMC	121.600
VDF	120.800

LELL





# ARRIVAL INFORMATION

**ATERRISSAGE A VUE**  
Visual landing

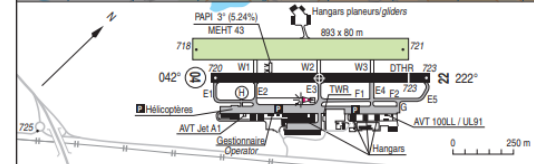
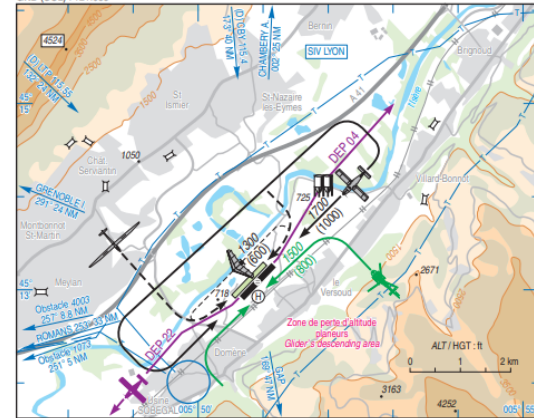
Ouvert à la CAP  
Public air traffic  
09 SEP 2021

**GRENOBLE LE VERSOUD**  
AD 2 LFLG ATT 01



**ALT AD : 724 (26 hPa)**  
LAT : 45 13 05 N  
LONG : 005 50 55 E  
**LFLG**  
VAR : 1°E (15)

ATIS 125.230 ☎ 04 85 88 10 17  
APP : NIL  
TWR : 121.000  
GND (SOL) : 121.855



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
04	042	900 x 30	Pavée	6.3 TRSI	900	900	900
22	222		Paved		900	900	815

Aides lumineuses : NIL

Lighting aids : NIL



AMDT 10/21 CHG : FREQ 8.33, info.

© SIA

# ALTERNATE INFORMATION

APPROCHE A VUE  
Visual approach

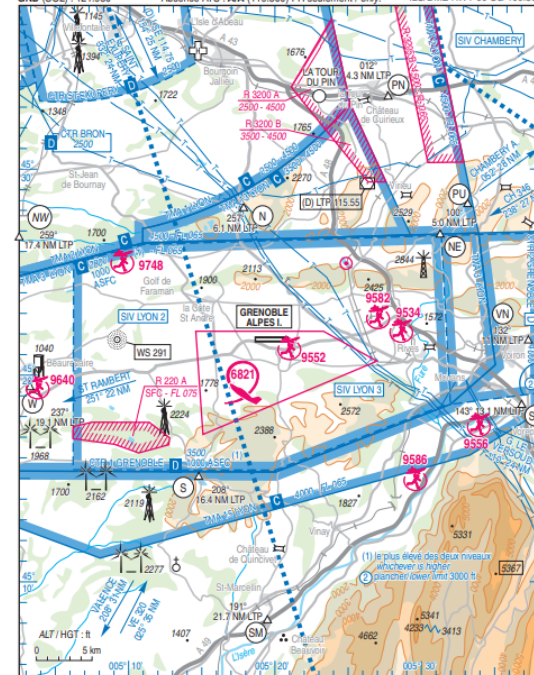
Ouvert à la CAP  
Public air traffic  
16 JUN 22

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)

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



# 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	Maxime Pelissier
16	Jean-Yves Larnaudie
17	Alejandro López
18	Augustin Chatain

# Aeronautical Radiotelephony Communications

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

## Aircraft Callsign Prefixes

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

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

## Establishing Communications

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

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

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

Example:

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

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



# Phraseology Guidelines: Taxi Instructions

(from Nav Canada VFR Phraseology)

Format:

**Pilot:** (ATC unit call sign) (aircraft call sign) WITH INFORMATION (ATIS identifier) (intentions/request)

**ATC:** (aircraft call sign) (ATC unit call sign) RUNWAY (number) WIND (direction/speed) ALTIMETER (setting)

**Pilot:** (read back clearance/instruction) (aircraft call sign)

**Example:**

**Pilot:** Le Versoud Ground, Robin F-GTPT, with information Hotel. Request taxi to Runway 04 for VFR departure to Chambery.

**Ground:** Robin F-PT, Le Versoud Ground, Runway 04 in use, wind calm, Taxi to Holding Point E1 Runway 04 Contact Tower when ready for Departure on 121.0

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

# Aeronautical Radiotelephony Communications

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

(from page 10): **Read Back**

Messages containing the following must be read back:

ATC route clearance

Clearances/instructions to enter, land on, take-off from, hold short of, cross or backtrack any runway

Runway in use

Altimeter settings

Level or heading instructions

Speed instructions

Transition levels

SSR Codes (Secondary surveillance radar = Squawk)

## **Example:**

**Pilot:** Le Versoud Ground, Robin F-GTPT request departure information

**Tower:** Robin F-PT, runway in use 04, wind 030 degrees, 2 knots, QNH 1020, temperature 10, dewpoint 9

**Pilot:** Robin F-PT Runway 04, QNH 1020

# Aeronautical Radiotelephony Communications

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

(from page 14): **Placing of Call signs**

*Once satisfactory communication has been established, a message is normally prefixed with the aircraft call sign. However, when you need to read back an instruction or important information the instruction or information is repeated first followed by the aircraft call sign.*

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

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

**Pilot:** Le Versoud Ground, Robin F-GTPT, 2 POB, request taxi to Runway 04 for VFR departure to Chambéry with information Hotel.

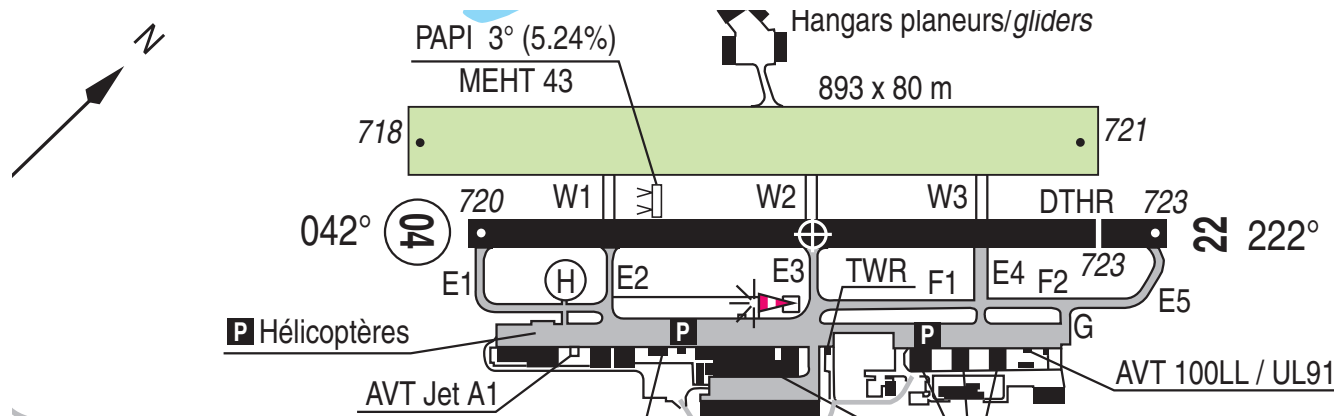
**Ground:** F-PT Taxi to Holding Point E1 Runway 04 Contact Tower when ready for Departure on 121.0

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

POB = Persons on Board. Also said as SOB = Souls on Board in the the US.

