



Aéro Club Dauphiné  
Aviation English Master Class  
Session 5

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
<b>07 December</b>	<b>Taxi Scripts crews 1 to 6</b>
14 December	Taxi Scripts Crews 7, 8, and 9, Flying the Pattern, Sample Script.
21 December	Pattern Practice, Cross Country Phraseology, Sample Enroute scripts.
28 December	28 December ?
04 January	Enroute Scripts, Air spaces and airways, Sample Arrival briefing
11 January	Arrival Briefings, Landing, Refueling and Taxi to Parking.
18 January	Arrival Radio Practice, Weather Charts, Inflight Emergencies
25 January	Inflight Emergency Practice, ATIS practice.
01 February	Class Debriefings, FCL 055 VFR test preparation.

# Radio Calls – Initial Contact

When establishing contact, always say

- **Who** you want to talk to
- **Who** you are (Aircraft type and full call sign)
- **Where** you are
- **What** you want to do or what you will do

# 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)
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**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-GTCI, Good morning

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

**Pilot:** Lyon Preflight, Cirrus F-GTCI on G apron 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



# 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**  
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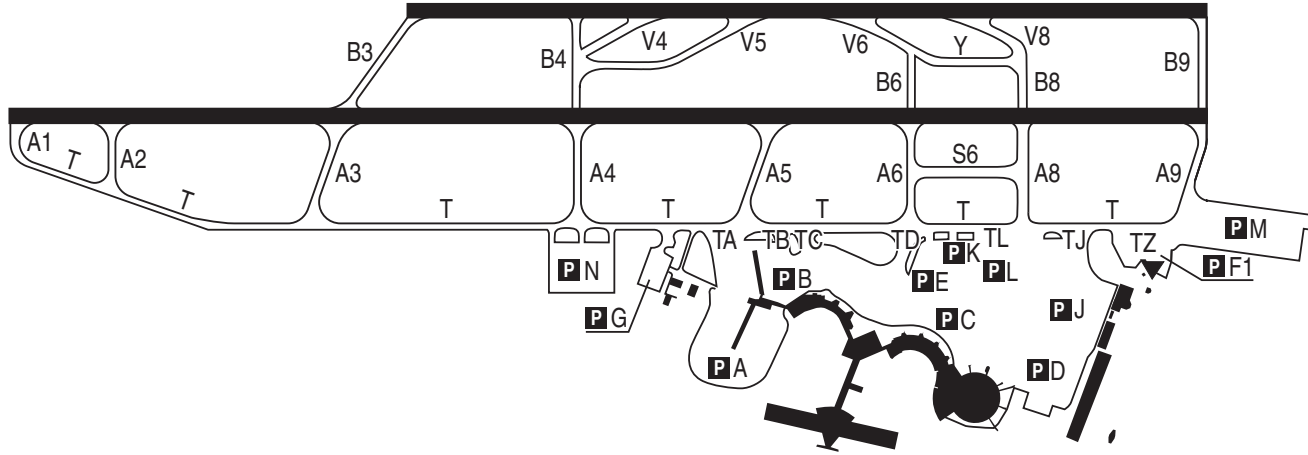
ILS/DME RWY 17 L - LSS 109.1

- 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 LFL

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

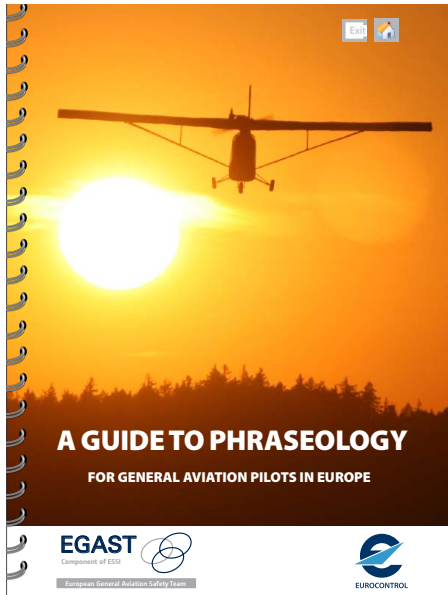
**Ground:** Cirrus F-GTCI, Lyon Ground, Pass your message

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

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

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

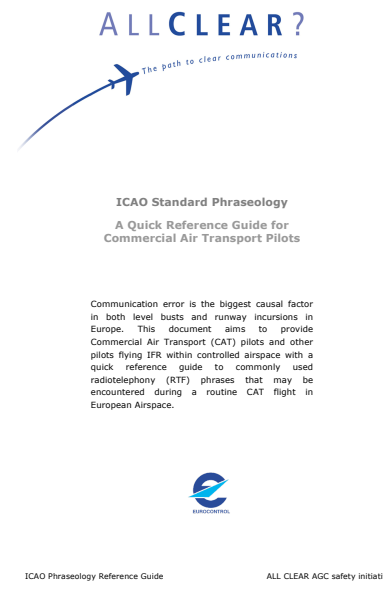
# Sources for VFR Phraseology



Eurocontrol  
A Guide to Phraseology



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



All Clear  
ICAO Standard  
Phraseology



SIA Phraséologie

# Problem: How to Read Back Instructions?

**ICAO Standard Phraseology Manual for Commercial Pilots states: Read Back instructions as stated by ATC.**

Example:

Ground: F-PC, Le Versoud Ground taxi to holding point E1, Runway 04, Contact Tower when ready on 121.0

Pilot: taxi to holding point E1, Runway 04, Contact Tower when ready on 121.0, Robin F-PC

**DNAC (DSNA) Manuel de phraséologie gives examples using progressive form:**

Example:

Pilot: taxing to holding point E1, Runway 04, Contacting Tower when ready on 121.0, Robin F-PC

**My CPL/IR training in the US (25 Years ago): Exact readback, but use “will” for conditional instructions:**

Pilot: taxi to holding point E1, Runway 04, Will Contact Tower when ready on 121.0, Robin F-PC

**My advice.** Be Practical. For Today: Both forms are acceptable (many of today's examples use exact readback)

# Response from Albert Scius

As far as the exam is concerned there is no fault counted either way. "ICAO gives examples in which the pilot reads back the exact instructions" or "DNAC gives examples where pilots always read back with progressive form"

If we stick *stricto sensu* to the meaning of "read back" we should use the same format the information was transmitted to us and not describe what we will do and when. However from an operational point of view using the progressive form "based on your request this is what I am doing" is not a mistake either.

The only rule I know since the accident in Tenerife is: The pilot must never use the work "Clear to" as this is reserve to the controller. Only a controller can give you a clearance.

Controller: F PCPI Clear to land RWY 04

Pilot: Land RWY 04 or Landing RWY 04 F PCPI.

I personally prefer the version you have at the bottom of the mail:

"...Use the exact wording for instructions that are to be immediately executed, and to add "will" for instructions that were based on a condition.

Pilot: taxi to holding point E1, Runway 04, will contact Tower when ready on 121.0.

Robin F-PT

# Take Off and Departure

From the ICAO guidelines (p11)

**'Take-off'** shall only be used when issuing a clearance to take-off.

- Do not use phrases such as 'prior to take-off' or 'after take-off'.
- If the controller uses 'after departure' or 'follow', this is NOT a clearance to take-off.

Any instructions to HOLD, HOLD POSITION or HOLD SHORT OF, shall be read back in full using the appropriate phrase:

***HOLDING*** or ***HOLD SHORT OF.***

In the airport environment, the word '**cleared**' shall only be used in connection with a clearance to take-off or land.

To aid clarity, a take-off clearance will always be issued separately.

# Take Off and Departure

From the ICAO guidelines (p11)

If the runway is obstructed when the aircraft reports 'final', but it is expected to be available in good time for the aircraft to make a safe landing, the controller will delay landing clearance by issuing an instruction to 'continue approach'.

The controller may explain why the landing clearance has been delayed.

An instruction to 'continue' is NOT a clearance to land.

# ACD MasterClass Flight Crews

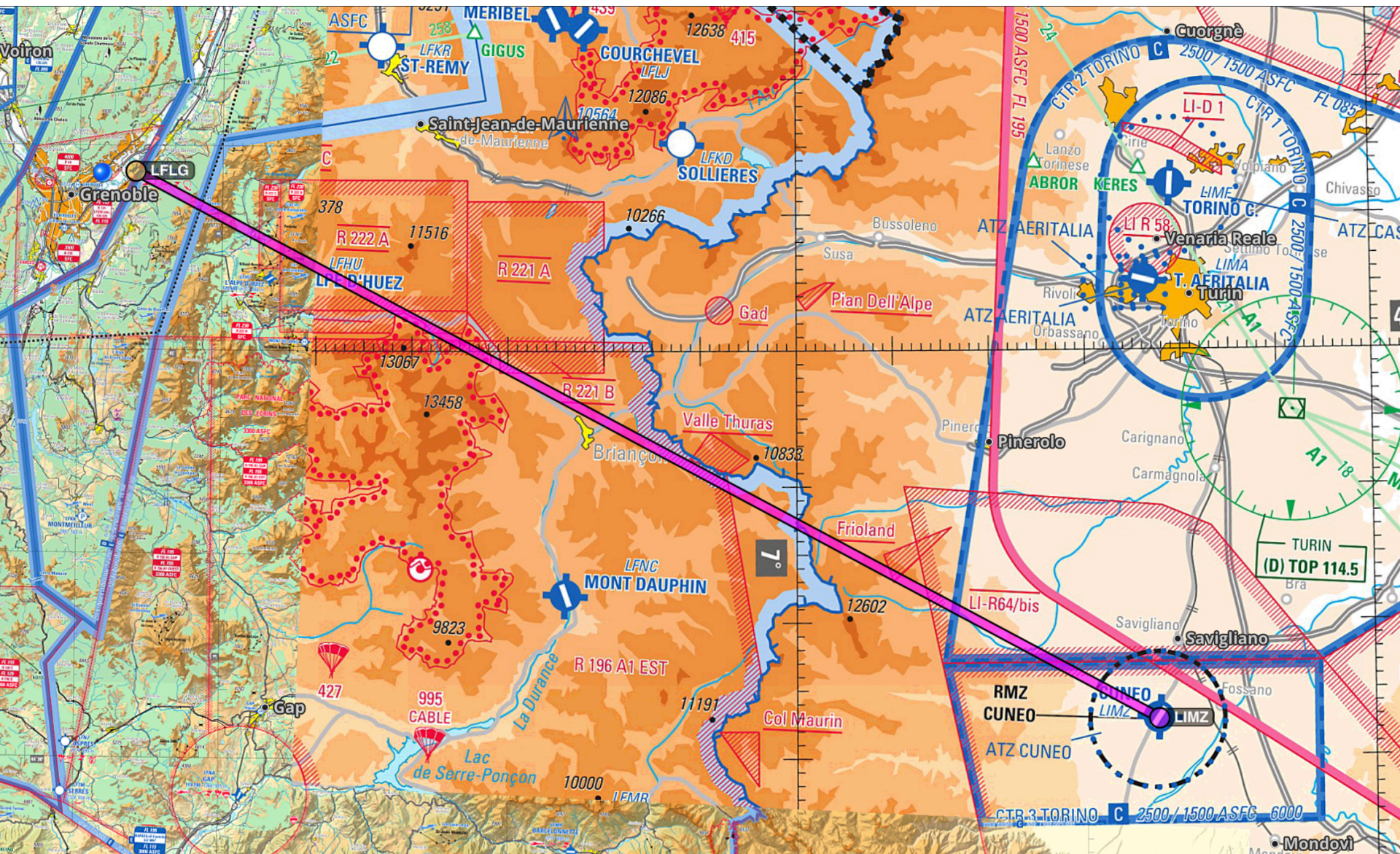


Crew	Names	Aircraft	Type	Departure	Destination
1	Gabriel Faivre, Jean-Laurent Philippe	F-HGPC	DR455	LFLG	LIMZ
2	Christian Charrier Johan Malaquin	F-HGPC	DR435	LFAC	EGSU
3	Francois Zanier, Frederic Dumas	F-GNXT	DR455	LFLS	LSZA
4	Jean-Louis Monin, Roman Dieuguillot	F-GSRE	DR460	LFLS	LSGL
5	Thomas Calmant, 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: LFLG – LIMZ with F-HGPC

