Aero Club Dauphiné

Aviation English Master Class

Session 6

James Crowley

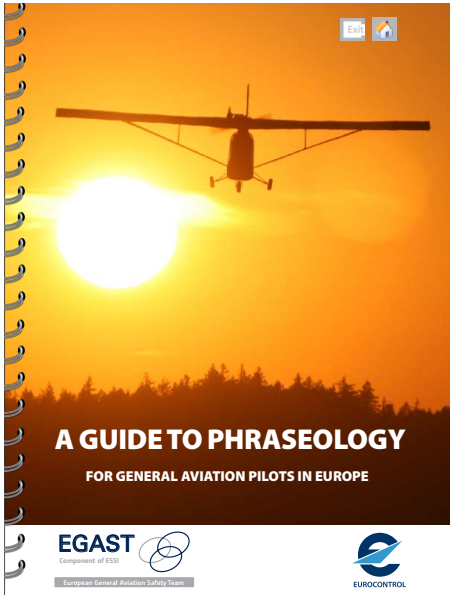
and the ACD FCL055 team

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, 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.

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

Frequencies: Decimal vs Point

121.0 “one two one decimal zero”

In Europe (ICAO) we say “Decimal”. In the US (FAA) we say “point”.

From the US FAA-AIM: When a radio frequency contains a decimal point, the decimal point is spoken as “POINT.” …ICAO procedures require the decimal point be spoken as “DECIMAL.” The FAA will honor such usage by military aircraft and all other aircraft required to use ICAO procedures.

Exact Read-back of "Clear to Land" and "Clear to Take-Off" ?

From Albert Scius: I have asked question to my certifying body and this is the final answer

From **SERA.8015 Air Traffic Control clearances**

(1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:

(i) ATC route clearances; (as used in flight plans)

(ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and

(iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and

(iv)Transition levels, whether issued by the controller or contained in ATIS broadcasts.

(2) Other clearances or instructions, including conditional clearances and taxi instructions, **shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.**

(3) The controller shall listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.

Exact Read-back of “Clear to Land” and “Clear to Take-Off”

The FCL 055 VFR exam and rating are based on the EASA/ICAO standards.

These standards authorize the use of "Clear to take off" or "Clear to land" by the pilot. (SERA 8015, NPA 2021-05; CRD 2021-05; SERA 14035; decision 2022-020-r)

Knowledge of operational procedures is not tested in FCL055 language tests.

What is evaluated is the ability to have a clear communication between the Pilot and the Controller.

In summary: During the FCL 055 Test if the words 'clear to land" or "clear to take off " are used during the test this is not consider as a fault. If the read back of a take off or land clearance includes words such as "Landing ... or "Taking off..." this will not be consider as a fault either and will not impact the rating.