# Aeronautical Radiotelephony Communications

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



(from page 17): **Taxi Clearance**

...taxi clearances contain a clearance limit, which is the point at which you must stop unless further permission to proceed is given.

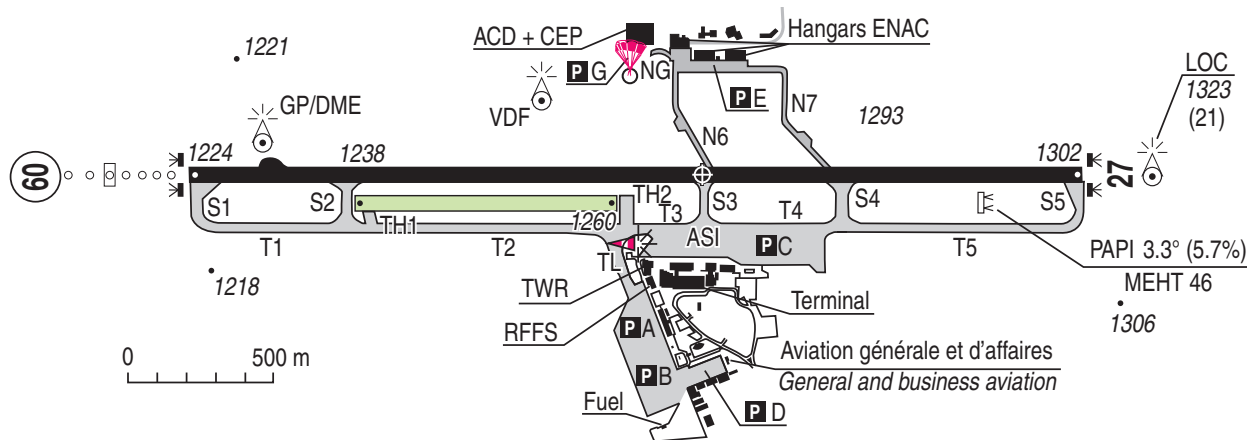
**Example:**

**Tower:** F-PT, Taxi to holding point E1 runway 04.

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

# Aeronautical Radiotelephony Communications

(from: **All Clear: ICAO Standard Phraseology** )



## Crossing an Intermediate Runway

If a taxi route involves crossing a runway, whether active or not, specific clearance to cross that runway is required.

### Example:

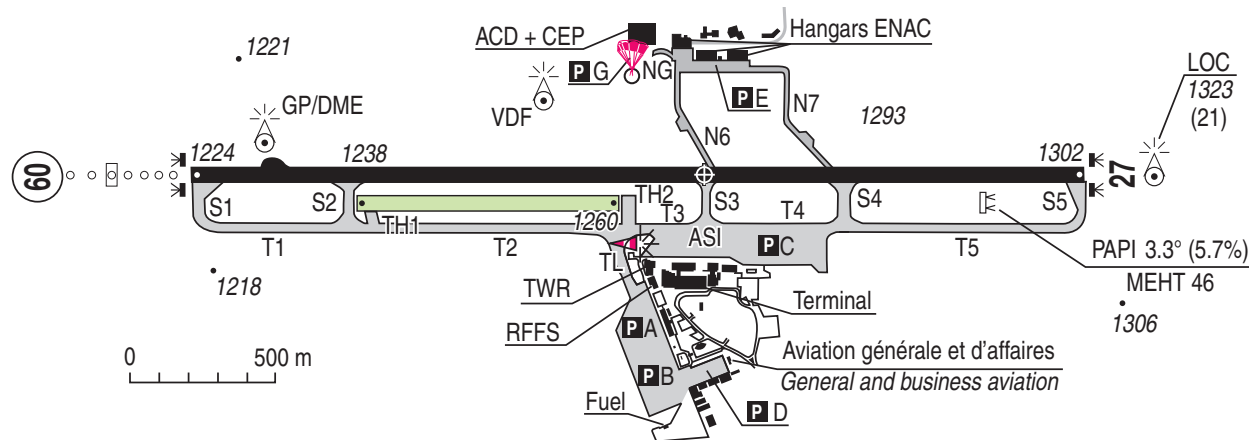
**Pilot:** Grenoble Ground, Cirrus F-GTCL at at Holding point N6 runway 09 request Cross runway 09, taxi to holding point S1 Runway 09

**Ground:** F-CL, Cross runway 09 Taxi to Holding point S2 via Taxiways T3, T2, Contact Tower when ready on 119.3



# Aeronautical Radiotelephony Communications

(from: **All Clear: ICAO Standard Phraseology** )



## Crossing an Intermediate Runway

HOLD SHORT of a runway means that you must **stay on the taxiway** behind the hold short line and cannot enter the runway until further instructions are received. **A HOLD SHORT** instruction requires a readback.

### Example:

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

**Ground:** Cirrus F-CI, Hold Short of Runway 09

**Pilot:** Holding Short of runway 09. Cirrus F-CI

# Aeronautical Radiotelephony Communications

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

(from page 12): **Conditional Clearances**

A conditional clearance allows a pilot to carry out an action only after another action has taken place. Conditional clearances consist of

Aircraft call sign

Condition

Clearance

Brief reiteration of the condition

The condition must be the first item read back.

*(This is often used in the FCL55 test!)*

Example:

**Tower:** Robin F-PT, behind the landing PA 28 line up and wait behind

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

# Aeronautical Radiotelephony Communications

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

(from page 17): **Clearance for Takeoff or Landing**

...the word '**cleared**' is only used in connection with a clearance to take-off or land. For other RTF exchanges, words such as 'cross', 'departure' and 'approved' should be used.

...the words '**take-off**' are only used when an aircraft is cleared for take-off, or when cancelling a take-off clearance. At other times you should use the terms 'departure' and 'airborne'.

**Example:**

**Pilot:** Le Versoud Tower, Robin F-GTPT at holding point E1 runway 04, **Ready for Departure**

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

**Pilot:** Departing on Runway 04 Robin F-PT

# Aeronautical Radiotelephony Communications

In actual practice....

The above examples include hard rules and recommended phrases.

The recommended phrases are **redundant** to reduce the risk of error.

In the real world, under time pressure, pilots and controllers omit certain terms, and simplify certain expressions:

## Examples:

Robin F-GTPT => F-GTPT=> F-PT

Le Versoud Tower => Tower

Holding point E1 Runway 04 => E1

Contact Le Versoud Tower when ready for Departure => Contact Tower when ready

However, the rules for read back, taxi clearance, conditional clearance, runway crossing and departure phrases are sacred.

Never say line up, or take-off except in relation to a take-off clearance.