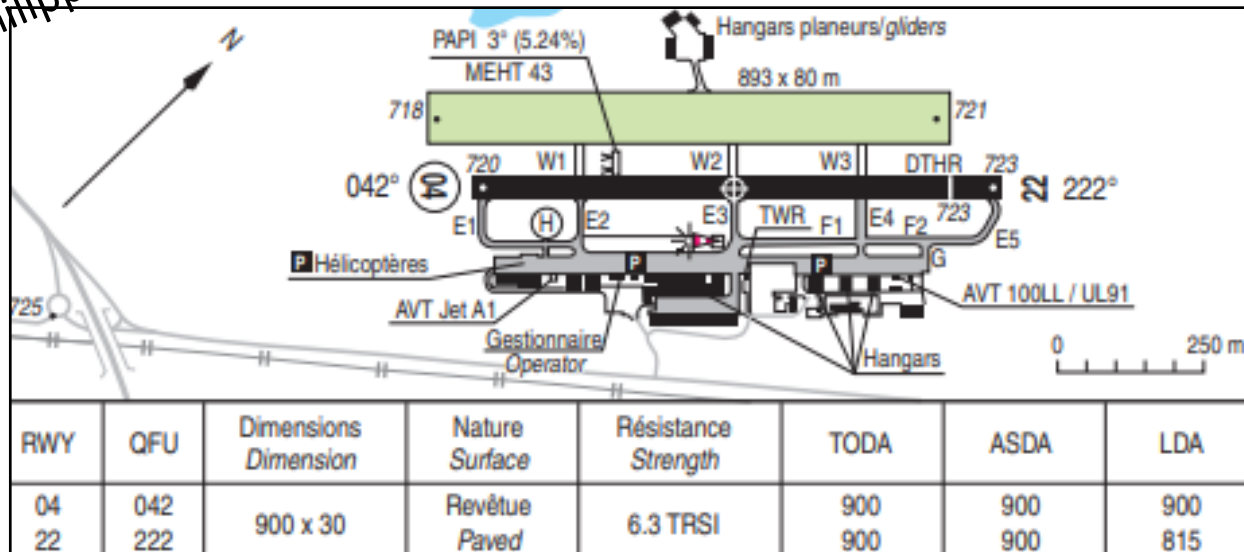
Gabriel Faivre, Jean-Laurent Philippe





# LFLG – LIMZ: Briefing of dpt airport + radio script

Gabriel Faivre  
Jean-Laurent Philippe



**Pilot:** Le Versoud Ground, Robin F-HGPC, good morning

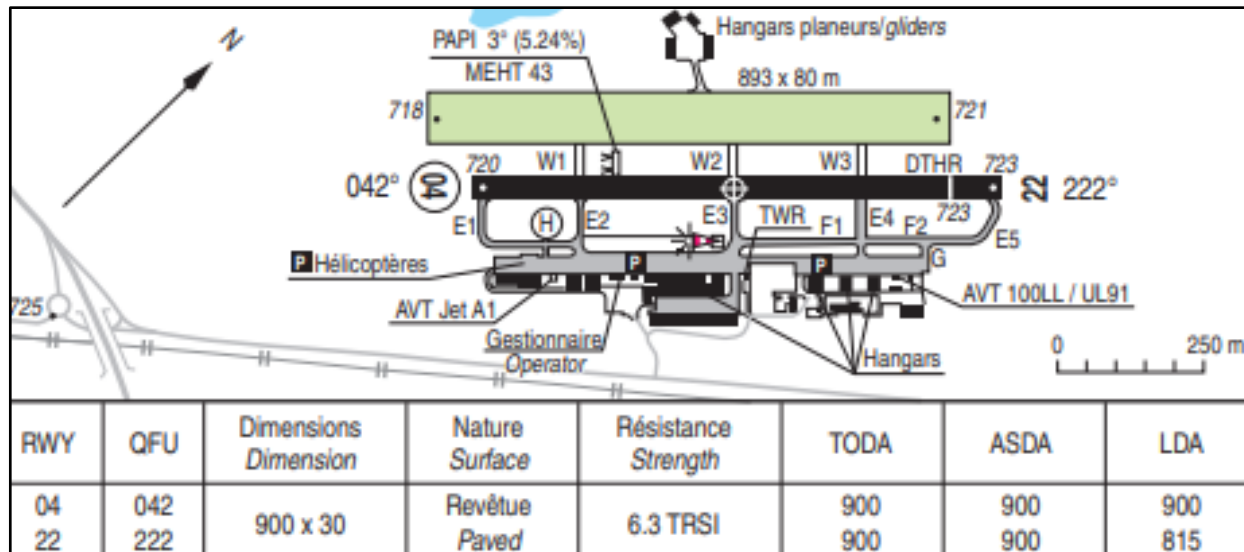
**Ground:** F-HGPC, Le Versoud Ground, good morning, pass your message

**Pilot:** Robin F-HGPC, DR400, on the aeroclub apron, 4 persons on board, with information Delta, request taxi for VFR flight with flight plan to Cuneo LIMZ

**Ground:** F-PC, 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-PC

# LFLG – LIMZ: radio script (2)



**Pilot:** Le Versoud Tower, Robin F-PC, good morning. Holding point E1, ready for departure

**Tower:** F-PC, Le Versoud Tower, good morning. Line up runway 04 and wait

**Pilot:** Lining up runway 04 and waiting, Robin F-PC

**Tower :** F-PC, cleared for take off, wind 050° 10 knots, report Sierra Whisky

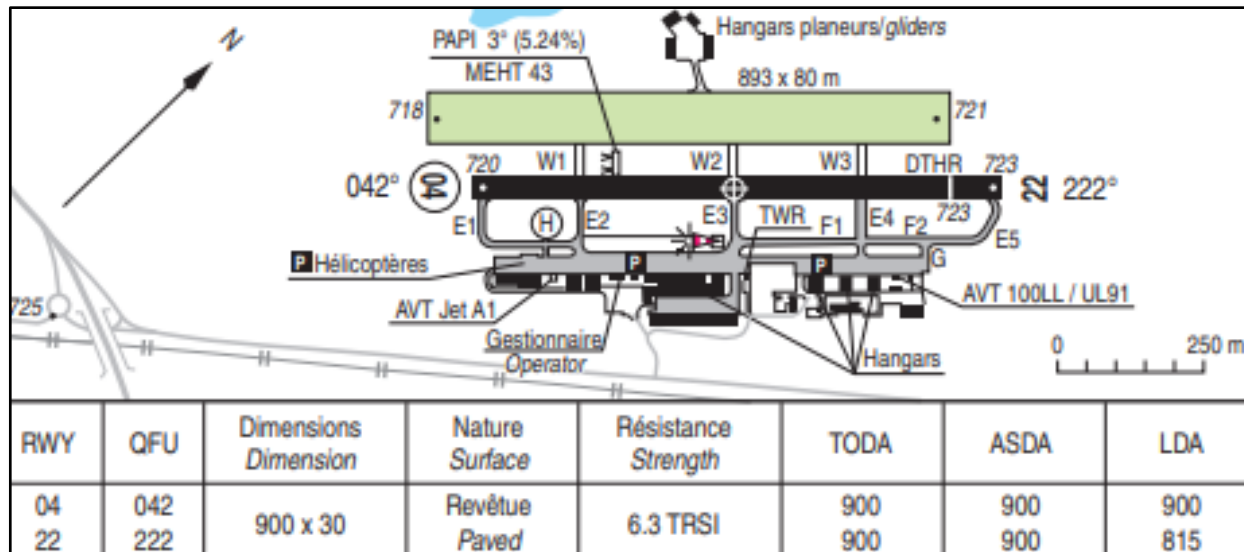
**Pilot:** Taking off runway 04, will report Sierra Whisky , Robin F-PC

**Pilot:** Robin F-PC, overhead Sierra Whisky, 3 000 feet climbing to FL 75

**Tower :** F-PC, contact Marseille Information on 124.5

**Pilot:** Robin F-PC, changing to Marseille Information on 124.5, goodbye

# LFLG – LIMZ: radio script (2)



**Pilot:** Le Versoud Tower, Robin F-PC, good morning. Holding point E1, ready for departure

**Tower:** F-PC, Le Versoud Tower, good morning. Line up runway 04 and wait

**Pilot:** Lining up runway 04 and waiting, Robin F-PC

**Tower :** F-PC, cleared for take off, wind 050° 10 knots, report Sierra Whisky

**Pilot:** Taking off (*Departing?*) runway 04, reporting Sierra Whisky , Robin F-PC

**Pilot:** Robin F-PC, overhead Sierra Whisky, 3 000 feet climbing to FL 75

**Tower :** F-PC, contact Marseille Information on 124.5

**Pilot:** Robin F-PC, contacting Marseille Information on 124.5, goodbye

# Departure from LFAC (Calais)

## Crew 2

CHRISTIAN CHARRIER

JOHAN MALAQUIN

# LFAC (Calais Marck) Airfield

- Aerodrome Flight Information Service (AFIS):
  - Runway in use
  - Weather conditions
  - Traffic information
- Frequency: 128.925
- Outside SKED, Air to Air communications on AFIS Frequency

**APPROCHE A VUE**  
Visual approach

Ouvert à la CAP  
Public air traffic  
07 SEP 23

**CALAIS MARCK**  
AD 2 LFAC APP 01

					<b>ALT AD : 12 (1 hPa)</b>	<b>LFAC</b> VAR : 1°E (20)
					LAT : 50 57 39 N	
					LONG : 001 57 05 E	

APP : LILLE Approche / Approach 120.275 (au-dessus de / above 1500)

AFIS : 128.925

Absence ATS : A/A (128.925) FR seulement / only



# LFAC (Calais Marck) Airfield

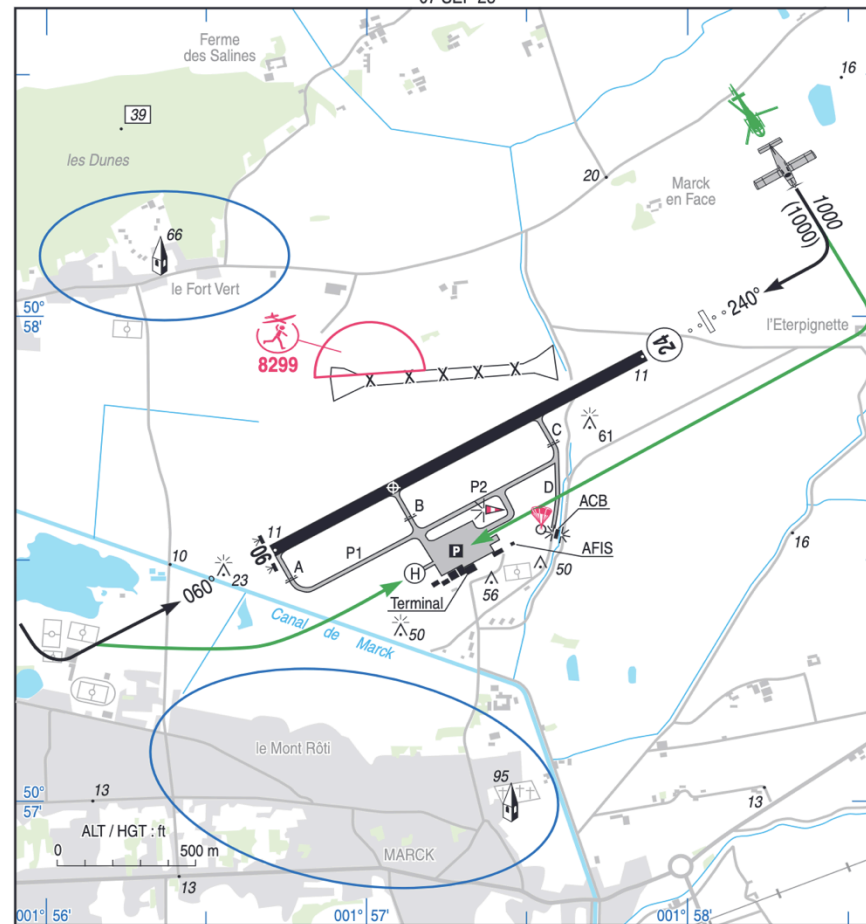
- Preferred Runway: 24
- Runway length : 1.5 km
- One general apron
- Two taxiways: P1 & P2
- Three holding points: A, B & C



CALAIS MARCK  
AD 2 LFAC ATT 01

ATTERRISSAGE A VUE  
Visual landing

07 SEP 23



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
06 24	060 240	1535 x 45	Revêtue Paved	15/22/38	1535 1535	1535 1422 (1)	1535 1422 (1)