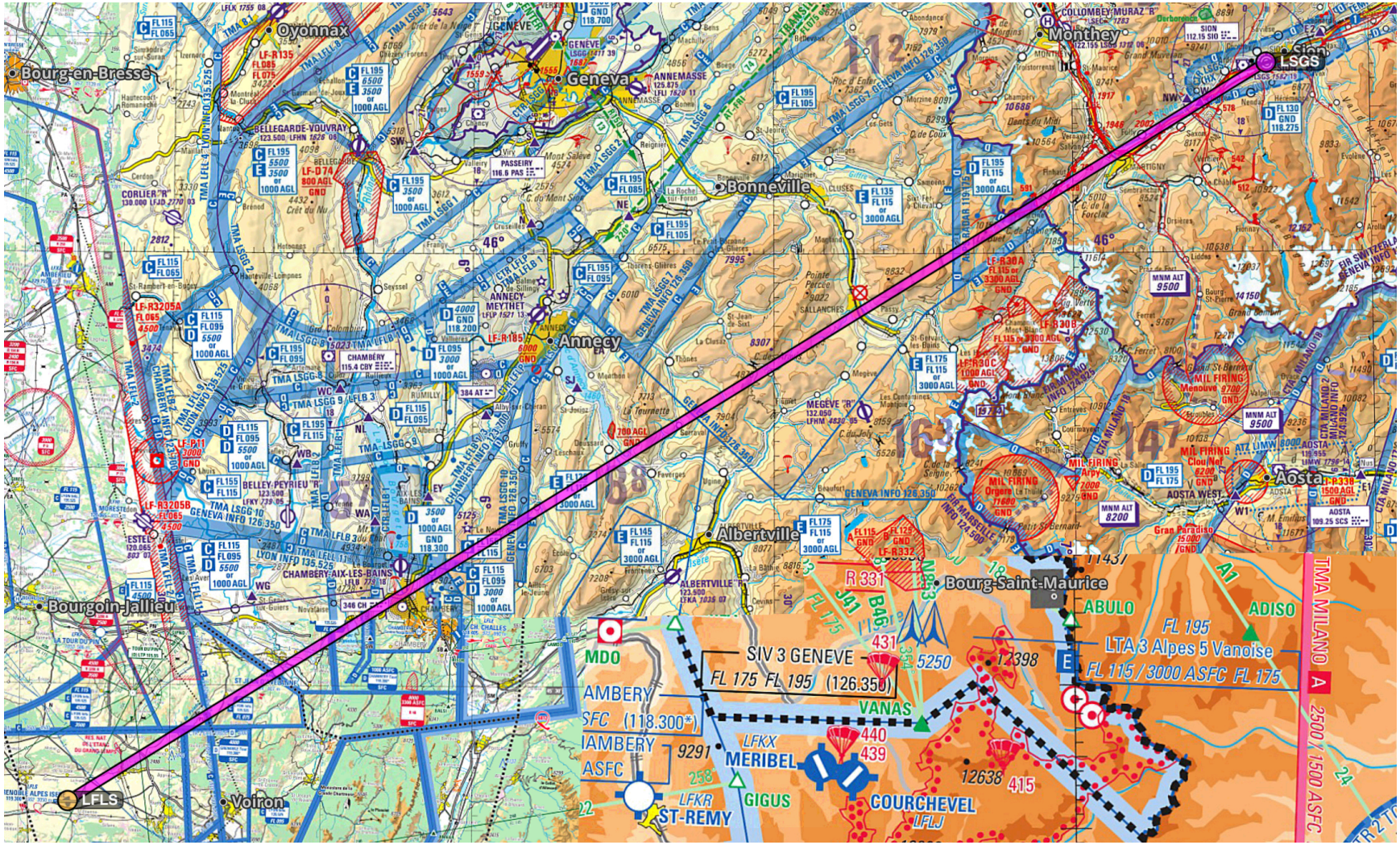
The recommendation of my certifying body is to keep things simple so everybody can understand who is authorized to do what.

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 7: LFLS to LSGS with F-GNXT