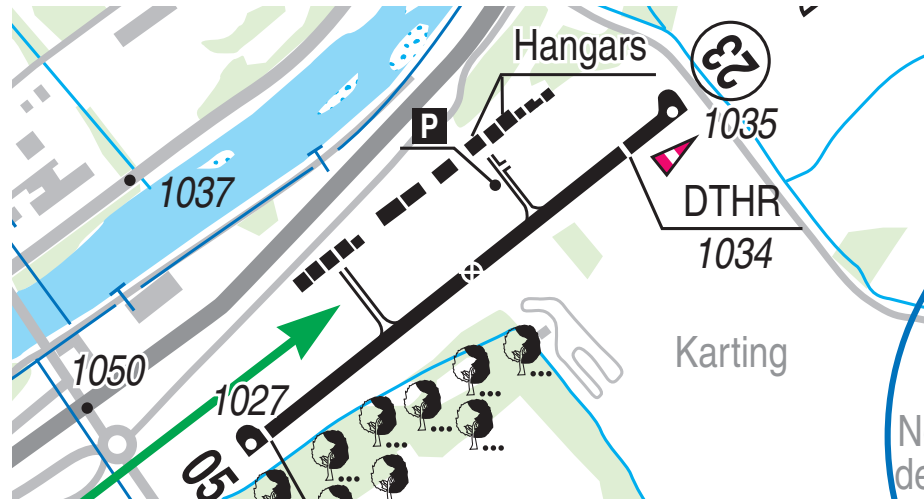
Never say landing or touch and go except in relation for a landing clearance. 47

# Aeronautical Radiotelephony Communications

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

## Broadcast Calls (Unattended Aerodrome Phraseology)

*...when operating at an unattended aerodrome, your transmissions should start [and end] with the aerodrome's name. (p43) At unattended aerodromes include the runway designator of the runway you intend to use ...*



Example:

**Pilot:** Albertville traffic, Robin F-GTPT on the apron, taxiing to runway 23 Albertville

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

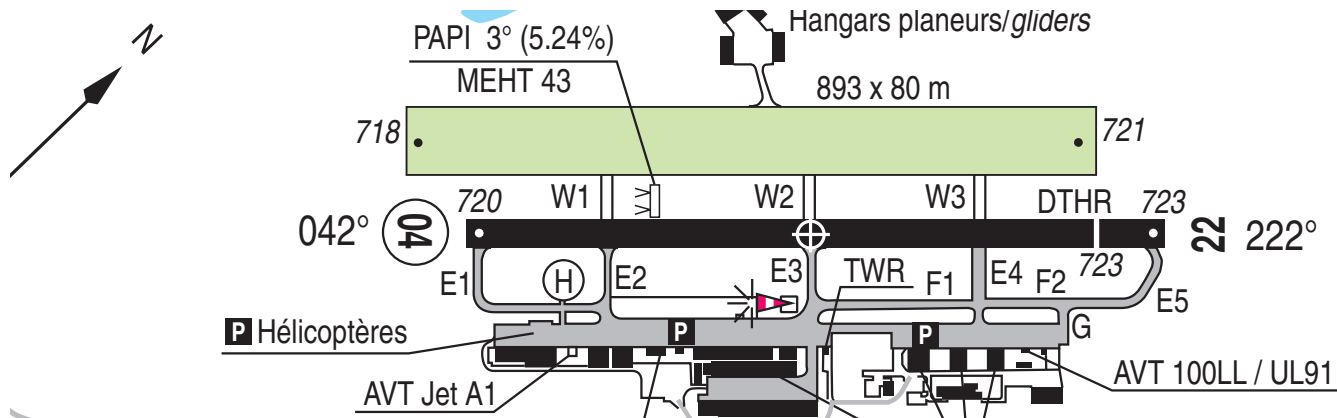
**Pilot:** Albertville traffic, Robin F-GTPT Taking off runway 23 to enter right pattern runway 23 Albertville





## Departure from LFLG

Busy VFR Airport with ATIS, Ground and Tower



**ATIS:** Good day, this is Information Bravo recorded at 0700 UTC, Runway 04 in use, Wind 360 degrees 2 knots, CAVOK, temperature 7, QNH 1027, inform Le Versoud on initial contact that you have received information Bravo

**Pilot:** Le Versoud Ground, Cirrus F-GTCI on the apron. Good Morning

**Ground:** Cirrus F-GTCI, Le Versoud Ground. Pass your message

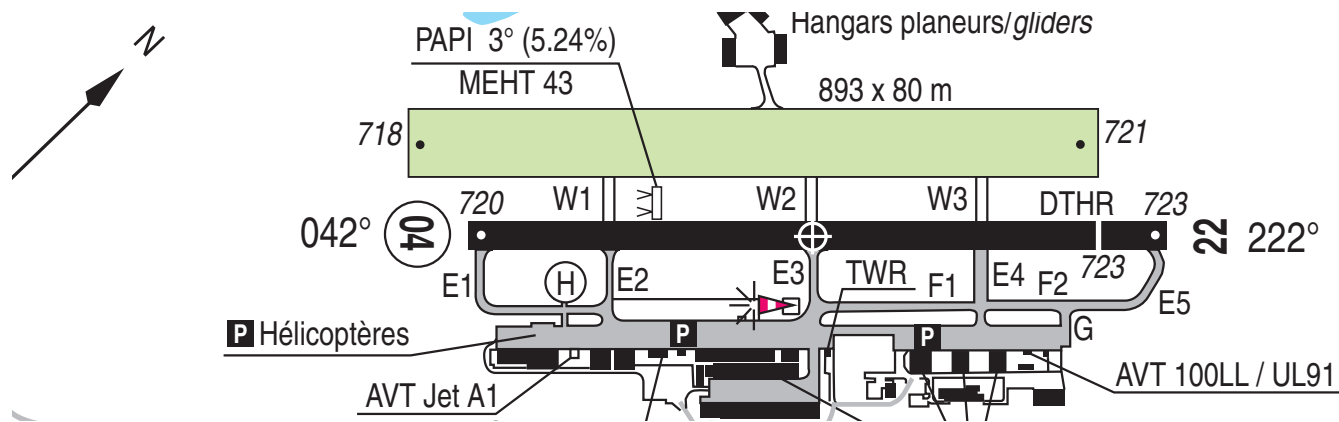
**Pilot:** Le Versoud Ground, Cirrus F-GTCI, with information Bravo, 1 POB, request taxi to Runway 04 for VFR departure to Grenoble Isere

**Ground:** Cirrus F-CI Taxi to Holding Point E1 Runway 04 contact tower when ready on 121.0

**Pilot:** Taxiing to Holding Point E1 Runway 04, will contact tower when ready on 121.0, Cirrus F-CI

# Departure from LFLG

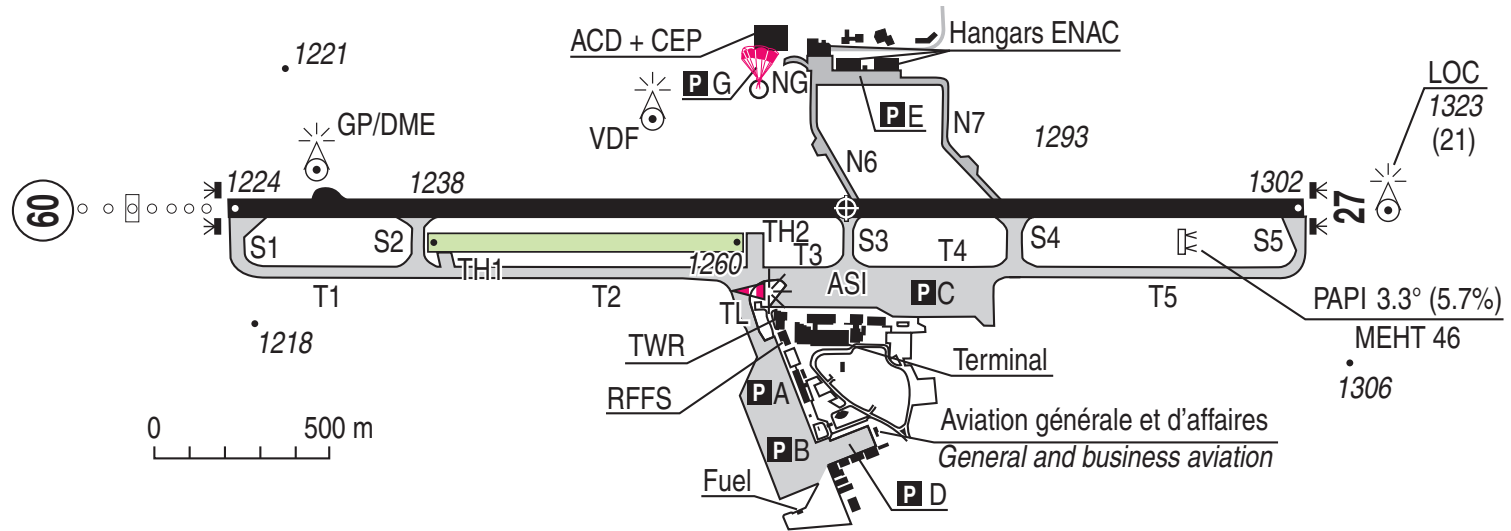
Busy VFR Airport with ATIS, Ground and Tower