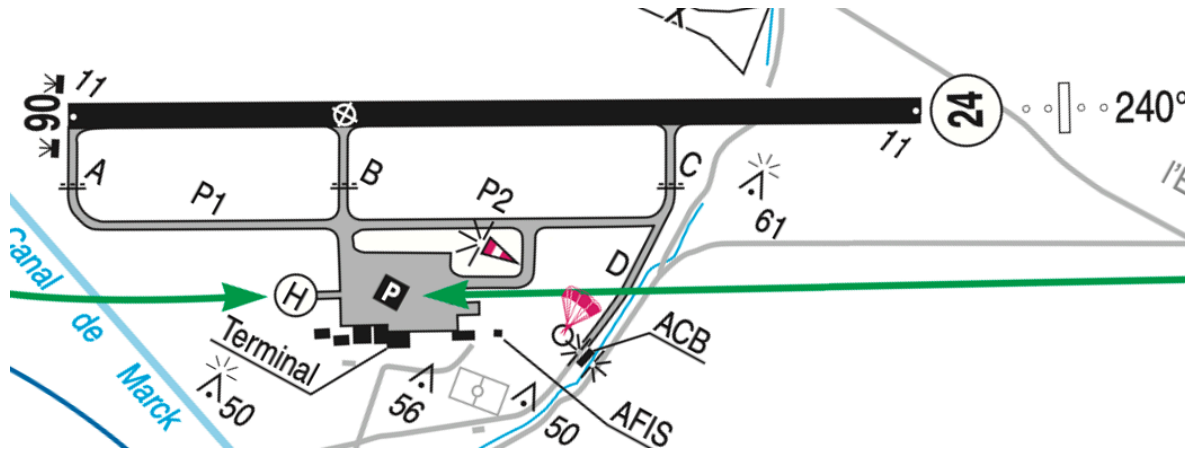
(1) Voir / See TXT

**Aides lumineuses :** HI/BI RWY 06/24  
APP RWY 24 : HI  
PCL (voir TXT)  
FATO

**Lighting aids :** LIH/LIL RWY 06/24  
APCH RWY 24 : LIH  
PCL (see TXT)  
FATO



# Departure from LFAC (Calais Marck) Airfield



**Pilot:** Calais Info, Robin F-HGPC, Good afternoon.

**AFIS:** Robin F-HGPC, Calais Info. Pass your message.

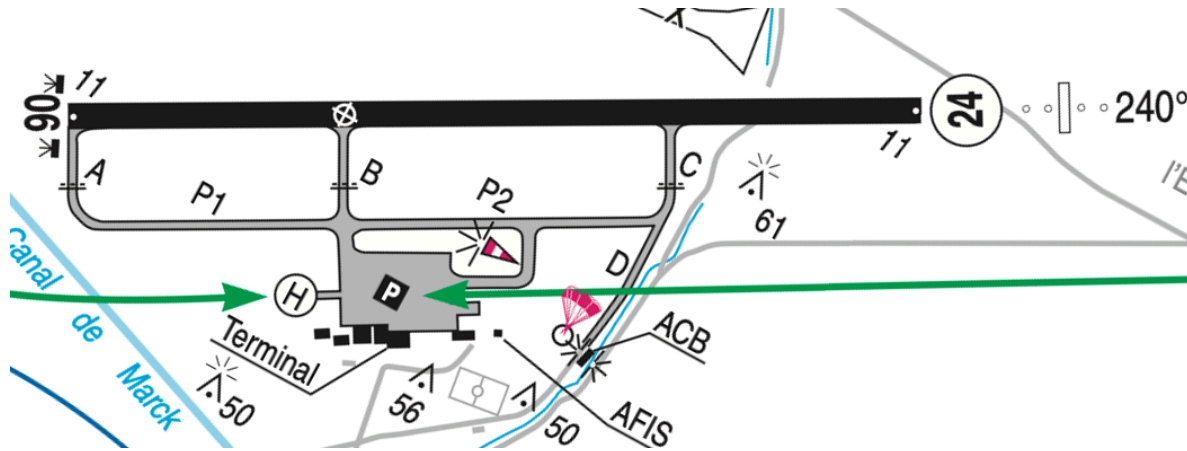
**Pilot:** F-HGPC, DR400 on the apron, 2 POB. VFR flight to Duxford (EGSU) with VFR flight plan. Request flight information and taxi instructions. Please, could you activate our VFR flight plan?

**AFIS:** F-PC, Runway 24 in use, Wind 270°, 8 knots, CAVOK, Temperature 9, Dewpoint 2, QNH 1027. Taxi to holding point C. will activate VFR flight plan when airborne.

**Pilot:** QNH 1027, Taxiing to holding point C RWY 24, F-PC.



# Departure from LFAC (Calais Marck) Airfield

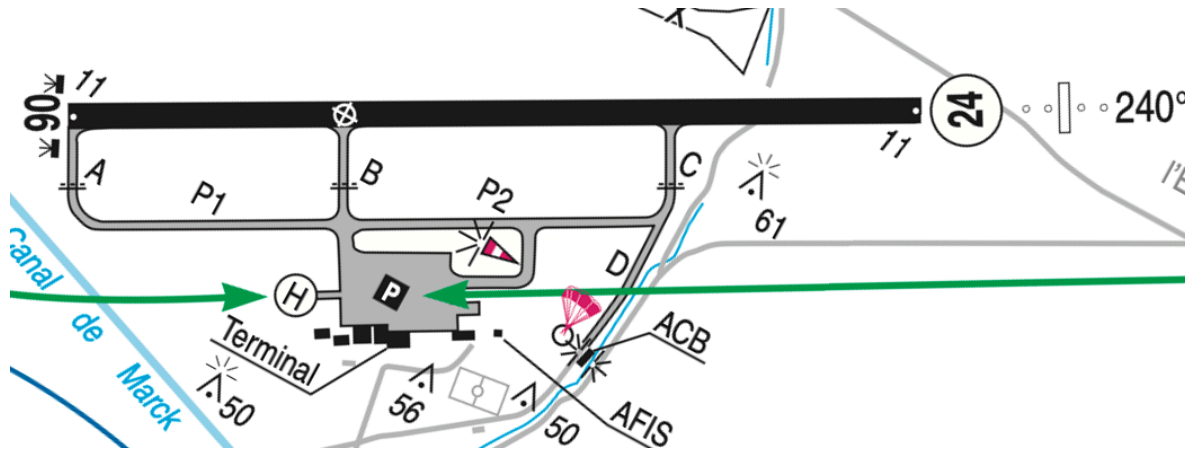


**Pilot:** Calais Info, F-PC at holding point C, Ready to Backtrack RWY 24

**AFIS** F-PC, backtrack RWY 24 for departure.

**Pilot** Back-tracking RWY24, F-PC.

# Departure from LFAC (Calais Marck) Airfield



**Pilot:** Calais Info, F-PC, ready for take off.

**AFIS** F-PC, Take-off at your discretion, surface wind 270°, 8 kts.

**Pilot** F-PC, Taking-off RWY24.

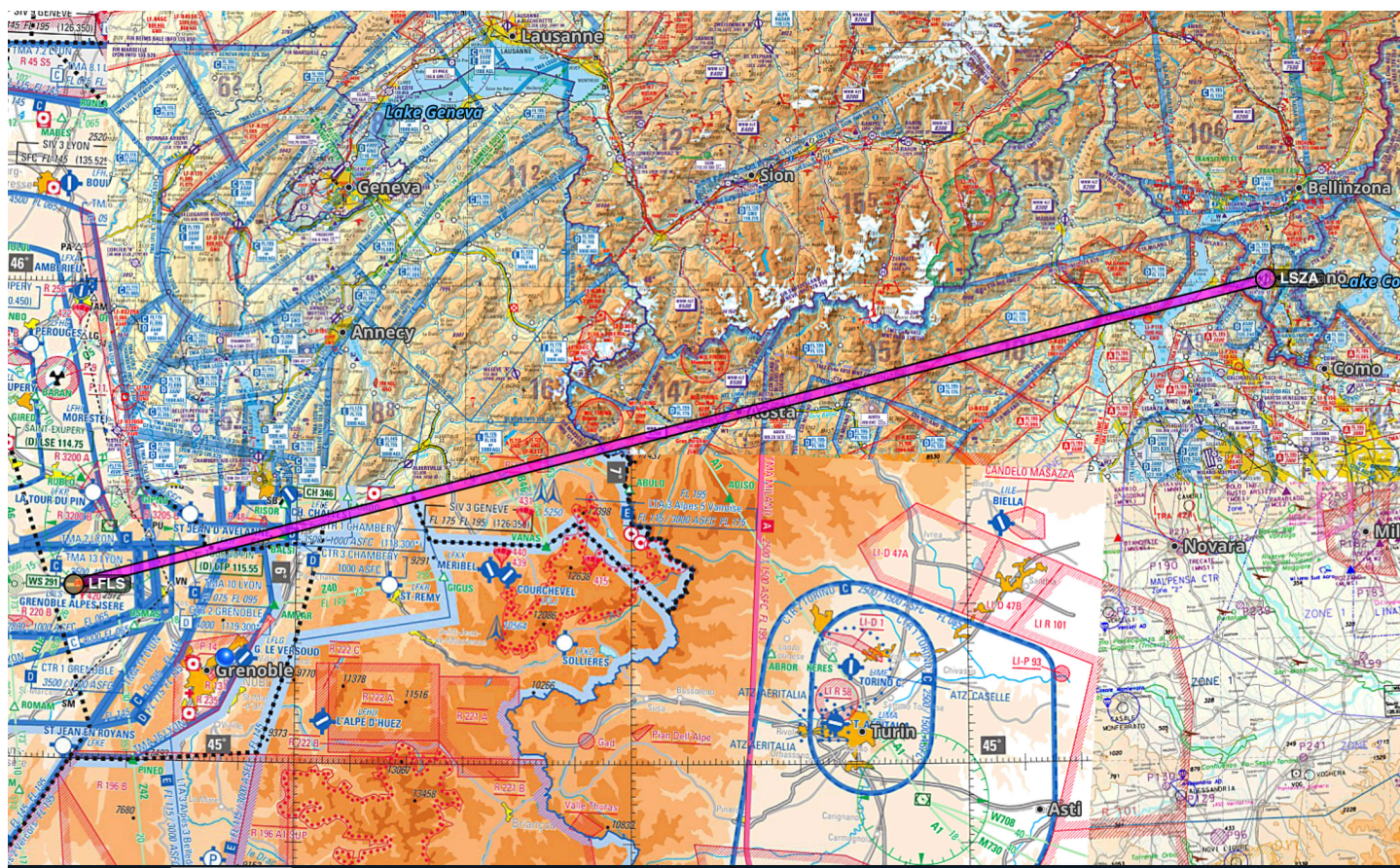
-- (after takeoff)

**Pilot** Calais Info, F-PC, leaving circuit, changing frequency to Lille Info 120.275. Thanks for the service, Goodbye.

**AFIS** Your flight plan is activated. Have a good flight. Calais Info

# Crew 3: LFLS – LSZA with F-GNXT

Crew	Names	Aircraft	Type	Departure	Destination
3	Francois Zanier, Frederic Dumas	F-GNXT	DR455	LFLS	LSZA





## Departure Airport : LFLS / GRENOBLE ALPES ISERE

2 runways **09** / **27**

- concrete : 3050 x 45 m

- grass : 900 x 50 m

ALT AD : 1302 (47 hPa)

### North area :

2 cross taxiways : N6 - N7

Parkings : E - G

Hangars : ACD / CEP / ENAC

### South area :

5 cross taxiways : S1 to S5

main parallel taxiway : T1 to T5

+ 1 cross taxiway to Apron : TL

Parkings : C (terminals)

A - B - D (general and business)

Fuel station : by truck (100LL / JetA1)