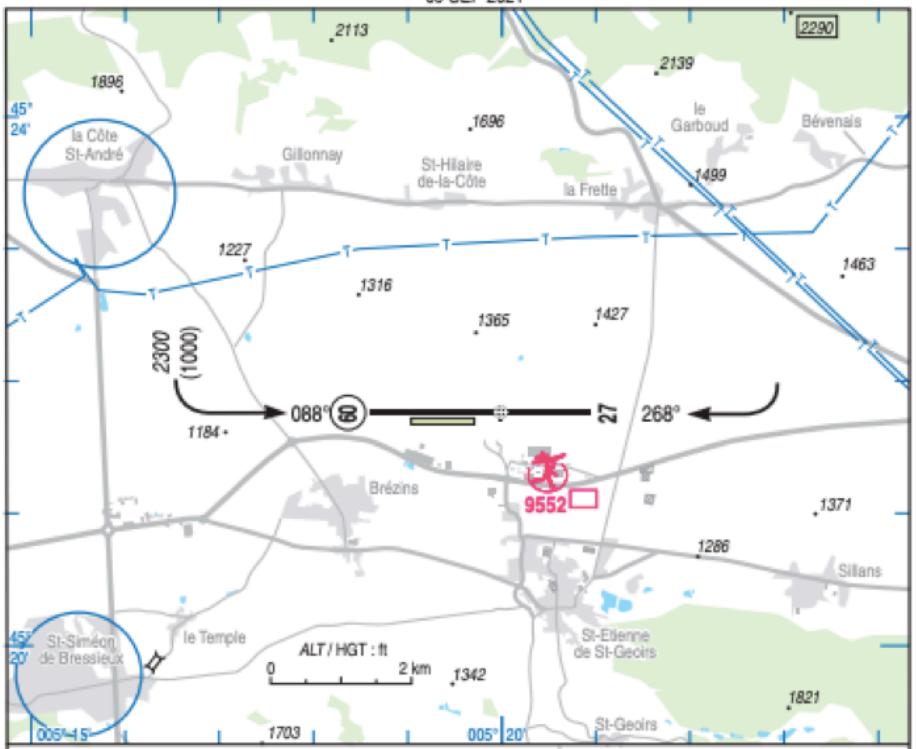
Augustin Chatain

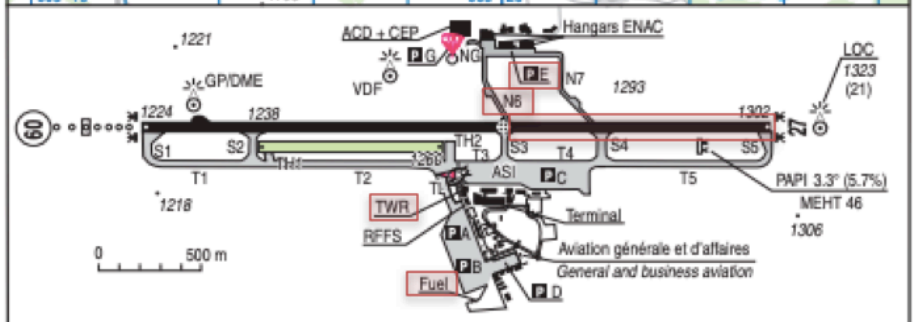


GRENOBLE ALPES ISERE
AD 2 LFLS ATT 01

ATTERRISSAGE A VUE
Visual landing

09 SEP 2021





RWY	QFU	Dimensions *Dimension*	Nature *Surface*	Résistance *Strength*	TODA	ASDA	LDA
09 27	088 268	3050 x 45	Revêtue *Paved*	59 F/A/W/T	3050 3050	3050 3050	3050 3050
09R 27L	088 268	900 x 50	Non revêtue *Unpaved*	-	900 900	900 900	900 900

Aides lumineuses : Wig wag aux points d'arrêt.
HI ligne APCH RWY 09 PCL
HI/BI RWY 09/27

Lighting aids : *Wig wag at holding points.*
LIH APCH line RWY 09 PCL
LIH/LIL RWY 09/27

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.*

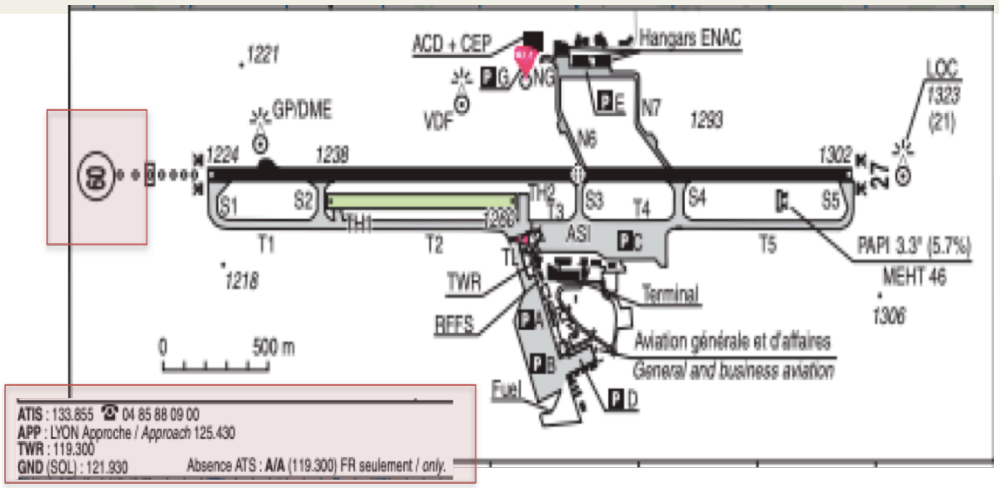
TODA FROM INTERSECTION N6 >1000m

Procédure particulière:
L'attention des pilotes est attirée sur le fait que dans les limites communes avec la CTR Grenoble, la TMA 3 Lyon de classe C a pour plancher 2800 ft AMSL/1000 ft ASFC lorsque les CTR sont désactivées.

Danger
Route au seuil 27,

Departure from LFLS - On ground

VFR/IFR Airport with ATIS, Ground and Tower



Pilot: Grenoble Ground, Robin F-GNXT good morning.