- Pilot:** Le Versoud Tower, Cirrus F-GTCI at Holding Point E1 Runway 04. Ready for Departure.
- Tower:** F-CI, Le Versoud Tower. Maintain position, aircraft on short final, report aircraft in sight.
- Pilot:** Maintain position, aircraft in sight, Cirrus F-CI
- Tower:** Cirrus F-CI Behind the aircraft on short final, line up Runway 04 and wait Behind
- Pilot:** Behind the aircraft on short final, lining up Runway 04 and waiting, Behind Cirrus F-CI
- Tower:** Cirrus F-CI Cleared for takeoff, wind calm, report leaving frequency
- Pilot:** Cleared for takeoff , report leaving frequency, Cirrus F-CI.

# Departure from LFLS

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

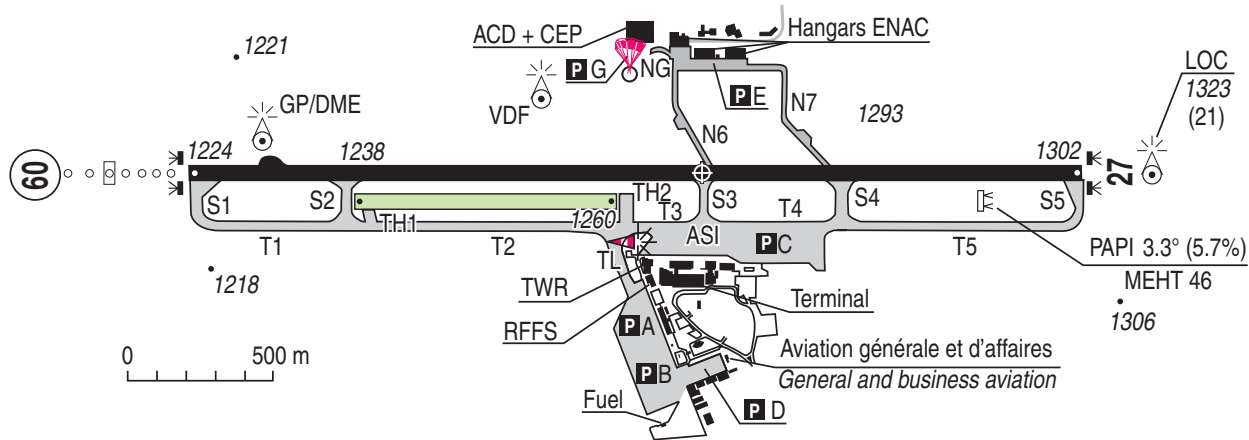


**ATIS:** Hello this is Grenoble Isere Information Bravo recorded at 0734, ILS Approach Runway 09, Runway in use 09, Runway Dry, Wind 100 degrees 6 knots, CAVOK, Temperature 9, Dewpoint 2, QNH 1027, inform Grenoble on first contact that you have received Bravo



# S2 Departure from LFLS

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



**Pilot:** Grenoble Ground, Cirrus F-GTCI. Good Morning

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

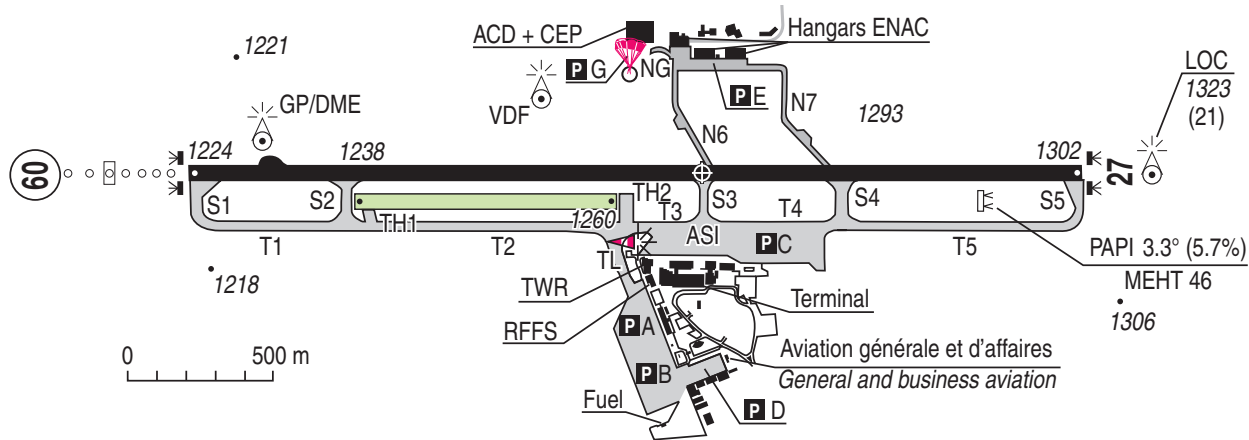
**Pilot:** Cirrus F-GTCI, SR20 on Apron E, 1 POB, VFR to Le Versoud via SE 3300 feet, request taxi to Holding Point S1 Runway 09 with information Bravo.

**Ground:** F-CI, squawk 1234, Taxi to Holding Point N7, Report when ready to cross runway 09 on this frequency.

**Pilot:** Squawk 1234, Taxi to Holding Point N7, Report when ready to cross runway 09 will Report when ready on this frequency. Cirrus F-CI

# S2 Departure from LFLS

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



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

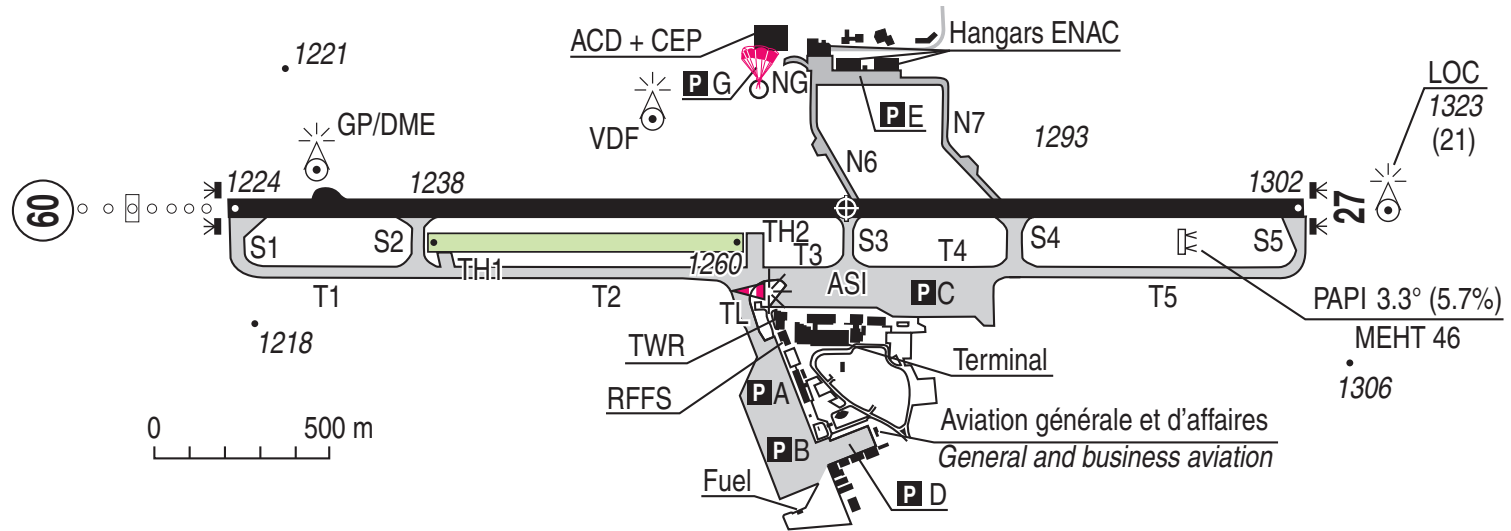
**Ground:** F-CI, Cross runway 09, Taxi to Holding point S2 via Taxiway T4, T3, T2 Contact Tower when ready on 119.3