### ATS Frequencies :

ATIS : 133.855

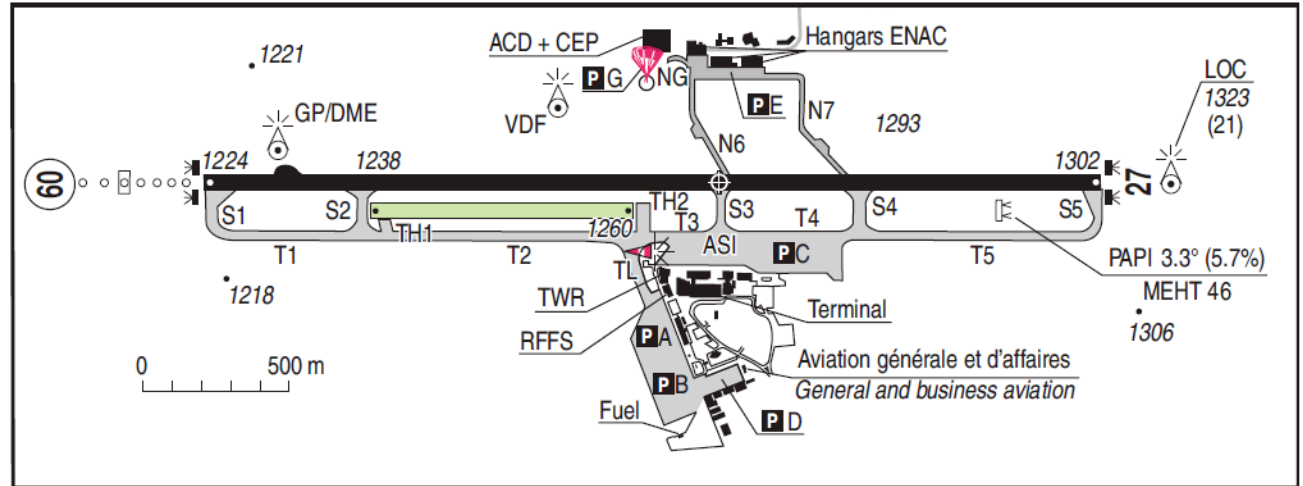
GND : 121.930

TWR : 119.300

Absence ATS : A/A (119.300) **FR only**

ILS/DME RWY 09 SG 109.300

VDF



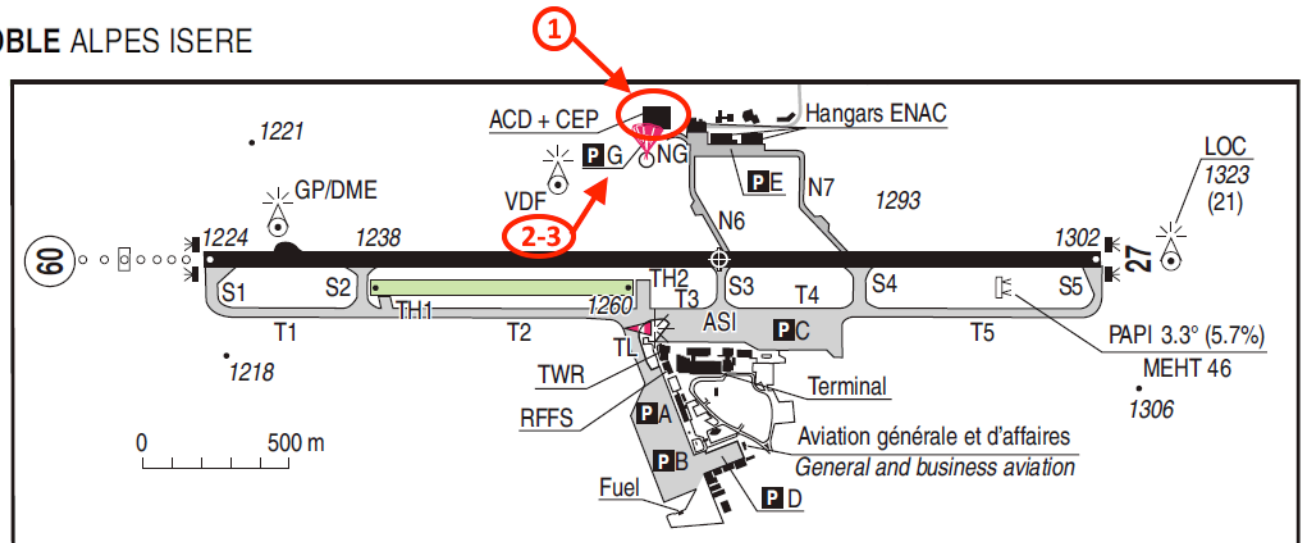
RWY	QFU	Dimensions <i>Dimension</i>	Nature <i>Surface</i>	Résistance <i>Strength</i>	TODA	ASDA	LDA
09 27	088 268	3050 x 45	Revêtue <i>Paved</i>	59 F/A/W/T	3050 3050	3050 3050	3050 3050
09R 27L	088 268	900 x 50	Non revêtue <i>Unpaved</i>	-	900 900	900 900	900 900
<b>Aides lumineuses :</b>		Wig wag aux points d'arrêt. HI ligne APCH RWY 09 PCL HI/BI RWY 09/27		<b>Lighting aids :</b>		Wig wag at holding points. PCL LIH APCH line RWY 09 LIH/LIL RWY 09/27	

Departure Airport : LFLS / GRENOBLE ALPES ISERE

Aircraft : DR40

Robin DR401-155 cdi

Call Sign : F-GNXT



- 1) location : ACD Hangar
- 2) manual push to Parking G
- 3) Engine Start-up : Parking G

ATC request to taxi to Fuel area  
via TWY N6 - S3 - T3 - TL

4) taxi to holding point N6

ATC request to cross RWY 09/27  
at holding pt N6 to S3

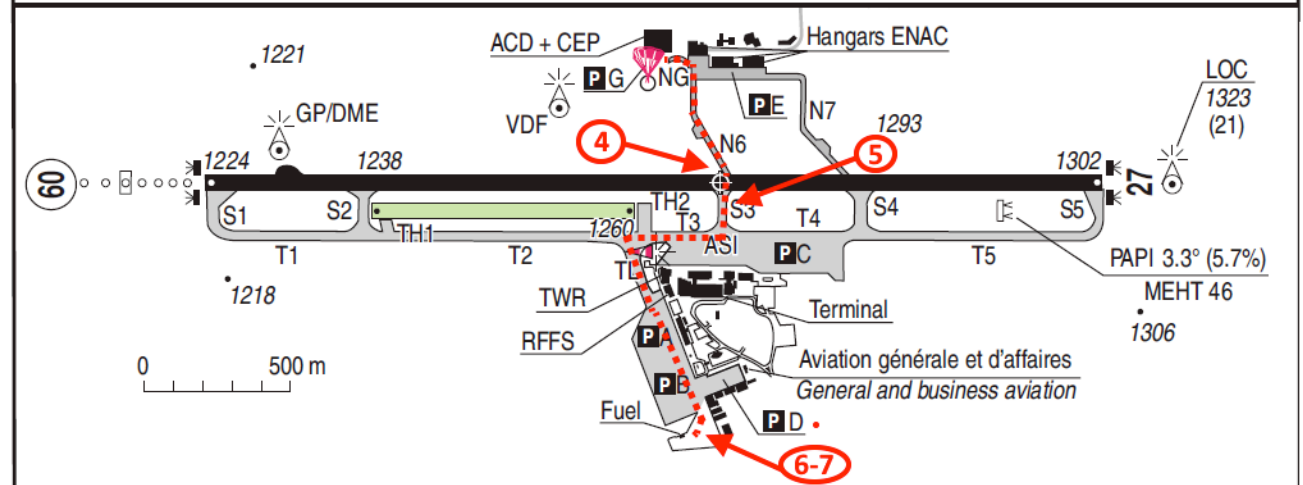
5) cross RWY 09/27 to S3

ATC request to taxi to Fuel area  
via TWY S3 - T3 - TL

and ask for Jet A1 Truck

6) taxi to Fuel area via TWY S3 - T3 - TL

7) Engine Shut-down  
refueling



## Departure Airport : LFLS / GRENOBLE ALPES ISERE

(taxi to departure from Fuel area)

### 1) Engine Start-up at Fuel Area

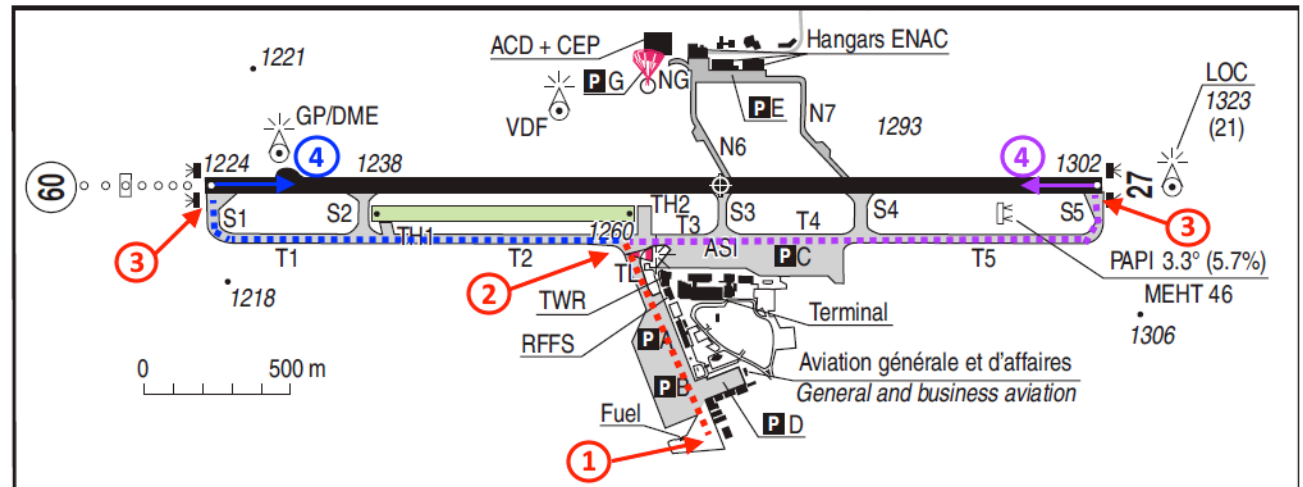
ATC request for departure from  
RWY 09 concrete (or RWY 27 concrete)

2) taxi to holding pt S1 RWY 09  
via TWY TL - T2 - T1 - S1  
(or holding pt S5 RWY 27  
via TWY TL - T3 - T4 - T5 - S5)

3) Engine & take-off check  
at holding pt S1 (or S5)

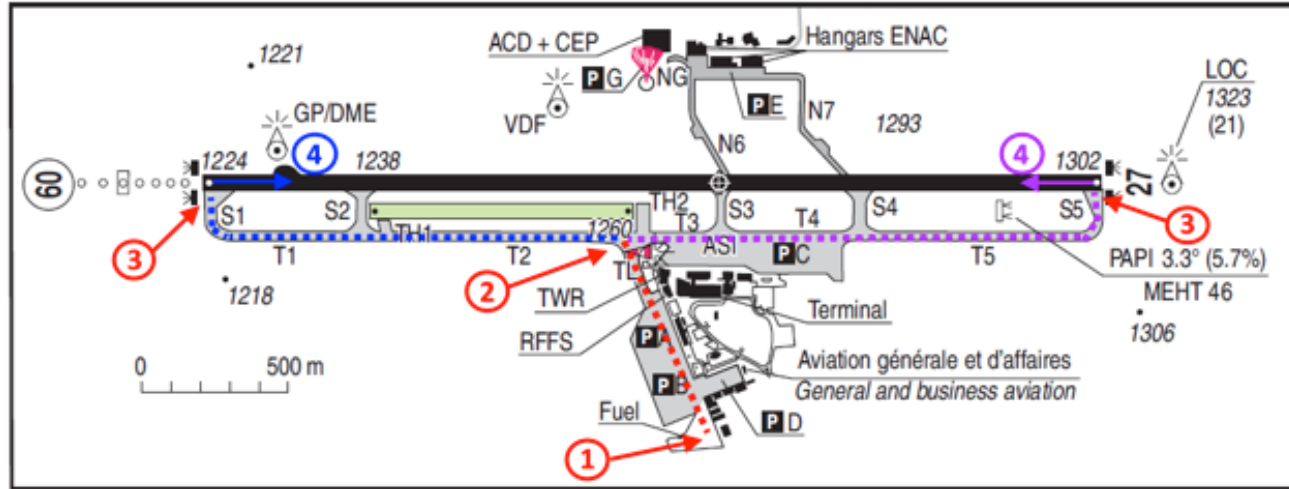
ATC request for departure from  
holding S1 RWY 09 (or S5 RWY 27)

4) alignment and take-off on RWY 09  
(or RWY27)



# Departure from LFLS

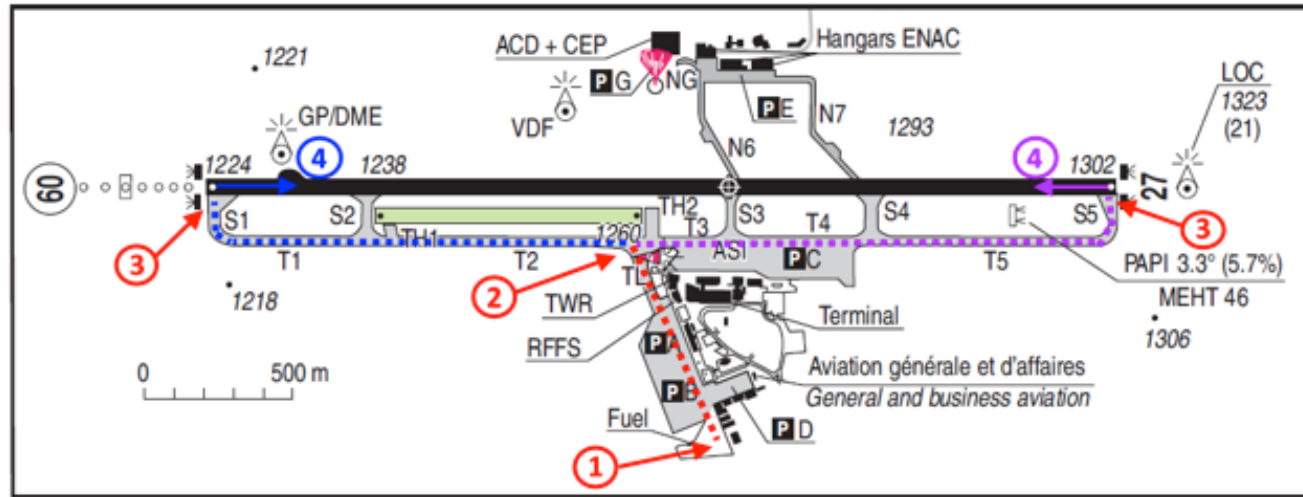
Satellite Class D Airport with ATIS, Ground, Tower, Approach  
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights



- Pilot:** Grenoble Ground, Robin F-GNXT Good morning
- Ground:** Robin F-GNXT Grenoble ground pass your message
- Pilot:** Grenoble Ground, Robin F-GNXT, DR400 , apron Bravo, information Delta, 2 POB for a VFR flight to Lugano with leaving via Victor November, for taxiing to holding point Sierra One via TL, T2, T1 for runway 09 (zero niner)
- Ground:** Robin F-GNXT Squawk 1234 Authorized to taxi to holding point Sierra One call back Grenoble tower 119.300 (one one niner decimal three) when ready
- Pilot:** Squawk 1234 Taxiing to holding point Sierra One, will call back Grenoble tower 119.300 when ready Robin F-GNXT
- 
- Pilot:** Grenoble Tower, Robin F-GNXT, ready for departure at holding point Sierra one for runway 09 (zero niner) request for departure. Can you activate our flight plan once airborne?