Ground: Robin F-GNXT pass your message

Pilot: Robin F-GNXT, DR400 2 POB from apron E request Taxi for VFR Departure from intersection N6 to LSGS Sion via NE 3300 ft with information A.

Ground: Robin F-GNXT, runway 09 in use, Squawk 1234 taxi to holding point N6 and report ready for departure on Tower frequency 119.300.

Pilot: Runway 09, Squawk 1234, Taxi to holding point N6 and report ready for departure on Tower frequency 119.300, Robin F-GNXT.

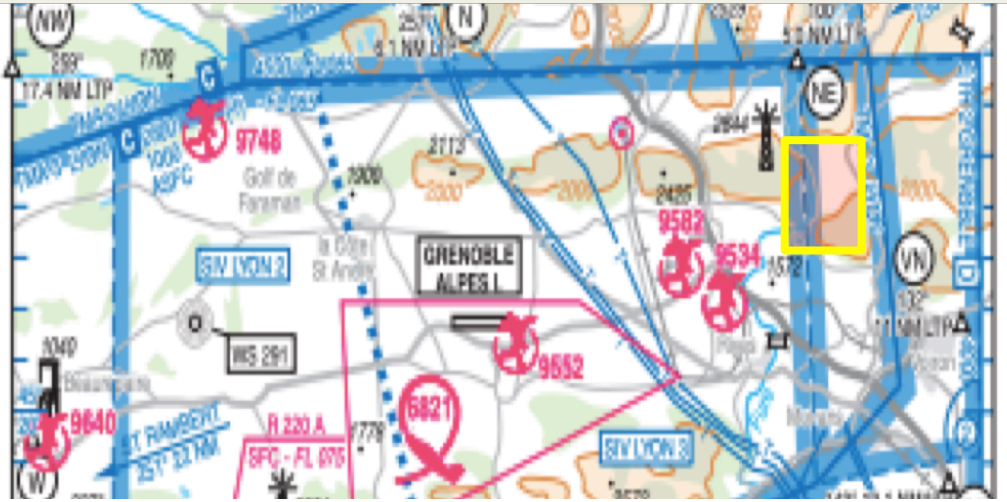
Pilot: Grenoble Tower, Robin F-GNXT Good Morning, at N6 ready for intersection departure from N6 Runway 09.

Tower: Robin F-GNXT Good morning, from N6 line-up R 09, wind calm, clear for Take Off, report NE.

Pilot: From N6 Line-up R 09, cleared for Takeoff, will report NE.

Departure from LFLS - Airborne

VFR/IFR Airport with ATIS, Ground and Tower



Pilot: Grenoble Tower, Robin F-GNXT at NE 3300ft

Tower: Robin F-GNXT Squawk 7000 or with Chambery Info 123.700 leave the frequency, good-day.

Pilot: With Chambery 123.700, thank you have a good day.

Pilot: Chambery Info, Robin F-GNXT Good day.

Chambery: Robin F-GNXT pass your message.

Pilot: Robin F-GNXT, DR400 2POB, VFR departure from LFLS to LSGS Sion, now overhead Lac de Paladru, 3300ft, next route point LFKA Albertville, for the Information Service.

Chambery: Robin F-GNXT, QNH 1016, Squawk 1234. no traffic on your route.

Pilot: QNH 1016, Squawk 1234 for Robin F-GNXT.

Chambery: Robin F-GNXT îs identified 3300ft East of Lac de Paladru.

Pilot: Identified Robin F-GNXT Thank you.