**Pilot:** Crossing runway 09 Taxing to Holding point S2 via Taxiway T4, T3, T2 will Contact Tower when ready on 119.3, Cirrus F-CI



# Departure from LFLS

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

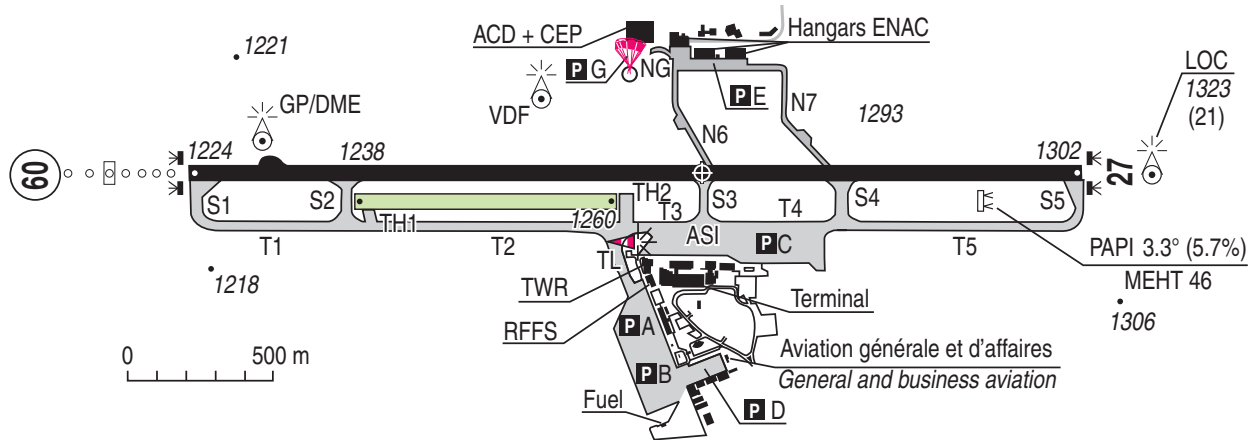


**ATIS:** Hello this is Grenoble Echo Information recorded at 0855 UTC, Approach RNP 27, Runway in use 27, Runway wet, Romeo 220 alpha active, CTR 2, TMA 15 active, Wind 290 degrees 10 knots, Visibility more than 10 kilometers, a few rain clouds scattered 1400 feet, broken 2000 feet, broken 2500 feet, towering cumulus in the vicinity of the airfield, Temperature 10, Dew point 7, QNH 997, inform Grenoble on first contact that you have received Echo information



# S5 Departure from LFLS

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



**Pilot:** Grenoble Ground, Cirrus F-GTCI. Good Morning

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

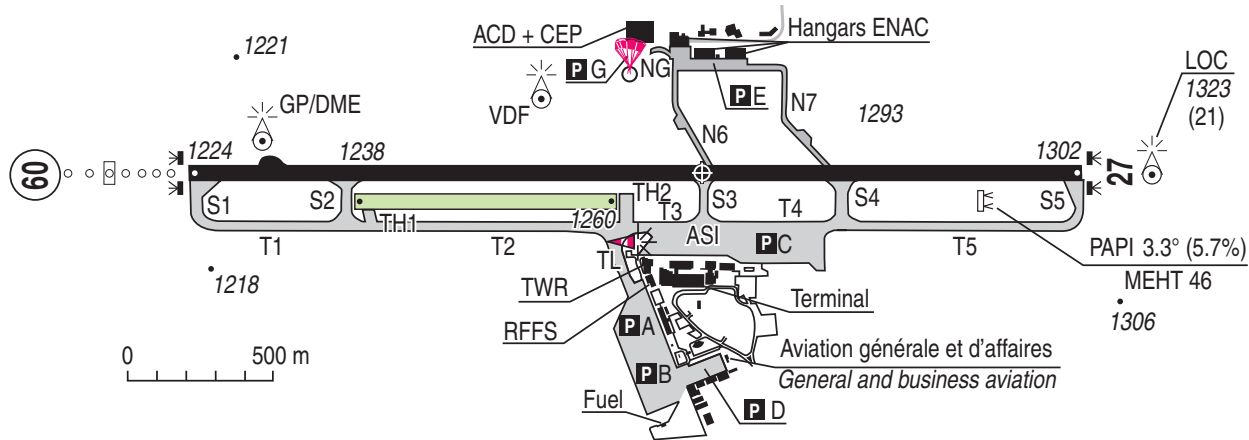
**Pilot:** Grenoble Ground, Cirrus F-GTCI, SR20 at E apron, 1 POB, VFR to Le Versoud via SE 3300 feet, request taxi to Holding Point S5 Runway 27 with information Echo.

**Ground:** Cirrus F-CI, squawk 1234, Taxi to Holding Point N7 runway 27, Report when ready to cross runway 27 on this frequency.

**Pilot:** Squawk 1234 Taxi to Holding Point N7 runway 27 will Report when ready on this frequency. Cirrus F-CI

# S5 Departure from LFLS

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



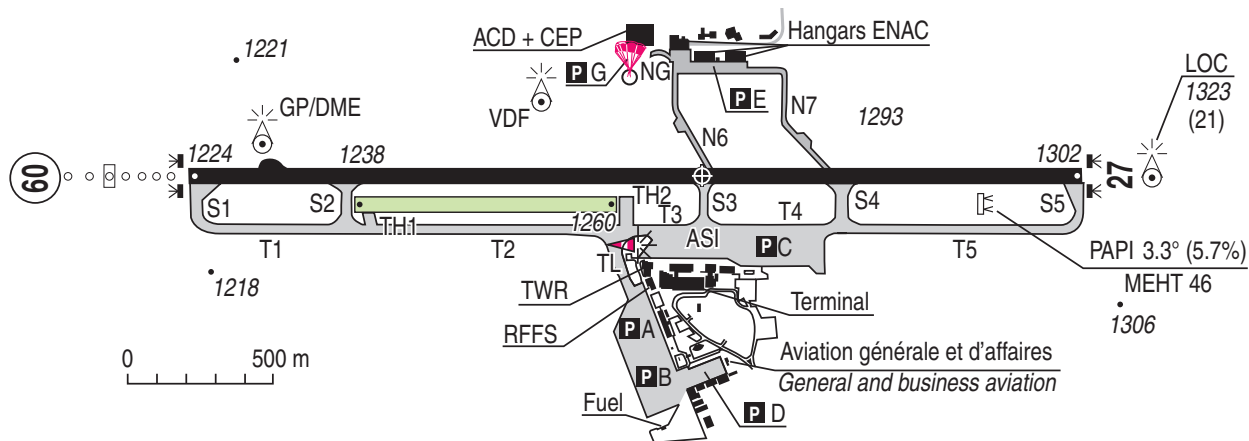
**Pilot:** Grenoble Ground, Cirrus F-CI at Holding point N7 request Cross runway 27, taxi to holding point S5 runway 27.