# Departure from LFLS

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



**Tower:** Robin F-XT, Holding point Sierra One Runway 09 line up 09 cleared for takeoff wind 060 10kts Maintain at or below 3500 feet report leaving CTR at Victor November. Will activate flight plan once airborne.

**Pilot:** Lining up and taking off from Sierra One Runway 09 will maintain at or below 3500 feet and report VN leaving CTR Robin F-XT

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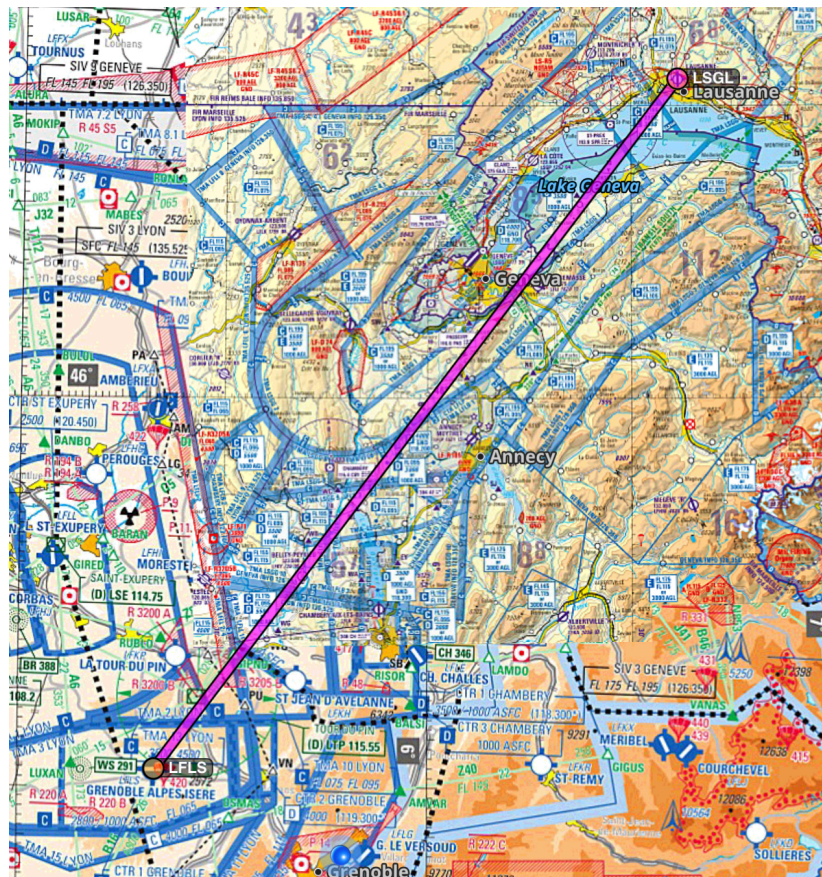
**Tower:** Robin F-XT you're leaving my airspace switch to SIV Lyon on 135.525

**Pilot:** switching to SIC lyon 135.525. thanks for all. Robin F-XT



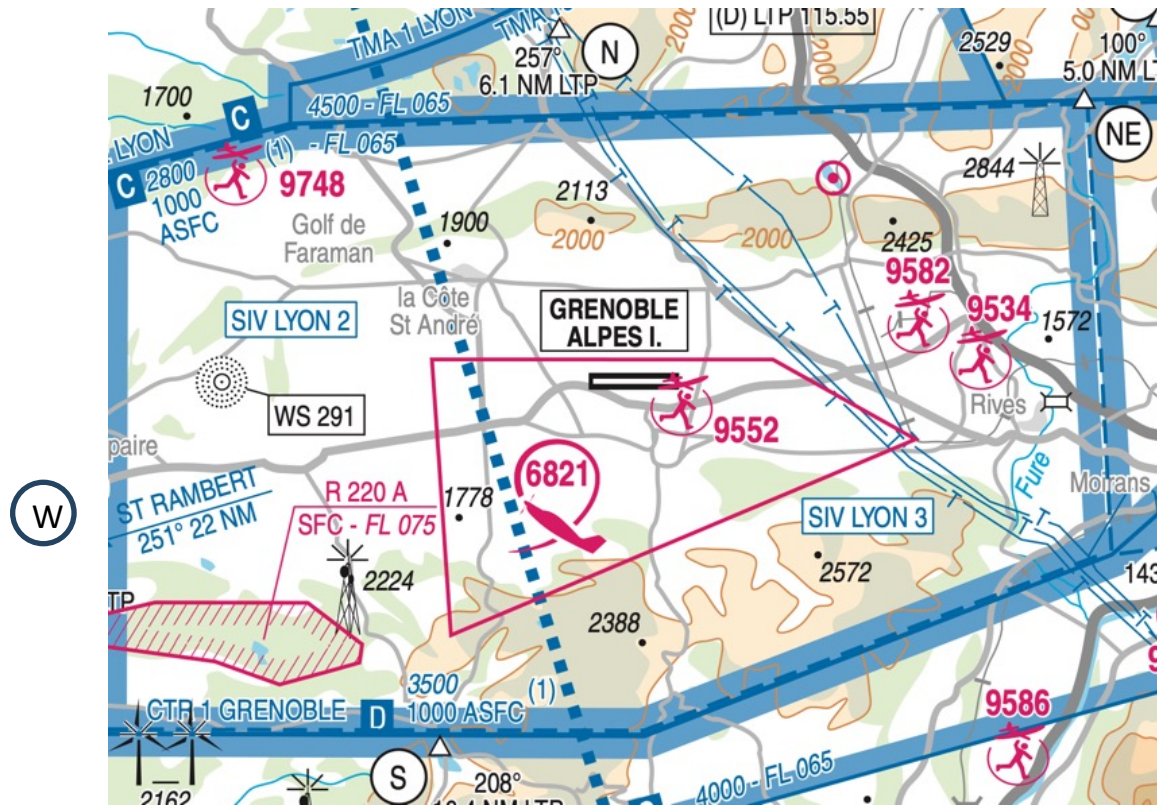
# Crew 4: LFLS – LSGL with F-GSRE

Crew	Names	Aircraft	Type	Departure	Destination
4	Jean-Louis Monin, Roman Dieuguillot	F-GSRE	DR460	LFLS	LSGL



# Grenoble Alpes - Isère

The 14th longest runway in France !  
Where even the Concorde can land !



# Need to know

CTR 1 Grenoble (D), up to 3500 / 1000 SFC, whichever is higher

ATIS : 133.855 (phone : 04 85 88 09 00)

APP : LYON approach 125.430

TWR : 119.300 (in absence of ATS, A/A 119.330 in French only).

GND : 121.930

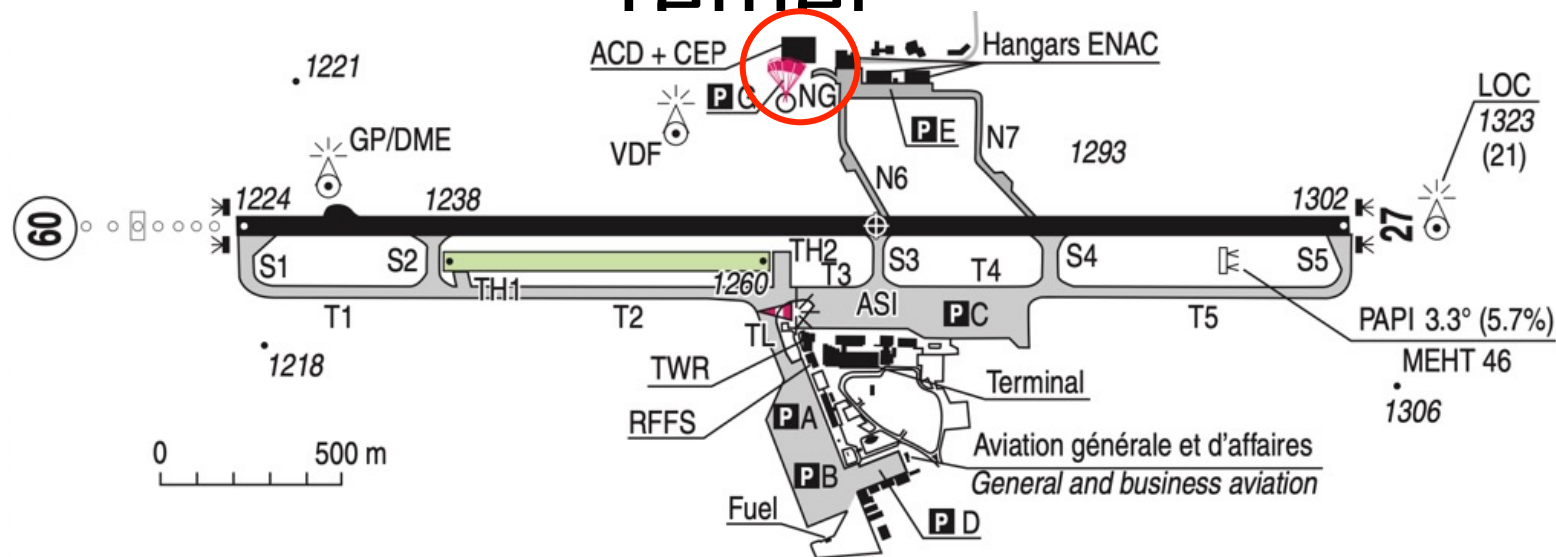
Fuel : 100LL & Jet A1

VFR approach from the west is subject to specific instructions by ATC due to IFR traffic

Altitude of 2300ft QNH could be imposed when entering CTR at **W** due to IFR traffic.

**W** reporting point is a clearance limit point, continuing flights on ATC clearances only. If no, pilots should perform a right hand holding pattern.

# Starting from the Club apron to refuel



**Pilot :** Grenoble ground, Robin F-GSRE, good day

**Ground :** F-RE, Grenoble ground, good day, pass your message

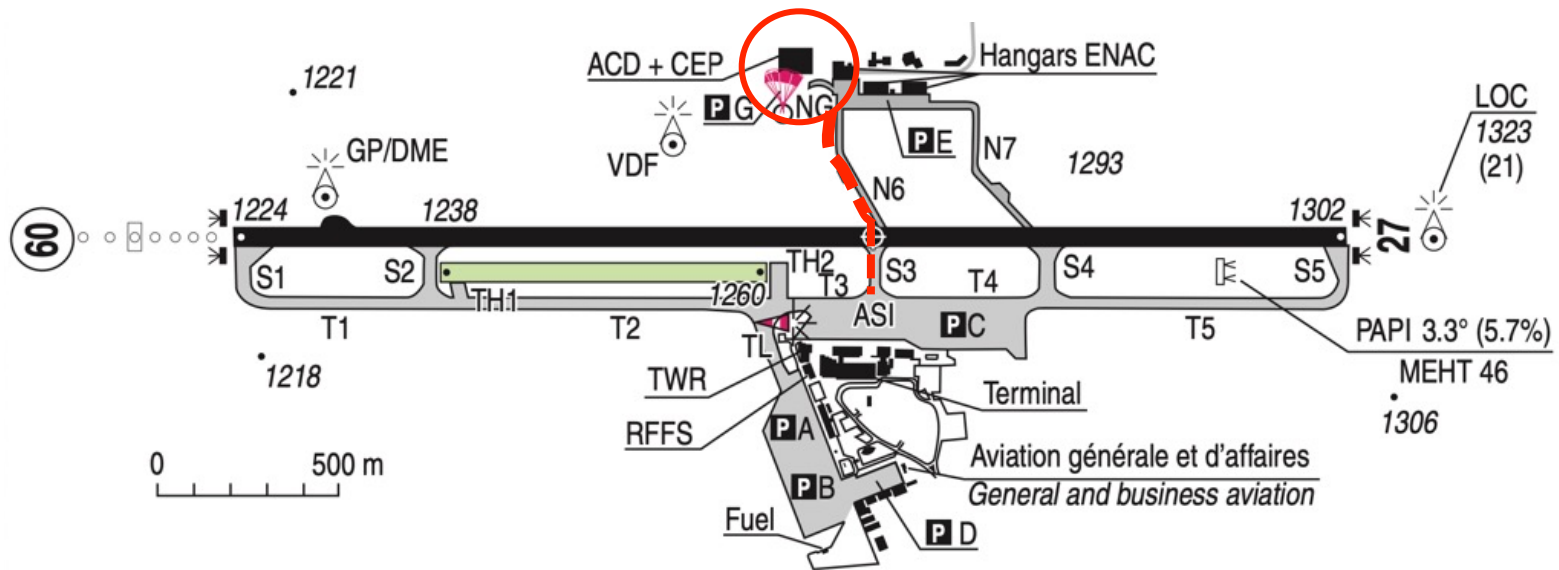
**Pilot :** Robin F-GSRE, on the apron G, with information A, request taxi to fuel.