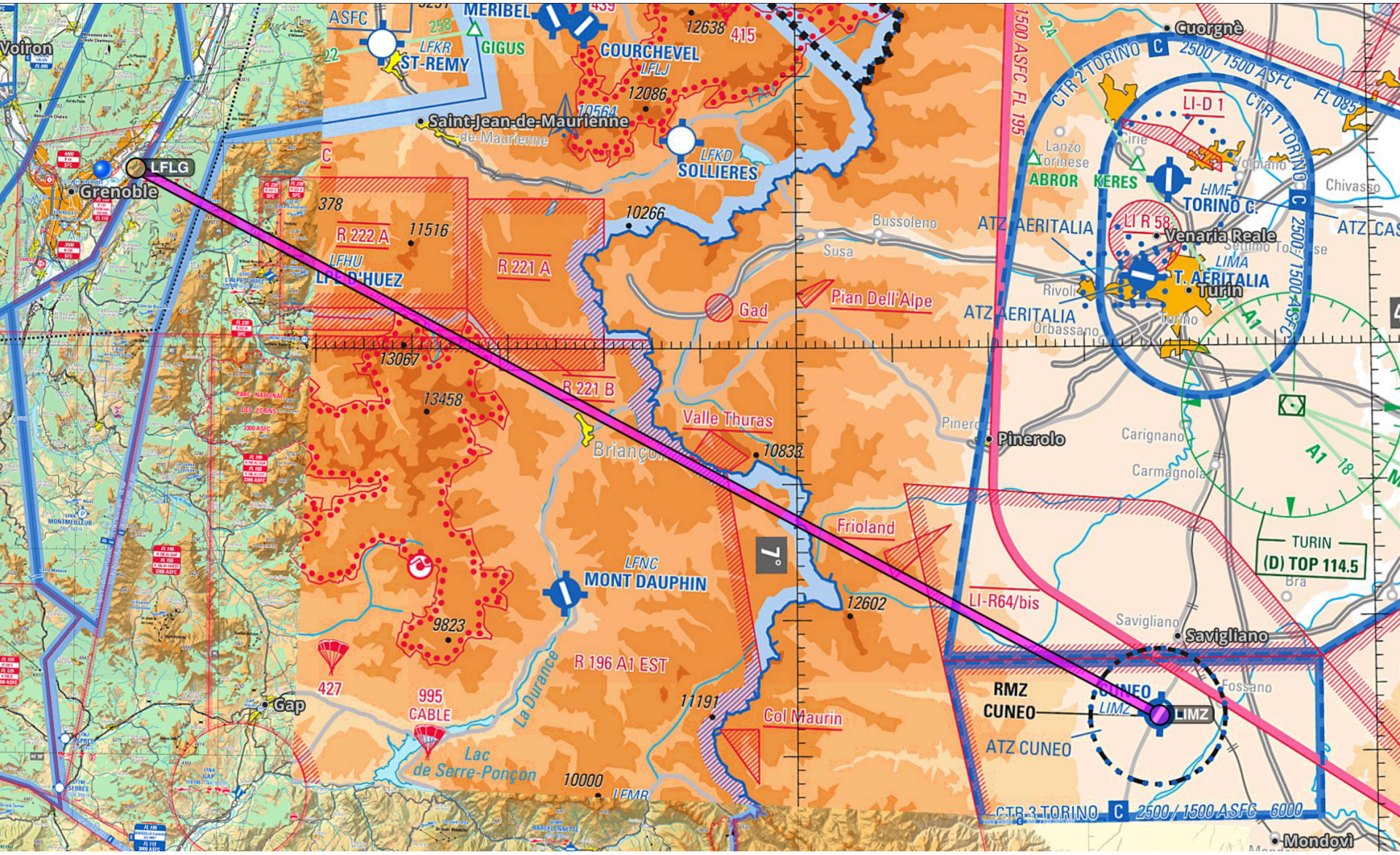
Pilot: Chambery Information from Robin F-GNXT, initially climbing 7000ft QNH 1016 to stay below TMA 10 Lyon. Any glider activity at Challes-Les-Eaux LFLE?

Chambery: Robin F-GNXT copy. No gliding activity reported at LFLE.

Pilot: Thank you Robin F-GNXT.