**Ground:** Cirrus F-CI, Cross runway 27, Taxi to Holding point S5 via Taxiway T5, Contact Tower when ready on 119.3

**Pilot:** Cross runway 27 Taxing to Holding point S5 via Taxiway T5 Contact Tower when ready on 119.3, Cirrus F-CI

# Intersection N7 Departure from LFLS

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



**Pilot:** Grenoble Ground, Cirrus F-GTCI. Good Morning

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

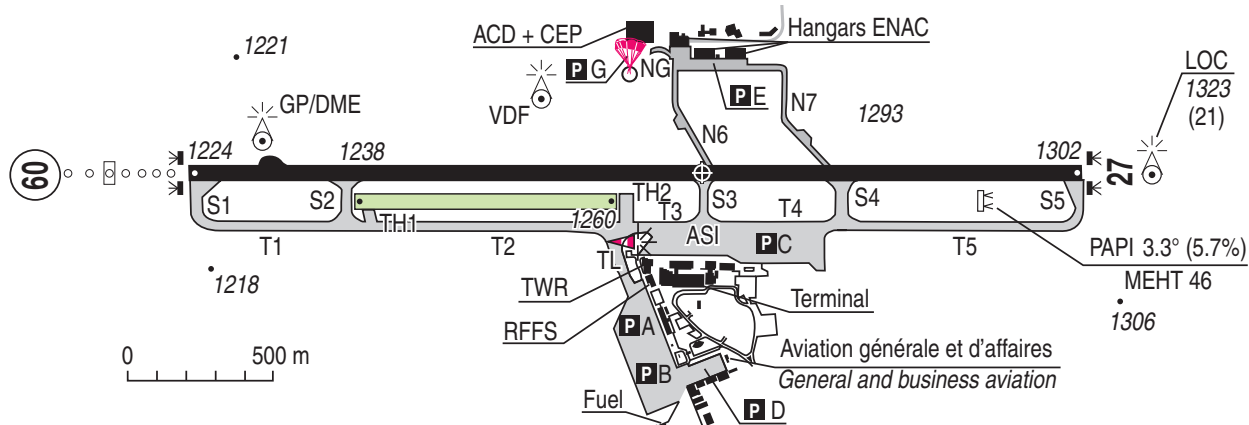
**Pilot:** Grenoble Ground, Cirrus F-GTCI, SR20 on E apron, VFR to Le Versoud via SE 3300 feet, 1 POB, request taxi to Holding Point N7 Runway 27 with information Echo.

**Ground:** Cirrus F-CI, squawk 1234, Taxi to Holding Point N7 runway 27, Report when ready on this frequency.

**Pilot:** Squawk 1234 Taxi to Holding Point Holding N7 runway 27 will Report when ready on this frequency. Cirrus F-CI

# Intersection Departure from LFLS

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



**Pilot:** Grenoble Ground, Cirrus F-CI at Holding short of Runway 27 at N7, Request intersection departure intersection N7 Runway 27

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

**Pilot:** Contacting Grenoble Tower on 119.3, Cirrus F-CI

**Pilot:** Grenoble Tower, Cirrus F-GTCl Holding Point N7 Runway 27 Request intersection departure from N7 Runway 27, Ready for departure

**Tower:** Cirrus F-CI Intersection N7 Runway 27 TORA 1750 meters, line up runway 27, Cleared for takeoff, wind 220 15kts, Maintain at or below 3300 feet, Report leaving CTR at SE

**Pilot:** Lining up from intersection N7 Runway 27, Cleared for takeoff, will Maintain at or below 3300 feet and Report leaving CTR at SE Cirrus F-CI



# Clearance Structure - CRAFT

Primary (Class C) Airport with ATIS, Preflight, Ground, Tower, Approach, and FIS

**APPROCHE A VUE**  
*Visual approach*

Ouvert à la CAP  
*Public air traffic*  
18 JUN 20

**LYON SAINT EXUPERY**  
AD 2 LFLL APP 01

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

**FIS** : LYON Information 135.200 (1) - 135.525 (2)

**ATIS** 126.180

**APP** : LYON Approche/Approach 131.315 - 120.230 - 136.075 - 132.000 (s)

**TWR** : 120.450

**GND (SOL)** : 121.830

**PREFLIGHT (PREVOL)** : 121.655

VDF

ILS/DME RWY 35 L - SAN 110.75

ILS/DME RWY 35 R - LSN 111.5

ILS/DME RWY 17 L - LSS 109.1

- C** Clearance limit (F-GTCI is cleared to PU)
- R** Route (via PN)
- A** Altitude (maintain 3500)
- F** Frequency (departure frequency is 120.230)
- T** Transponder (Squawk 1234)

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

# Departure from LFLL

Primary (Class C) Airport with ATIS, Preflight, Ground, Tower, Approach, and FIS  
Used for Commercial ATP traffic. VFR arrival and departure tolerated.

**APPROCHE A VUE**  
*Visual approach*

Ouvert à la CAP  
Public air traffic  
18 JUN 20

**LYON SAINT EXUPERY**  
AD 2 LFLL APP 01

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

**FIS** : LYON Information 135.200 (1) - 135.525 (2)

**ATIS** 126.180

**APP** : LYON Approche/Approach 131.315 - 120.230 - 136.075 - 132.000 (s)

**TWR** : 120.450

**GND (SOL)** : 121.830

**PREFLIGHT (PREVOL)** : 121.655

VDF

ILS/DME RWY 35 L - SAN 110.75

ILS/DME RWY 35 R - LSN 111.5

ILS/DME RWY 17 L - LSS 109.1

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

**Preflight:** Cirrus F-GTCl, Lyon Preflight, Pass your message

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

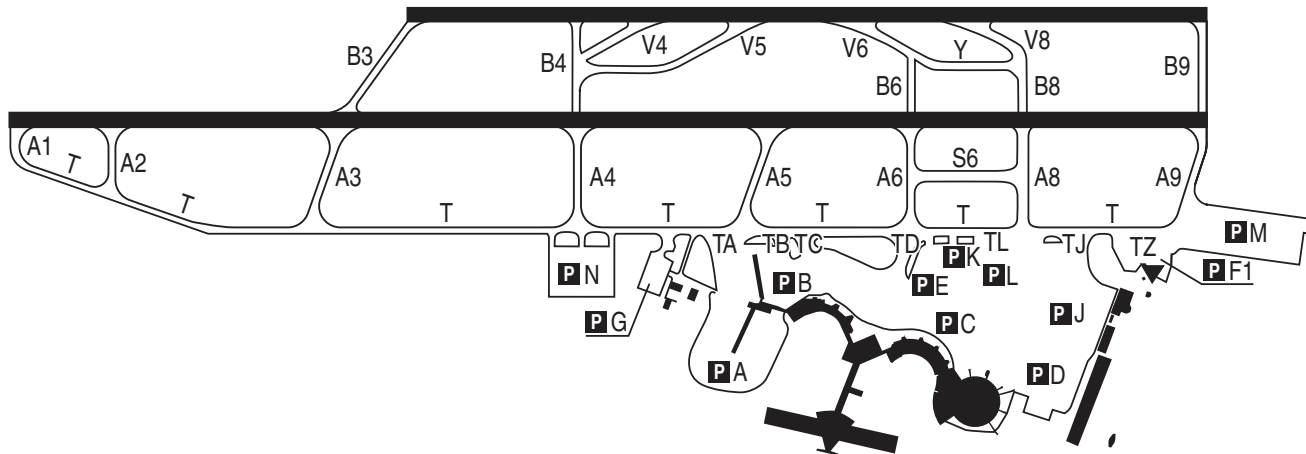
**Preflight:** Cirrus F-CI, Cleared for VFR departure via PU maintain 3500, departure frequency is 120.230, Squawk 1234