**Ground :** F-RE, from parking G, taxi to holding point N6, runway 09 concrete, report approaching holding point.

**Pilot :** Taxiing to holding point N6 runway 09 concrete, will report approaching holding point, Robin F-RE.



## Taxiing to holding point N6, and crossing runway to taxiway T3

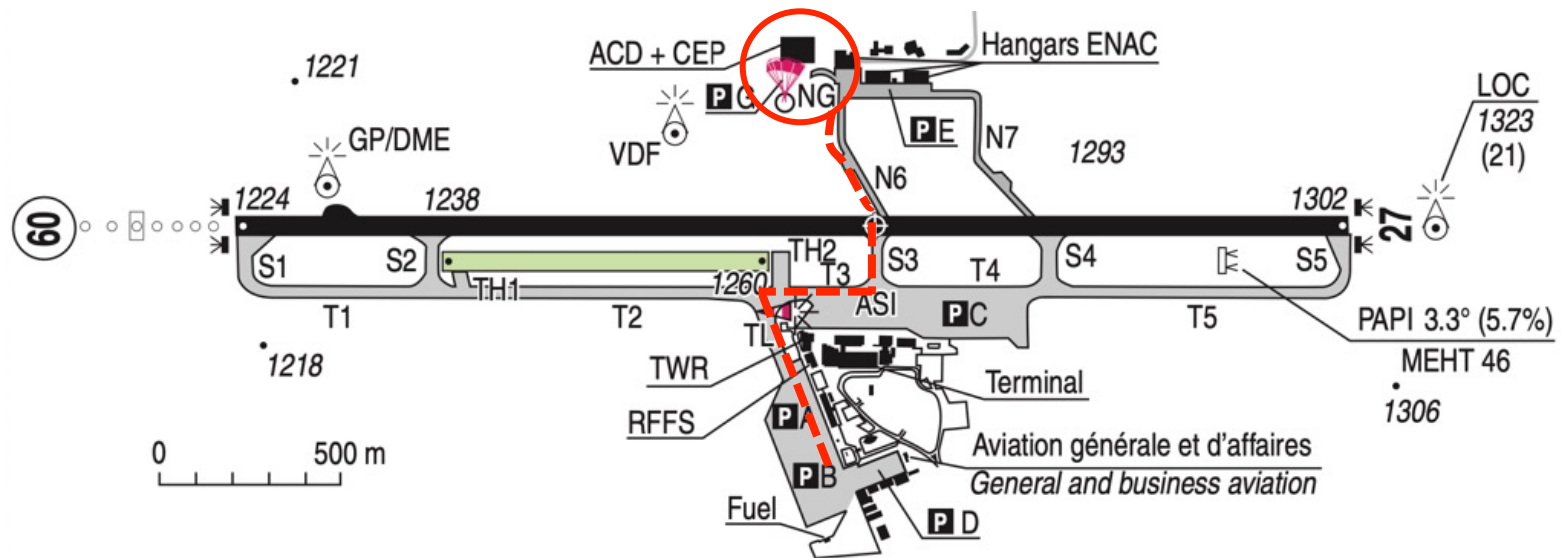


**Pilot :** Robin F-RE, approaching holding point N6 runway 09 concrete.

**Ground :** F-RE, cleared to cross runway 09 concrete, taxi to parking A12.

**Pilot :** Crossing runway 09 concrete, and taxiing to A12, Robin F-RE

# Taxiing to A12 to refuel

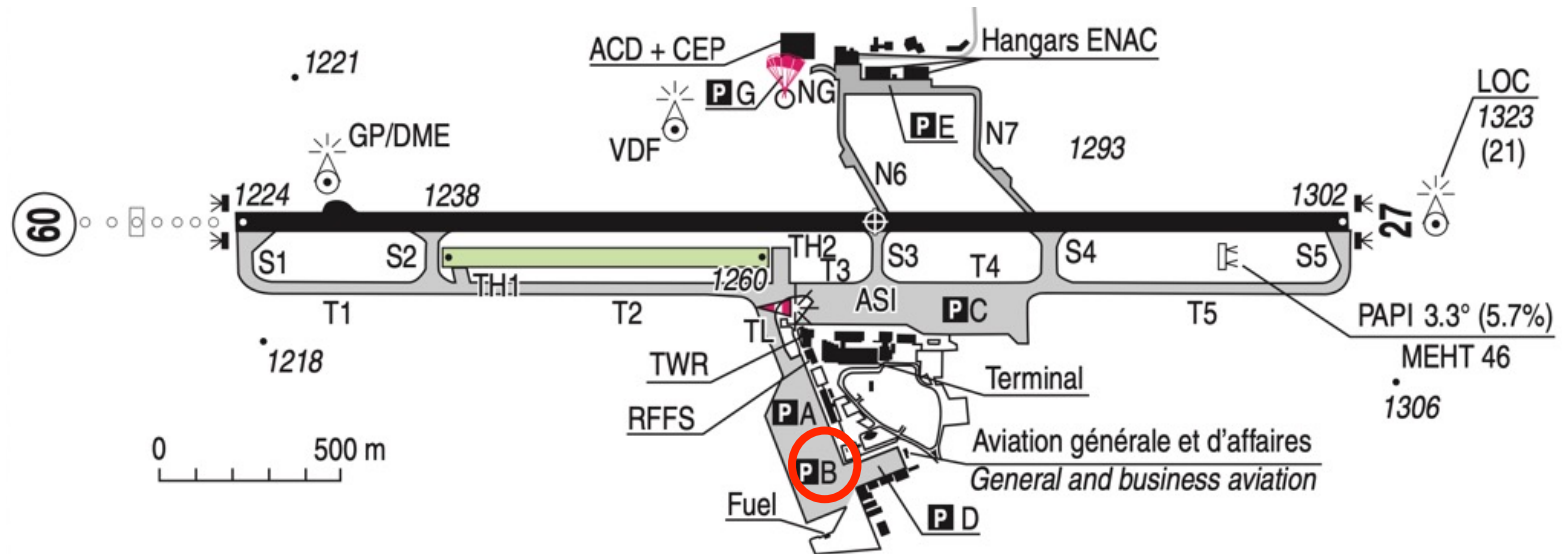


**Pilot** : Robin F-RE, apron A12, to leave frequency and refuel.

**Ground** : F-GE, You can leave frequency, call back 121.930 when ready.

**Pilot** : Leaving frequency, will call back on 121.930 when refueled, F-RE.

# Starting again at A12 after refueling



**Pilot :** Grenoble ground, F-GSRE, hello again

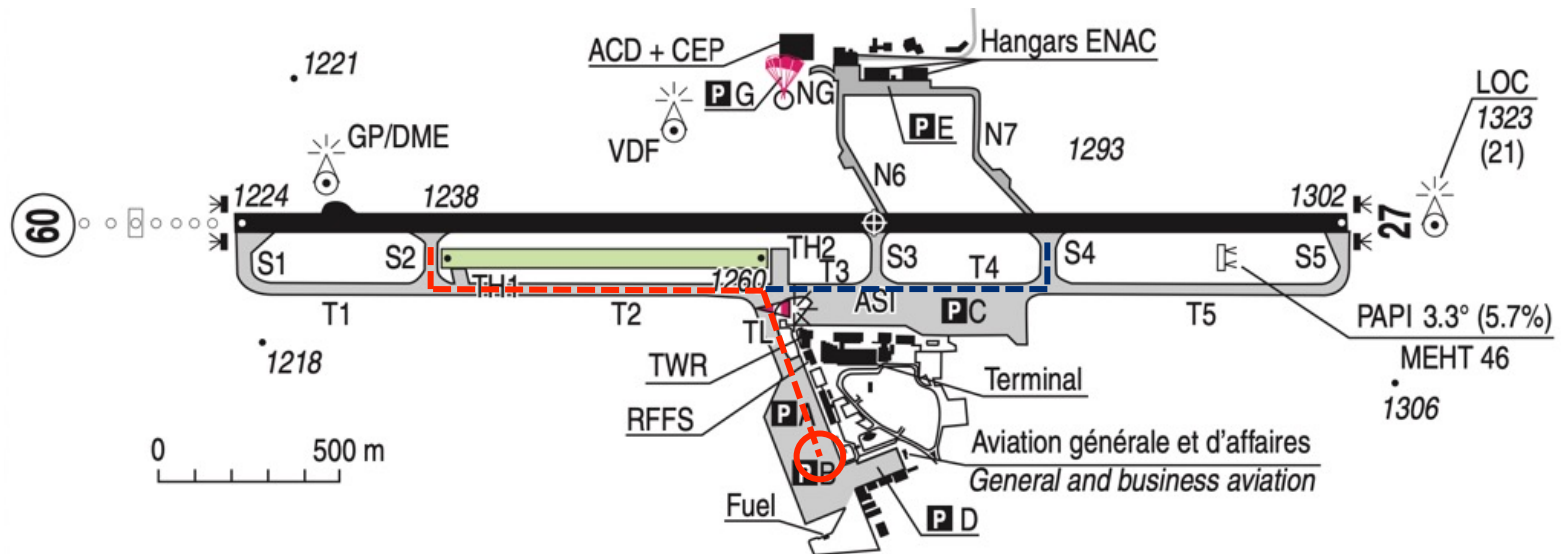
**Ground :** Grenoble ground, F-GSRE, pass your message

**Pilot :** F-GSRE, on the apron A12 (one-two), with information A, DR400, 2 person on board, request taxi for a flight to Lausanne LSLG, with a flight plan.

**Ground :** F-RE, from A12, taxi to holding point S2, runway 09 (zero niner) concrete, via T2. Report when ready for departure on tower frequency 119.300 (one one niner decimal three).