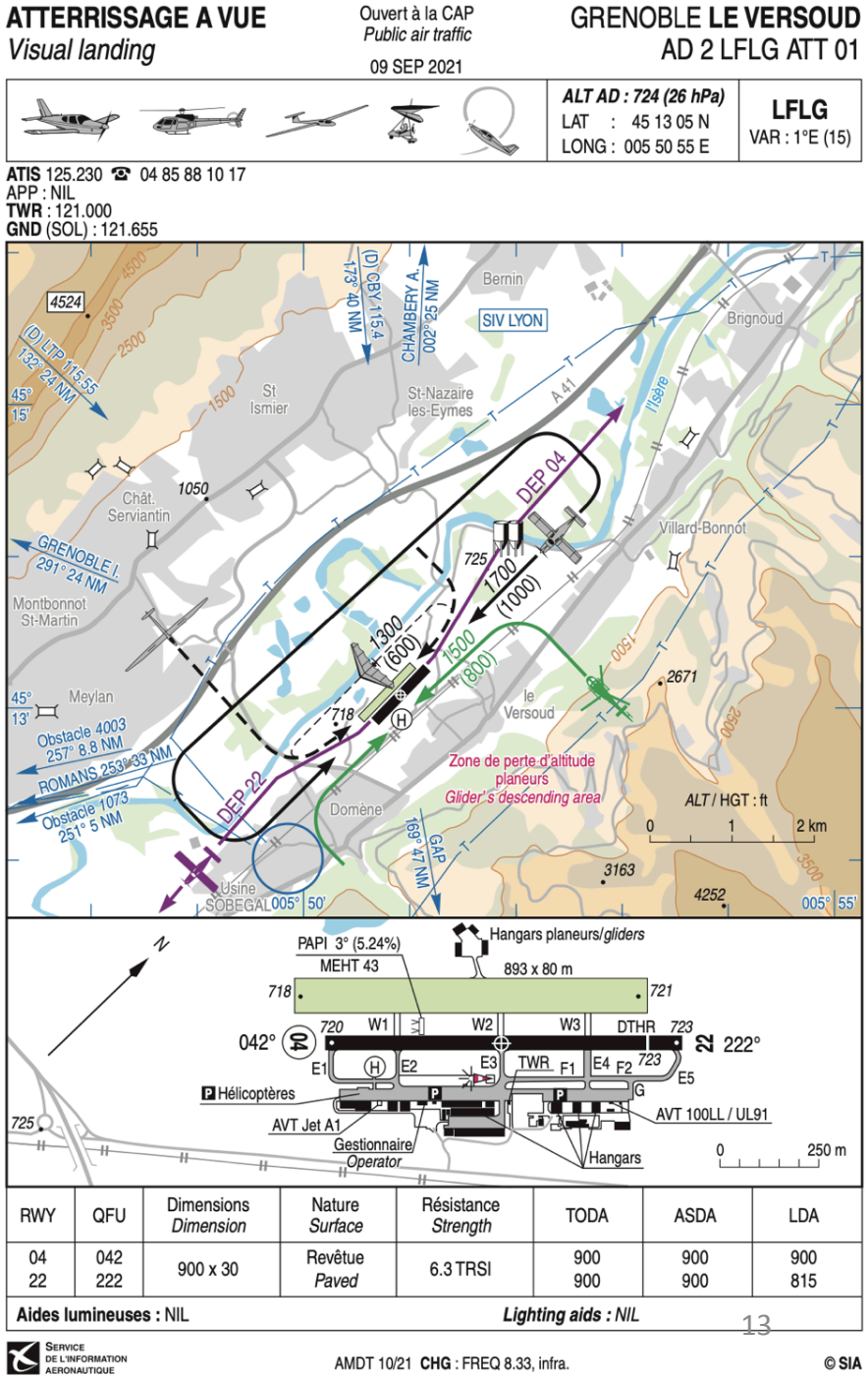
Crew 8: LFLG to LIMZ with F-HGPC

Sebastien Roy, Alexis Mermet



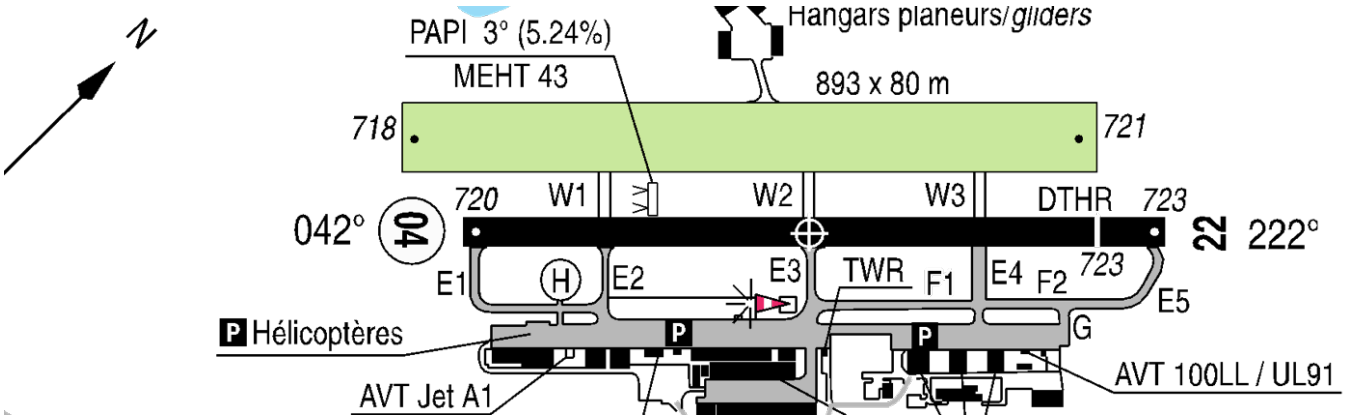
Departure

- VAC
  - ✔ AD reserved for radio-equipped ACFT
  - ✔ Taxiing prohibited except on RWY and TWY.
  - ✔ Noise abatement procedure : TKOF must start from RWY ends.
    - ❑ TKOF RWY 04 : at RWY end climb MAG 036° report over silos passing the Isere river (1 NM) then come back heading 042°.
    - ❑ TKOF RWY 22 : climb MAG 242° until overflying the road (0.5 NM) then follow MAG 222°.
  - ✔ Outside ATS SKED : radio monitoring , A/A on 121.000 MHz.
  - ✔ SW & NE points not visible on the VAC
- RWY
  - ✔ Preferred QFU : 042°
  - ✔ Outside ATS SKED :
    - Simultaneous TKOF QFU 222° prohibited.
    - TKOF grass RWY reserved for home-based ACFT.
- Taxi
  - ✔ 04: Parking Club, taxi via E1
  - ✔ 22: Parking Club, taxi F1 F2 E5