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

**Preflight:** Cirrus F-CI Read back is correct, contact ground on 121.830 for taxi

# Departure from LFLL

Primary (Class C) Airport with ATIS, Preflight, Ground, Tower, Approach, and FIS  
Used for Commercial ATP traffic. VFR arrival and departure tolerated.



**Pilot:** Lyon Ground, Cirrus F-GTCI

**Ground:** Cirrus F-GTCI, Lyon Ground, Pass your message

**Pilot:** Lyon Ground, Cirrus F-GTCI at G apron, Request taxi to holding point A4 runway 18R, intersection departure from A4 with India

**Preflight:** Cirrus F-CI, Taxi to holding point A4 via Taxiway T, Contact Tower when ready on 120.450

**Pilot:** Cirrus F-CI Taxiing to holding point A4 via Taxiway T, will Contact Tower when ready on 120.450

# For Next Time

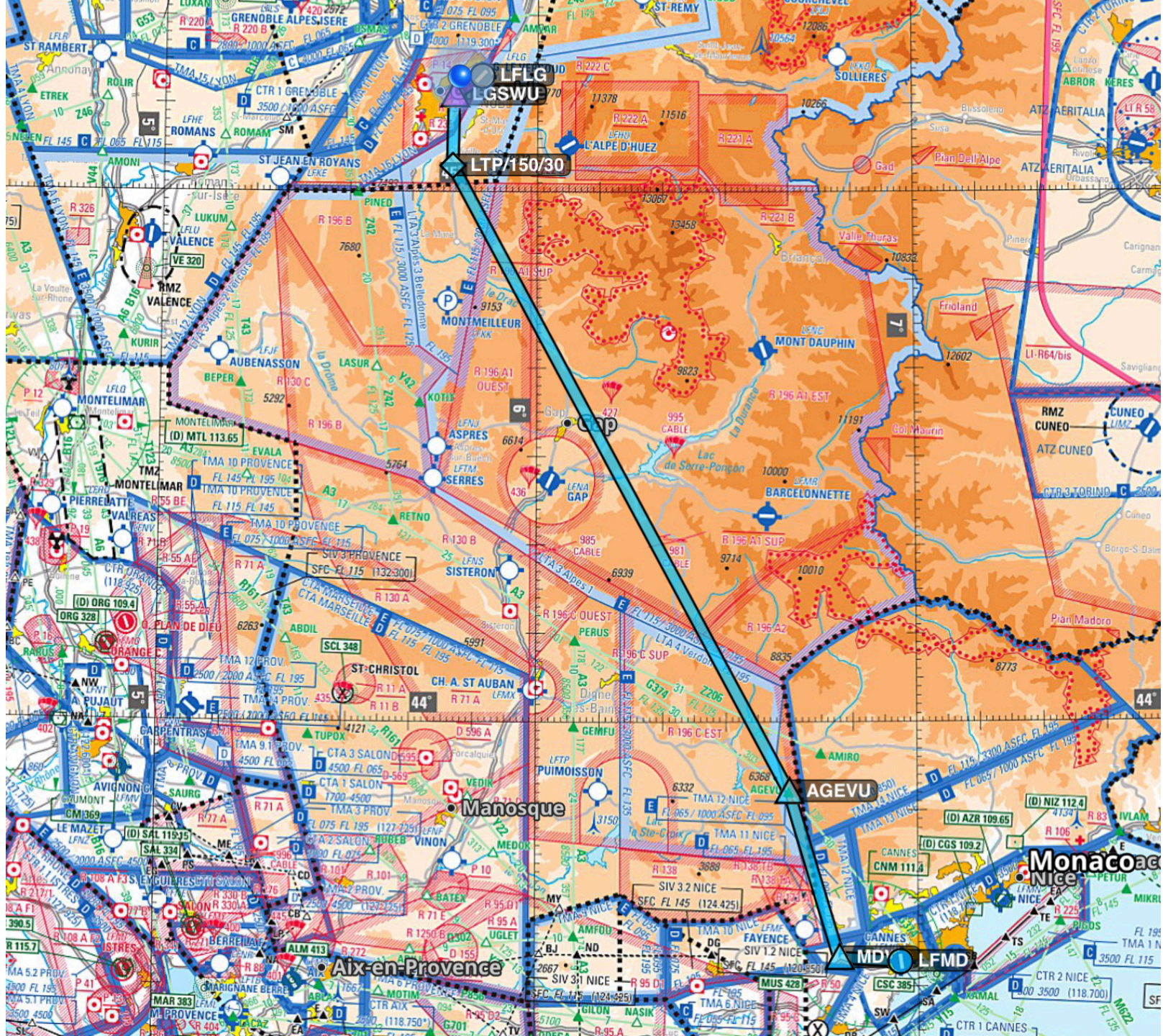
Prepare

- 1) A presentation of the departure airfield (parking, taxiways, runways, etc)
- 2) A script for the VFR departure phraseology for your trip.

We will practice departure airfield briefings and then VFR departure scripts.