**Pilot :** Taxiing to holding point S2 runway 09 concrete, will report on 119.300 when ready, F-RE.

Proceed to holding point **Sierra 2 (09)** or **Sierra 4 (27)**



**Pilot :** Grenoble tower, Robin F-GSRE, good day

**Tower :** F-RE, Grenoble tower, pass your message

**Pilot :** Robin F-RE, holding point S2, runway 09 concrete, ready for departure.

**Tower :** F-RE, from holding point S2, cleared for takeoff runway 09, wind calm. Report leaving the airspace at NE.

**Pilot :** Lining-up and taking off runway 09 concrete, Robin F-RE.



# F-GSRE from LFLS to LSGL, alternate scripts

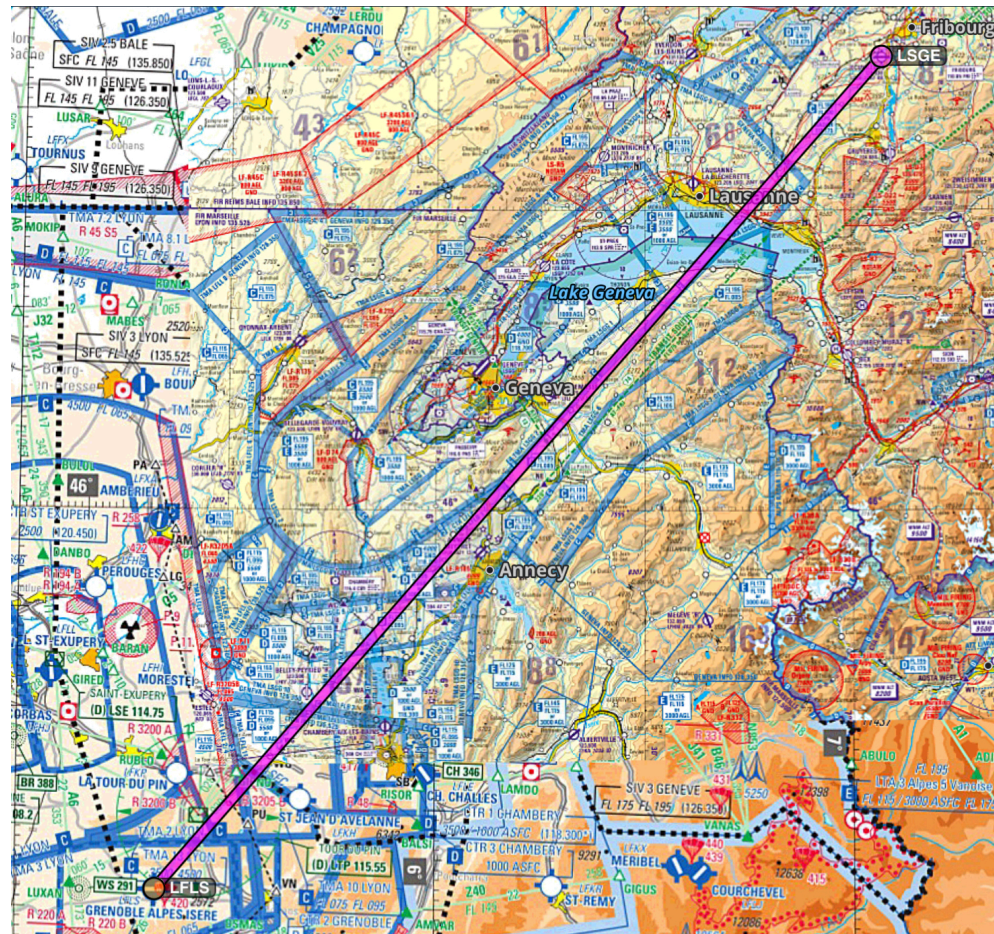
Grenoble Isère, F-GSRE, approaching NE at 2500 feet, clouds are lower than expected, unable to maintain VMC at 3500 feet, descending at 2000 feet

Grenoble Isère, F-GSRE, overhead NE at 3500 feet, I have a low fuel light showing, need to go back to your installation, landing full stop, to check panel.

PAN-PAN, PAN-PAN, PAN-PAN, Grenoble Isère, F-GSRE, 2 minutes north of PU, we are losing oil pressure, turning back to land.

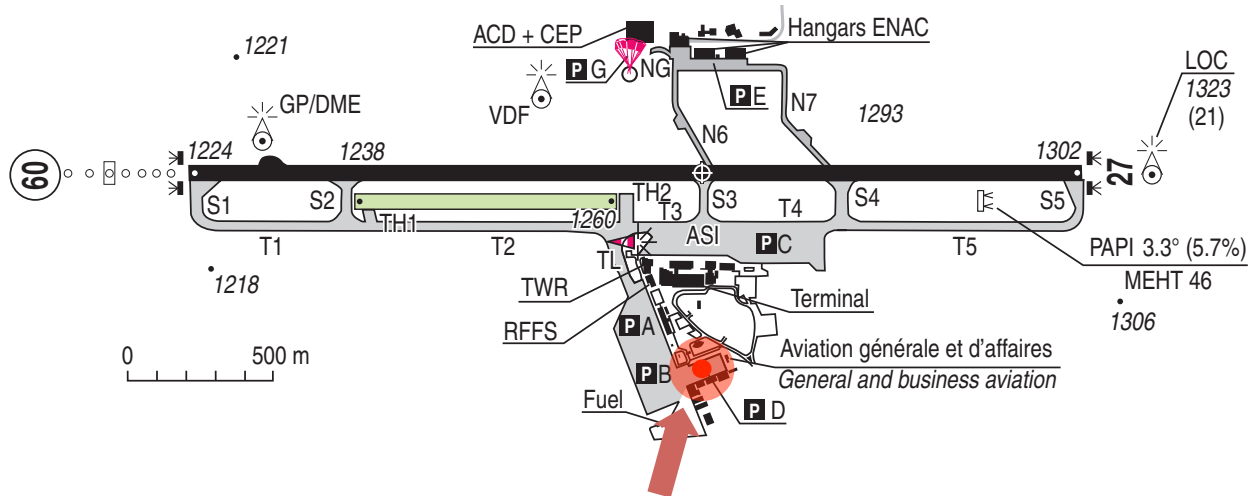
# Crew 5: LFLS to LSGE with F-HBFO

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



# Departure from LFLS

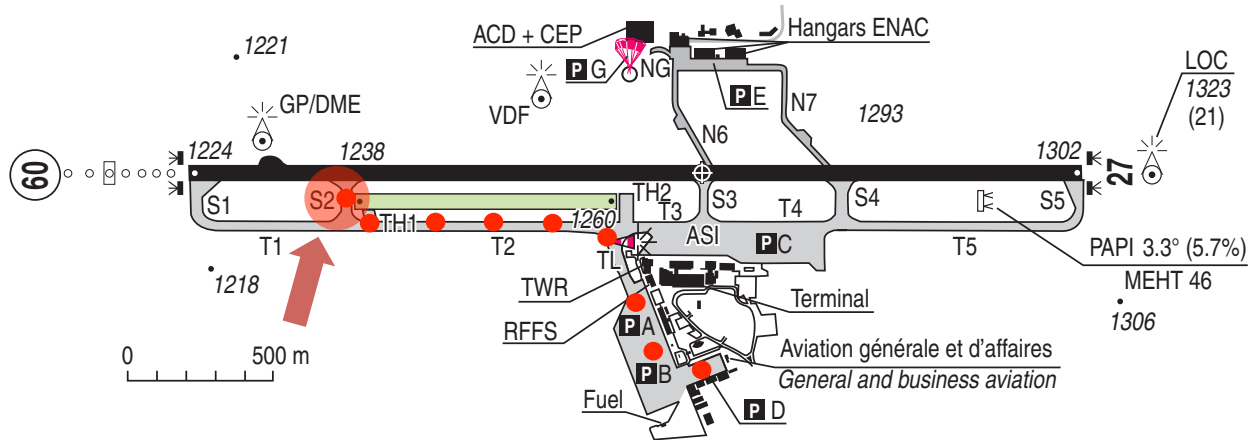
Satellite Class D Airport with ATIS, Ground, Tower, Approach  
Mixed VFR/IFR, Mixed Piston/Turbine. Frequent IFR training flights



<b>Pilot</b>	Grenoble Ground, Robin F-HBFO, Good morning
<b>Ground</b>	F-HBFO, Grenoble Ground, good morning, pass your message
<b>Pilot</b>	F-HBFO, a DR400 on parking D2, 2 POB, request taxi to holding point S2 runway 09 for a flight to LSGE with VFR flight plan and information D
<b>Ground</b>	F-FO squawk 1237, taxi to holding point S2 runway 09 via TL, T2. Contact tower when ready on 119,3
<b>Pilot</b>	Squawk 1237, taxiing to holding point S2 runway 09 via TL and T2. Will contact 119,3 when ready, F-FO

# Departure from LFLS

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



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

# Departure from LFLS

APPROCHE A VUE  
Visual approach

Ouvert à la CAP  
Public air traffic  
16 JUN 22

GRENOBLE ALPES ISERE  
AD 2 LFLS APP 01

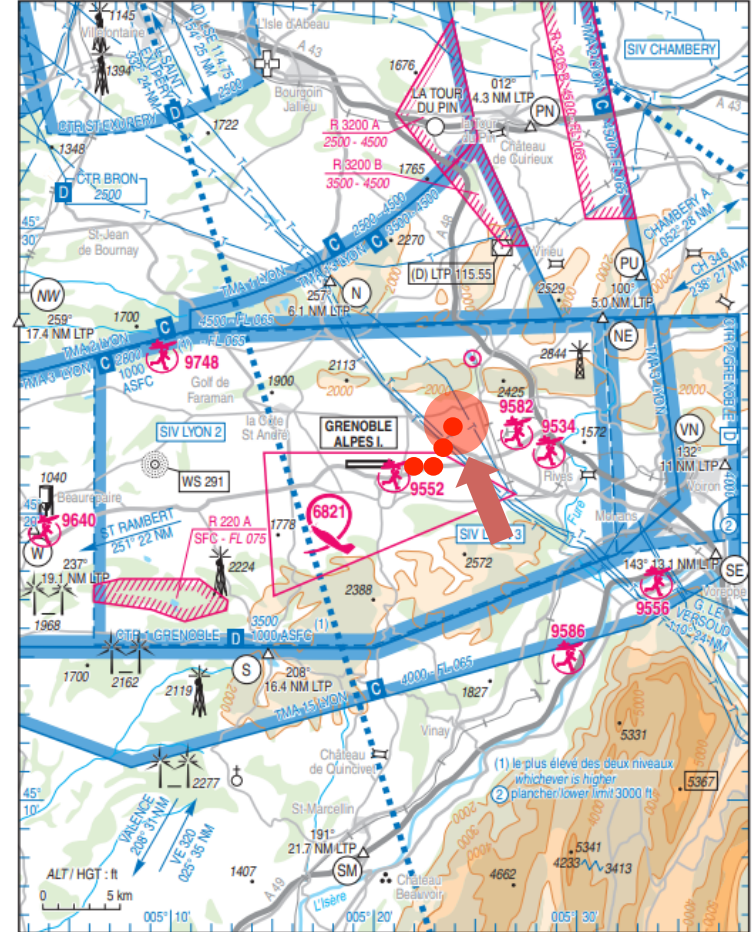
**Pilot** F-FO, at 3000ft

**Tower** F-FO, maintain 3000ft, report control zone boundary

**Pilot** Maintaining 3000ft, will report control zone boundary, F-FO

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

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





# Departure from LFLS

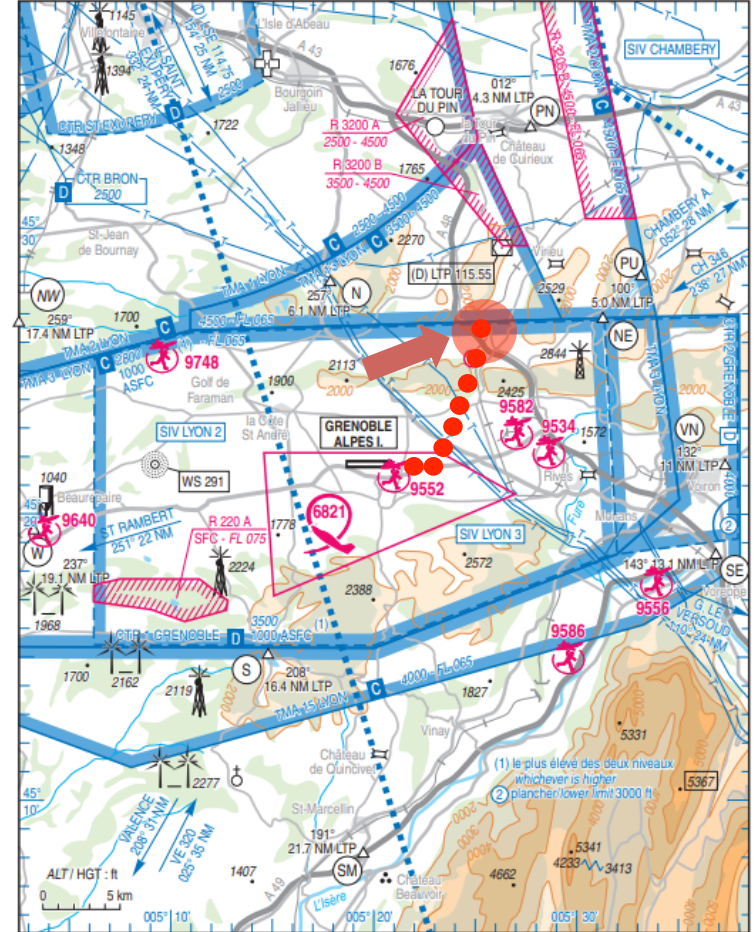
**APPROCHE A VUE**  
Visual approach

Ouvert à la CAP  
Public air traffic  
16 JUN 22

**GRENOBLE ALPES ISERE**  
AD 2 LFLS APP 01

			<b>ALT AD : 1302 (47 hPa)</b>	<b>LFLS</b>
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Service de l'Information Aéronautique  
AMDT 07/22 CHG : Suppression NDB EG. © SIA

**Pilot** F-FO, passing the control zone boundary, 3000ft

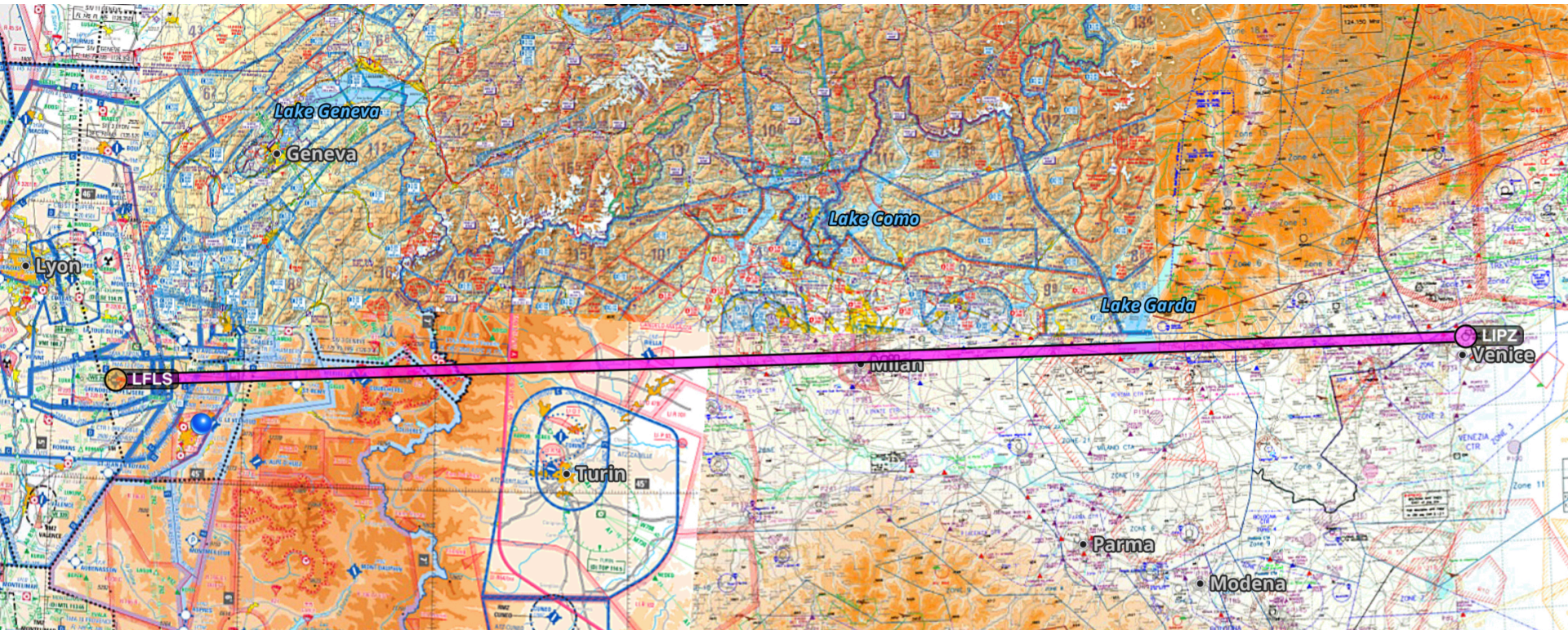
**Tower** F-FO, contact Lyon Approach 135,525

**Pilot** Contacting Lyon Approach 135,525, goodbye, F-FO



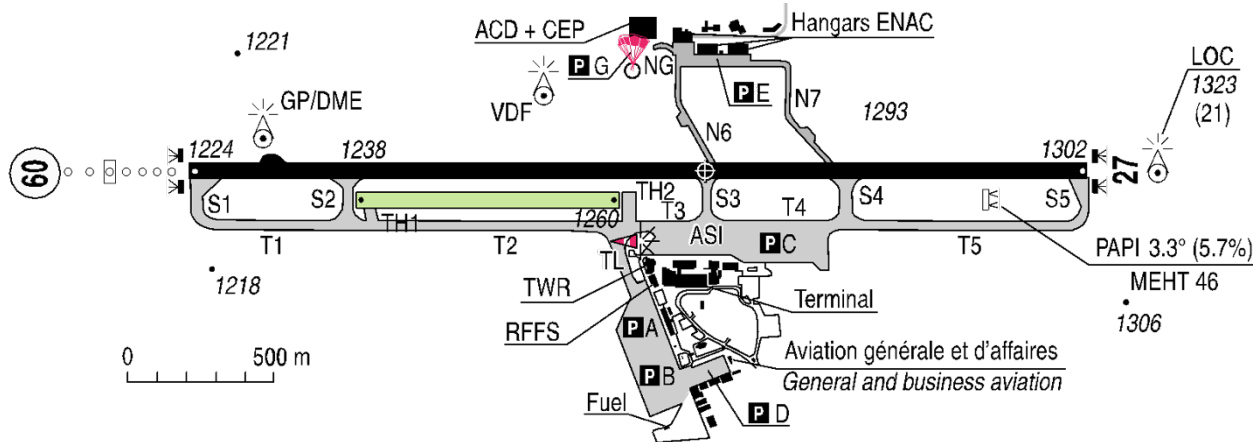
# Crew 6: LFLS to LIPZ with F-HGPC

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



# Departure from LFLS

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

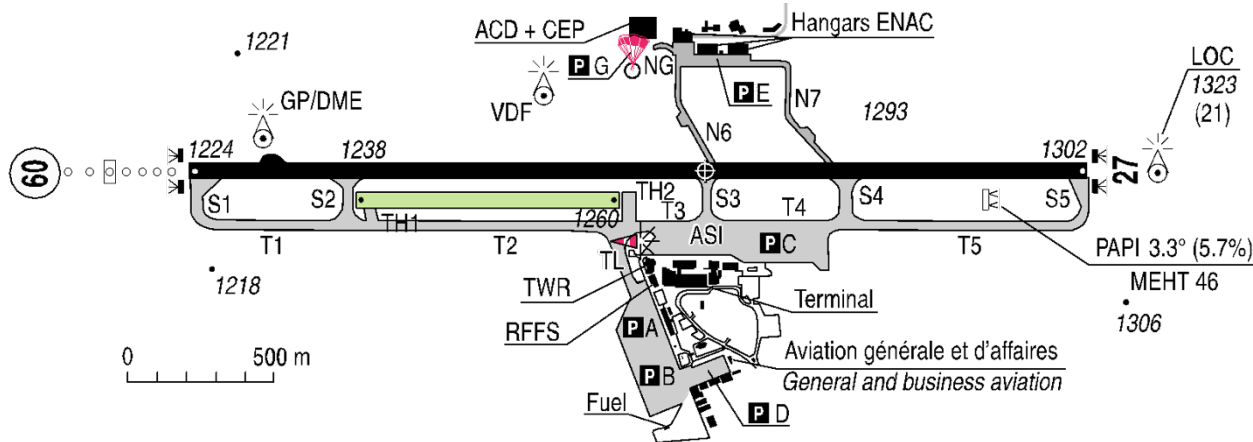


- We start at the apron G, right in front of the aero club.
- We will depart from N6, on runway 09: about 1200 meters.
- We will flight east and climb up to FL 75.
- The Lyon TMA is right above (floor at 3500 feet).
- We already have enough fuel.



# 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, Robin F-HGPC, Good day

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

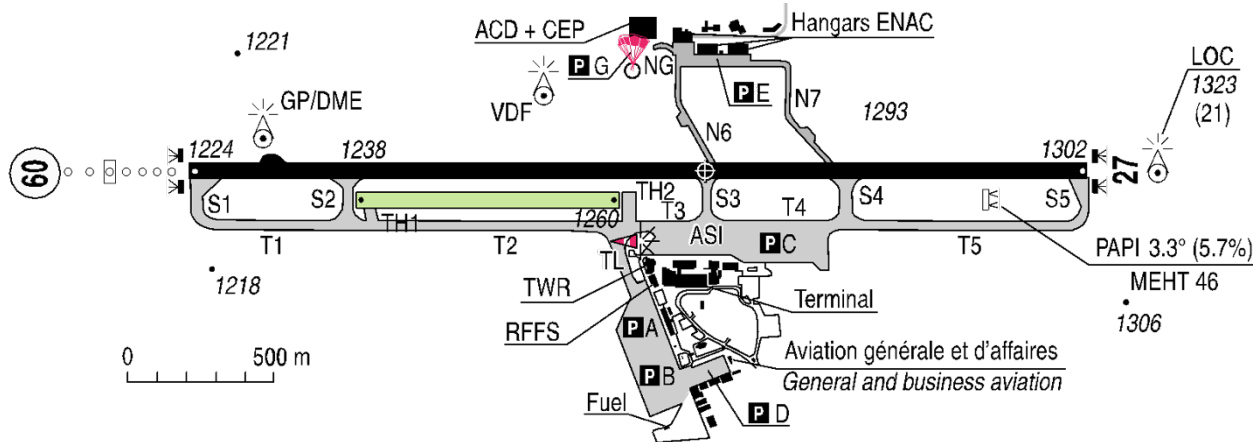
**Pilot:** Robin F-HGPC, a DR400 at the apron G, 2 POB, information K, VFR flight plan to LIPV, request taxi to holding point N6, runway 09.

**Ground:** Robin F-PC, squawk 1257, taxi to holding point N6, runway 09, report on the tower frequency 119.3 when ready.

**Pilot:** Squawk 1257, taxiing to holding point N6, runway 09, report on 119.3 when ready, F-PC

# Departure from LFLS

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



**Pilot:** Grenoble Tower, Robin F-HGPC, holding point N6, runway 09, ready for intersection departure.

**Tower:** Robin F-PC, line up and wait, runway 09.

**Pilot:** Lining up and waiting, runway 09, Robin F-PC.

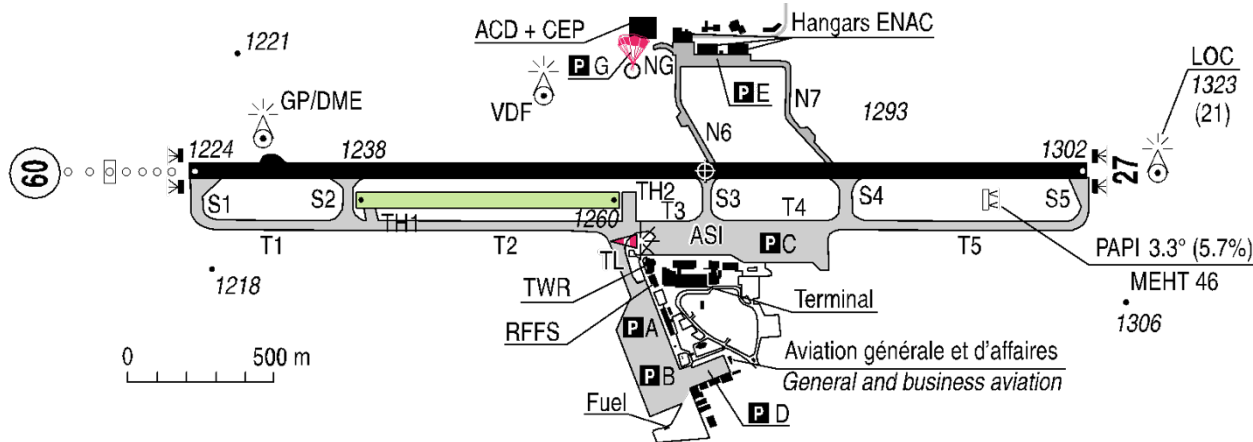
**Tower:** Robin F-PC, cleared to take-off, wind calm, QNH 1023, remain below 3500 feet, report leaving the CTR via VN.

**Pilot:** Taking-off, QNF 1023, remaining below 3500 feet, will report leaving the CTR at VN. Can you activate our flight plan, please? Robin F-PC.

**Tower:** Robin F-PC, your flight plan is active.

# Departure from LFLS

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



**Pilot:** Robin F-PC, at VN, 3300 feet, request frequency change to Lyon Information.

**Tower:** Robin F-PC, change the frequency 135.525, goodbye.

**Pilot:** Changing frequency to 135.525, goodbye, Robin F-PC.

# For Next Time

No Assignment.

Next week we will finish taxi briefings and review phraseology for flying the pattern.

# 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
<b>07 December</b>	<b>Taxi Scripts crews 1 to 6</b>
<b>14 December</b>	<b>Taxi Scripts Crews 7, 8, and 9, Flying the Pattern, Sample Script.</b>
21 December	Pattern Practice, Cross Country Phraseology, Sample Enroute scripts.
28 December	28 December ?
04 January	Enroute Scripts, Air spaces and airways, Sample Arrival briefing
11 January	Arrival Briefings, Landing, Refueling and Taxi to Parking.
18 January	Arrival Radio Practice, Weather Charts, Inflight Emergencies
25 January	Inflight Emergency Practice, ATIS practice.
01 February	Class Debriefings, FCL 055 VFR test preparation.