EXAMPLE: LFLG – LFMD with F-GTCI







# ATTERRISSAGE A VUE

## Visual landing

Ouvert à la CAP  
Public air traffic

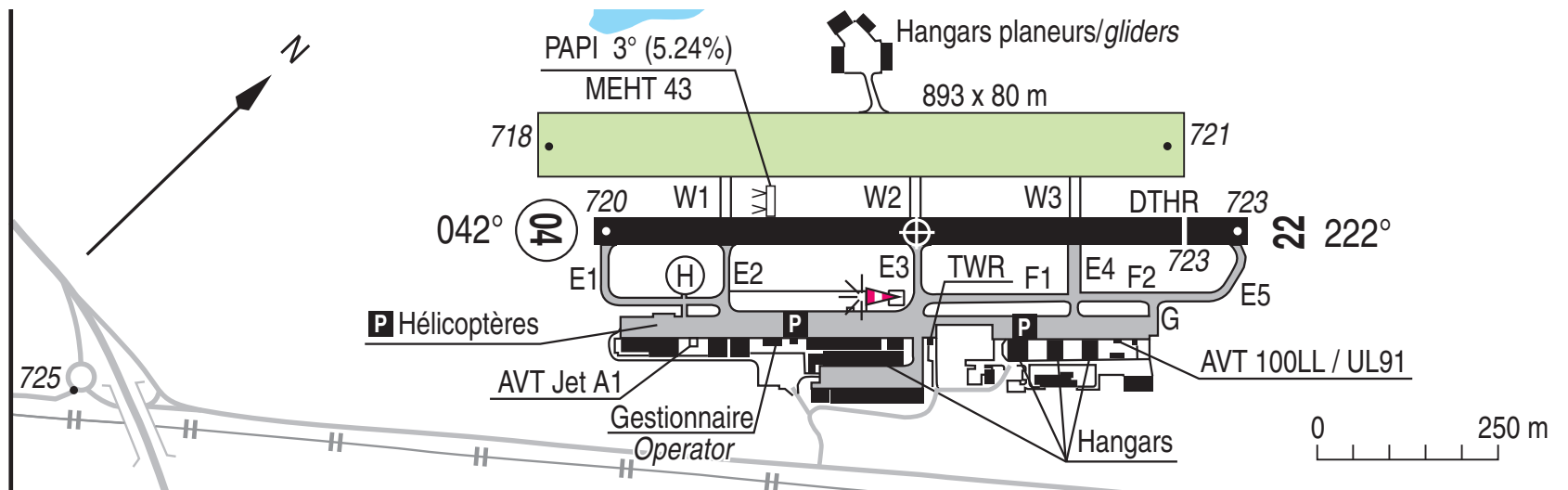
# GRENOBLE LE VERSOUD

## AD 2 LFLG ATT 01

09 SEP 2021

	<p><b>ALT AD : 724 (26 hPa)</b> LAT : 45 13 05 N LONG : 005 50 55 E</p>	<p><b>LFLG</b> VAR : 1°E (15)</p>
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ATIS 125.230 ☎ 04 85 88 10 17  
APP : NIL  
TWR : 121.000  
GND (SOL) : 121.655



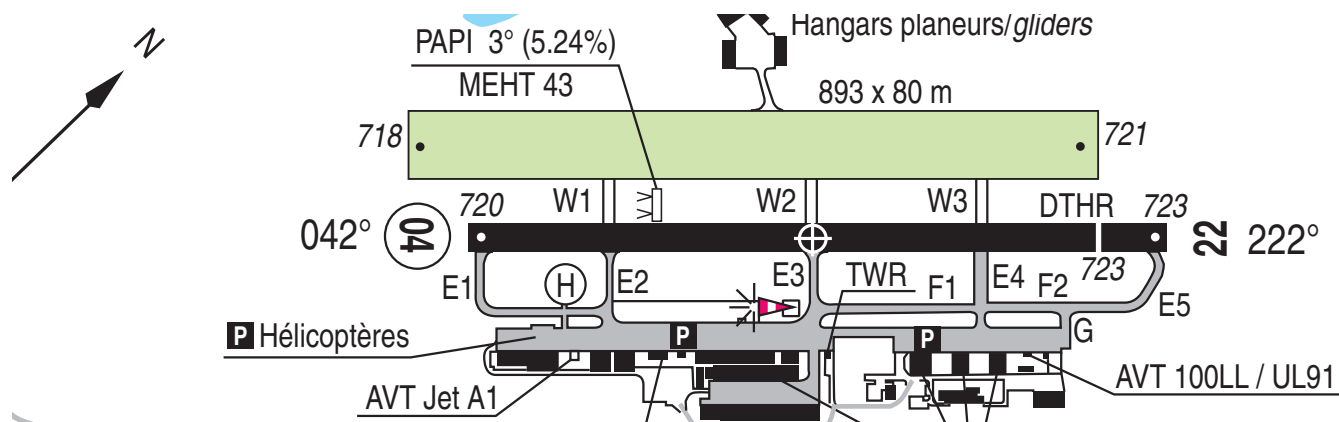
RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
04 22	042 222	900 x 30	Revêtu Paved	6.3 TRSI	900 900	900 900	900 815

Aides lumineuses : NIL

Lighting aids : NIL

# Departure from LFLG

Busy VFR Airport with ATIS, Ground and Tower



**Pilot:** Le Versoud Ground, Cirrus F-GTCl on the apron. Good Morning

**Ground:** F-GTCl, Le Versoud Ground. Pass your message

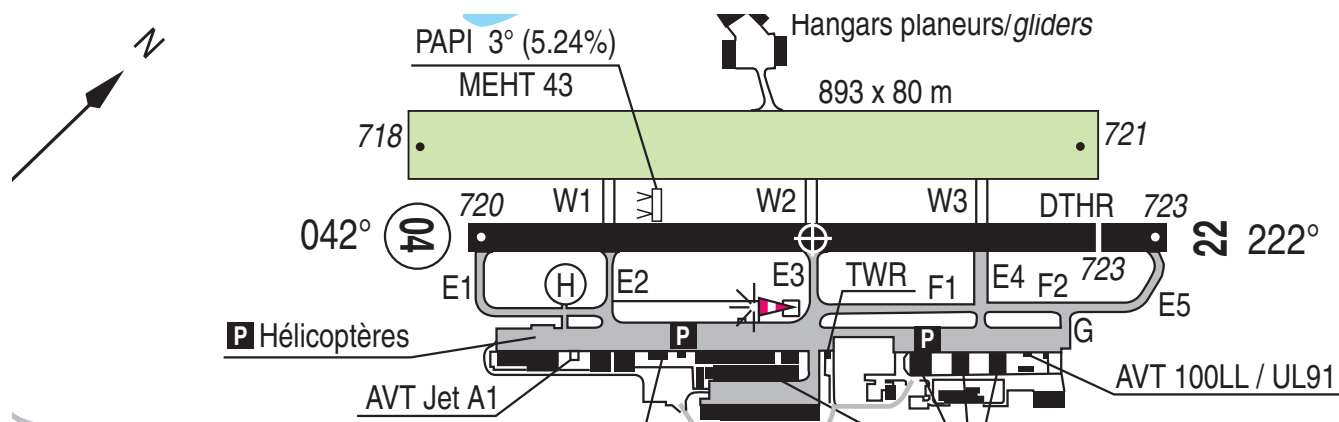
**Pilot:** Le Versoud Ground, Cirrus F-GTCl, with information Bravo, 1 POB, request taxi to Runway 04 for VFR departure to Cannes.

**Ground:** F-CI Taxi to Holding Point E1 contact tower when ready on 121.0

**Pilot:** Taxiing to Holding Point E1, will contact tower when ready on 121.0, Cirrus F-CI

# Departure from LFLG

Busy VFR Airport with ATIS, Ground and Tower



**Pilot:** Le Versoud Tower, Cirrus F-GTCI at Holding Point E1. Ready for Departure on Runway 04.

**Tower:** F-CI, Le Versoud Tower. Maintain position, aircraft on short final, report aircraft in sight.

**Pilot:** Maintain position, aircraft in sight, Cirrus F-CI

**Tower:** F-CI Behind the aircraft on short final, line up Runway 04 and wait Behind

**Pilot:** Behind the aircraft on short final Runway 04 line up and wait, Behind Cirrus F-CI

**Tower:** Cirrus F-CI Cleared for takeoff, wind calm, report leaving frequency

**Pilot:** Taking off on Runway 04, will report leaving frequency, Cirrus F-CI.

# 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 Clearance and Taxi Script
<b>07 December</b>	<b>Taxi Scripts, Pattern Terminology, Pattern Reporting, Sample Script</b>
14 December	Pattern Practice, Weather Charts, Sample Departure scripts.
21 December	Departure Scripts, Air spaces and airways, Cross Country Phraseology,
28 December	?
04 January	Enroute Radio Practice, Inflight Emergencies
11 January	Inflight Emergency Practice, ATIS practice, Arrival and Approach
18 January	Arrival Briefings, Landing, Refueling and Taxi to Parking.
25 January	Class Debriefings, FCL 055 VFR test preparation.