Departure from LFLG

Busy VFR Airport with ATIS, Ground and Tower



Pilot: Le Versoud Ground, Robin F-HGPC. Good Morning

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

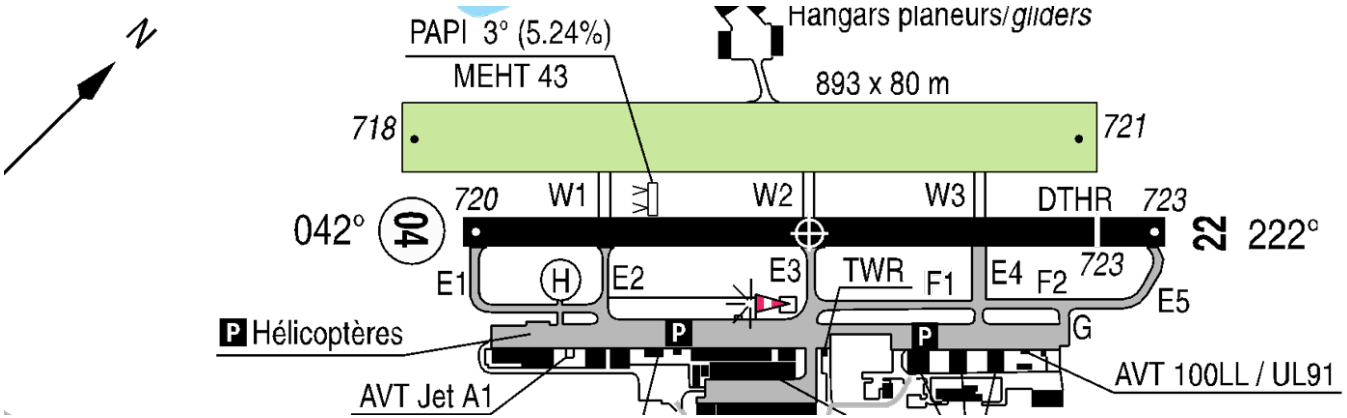
Pilot: Robin F-HGPC on the apron, 2 POB, request taxi for VFR departure to Cuneo LIMZ with flight plan with information Bravo

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

Departure from LFLG

Busy VFR Airport with ATIS, Ground and Tower



Pilot: Le Versoud Tower, Robin F-HGPC on 121.0 at Holding Point E1. Ready for Departure Runway 04.

Tower: F-PC, Line up Runway 04, wind calm, Cleared for takeoff, report leaving frequency

Pilot: Lining up runway 04 and Taking off, will report when leaving frequency, Robin F-HGPC.

Crew 9: LELL to LFLG with F-HGPC

Sebastien Monges, Simon Lang

DEPARTURE FROM LELL

OPERATION Hours: from 9am (Local) to su

METAR/TAF half-hourly

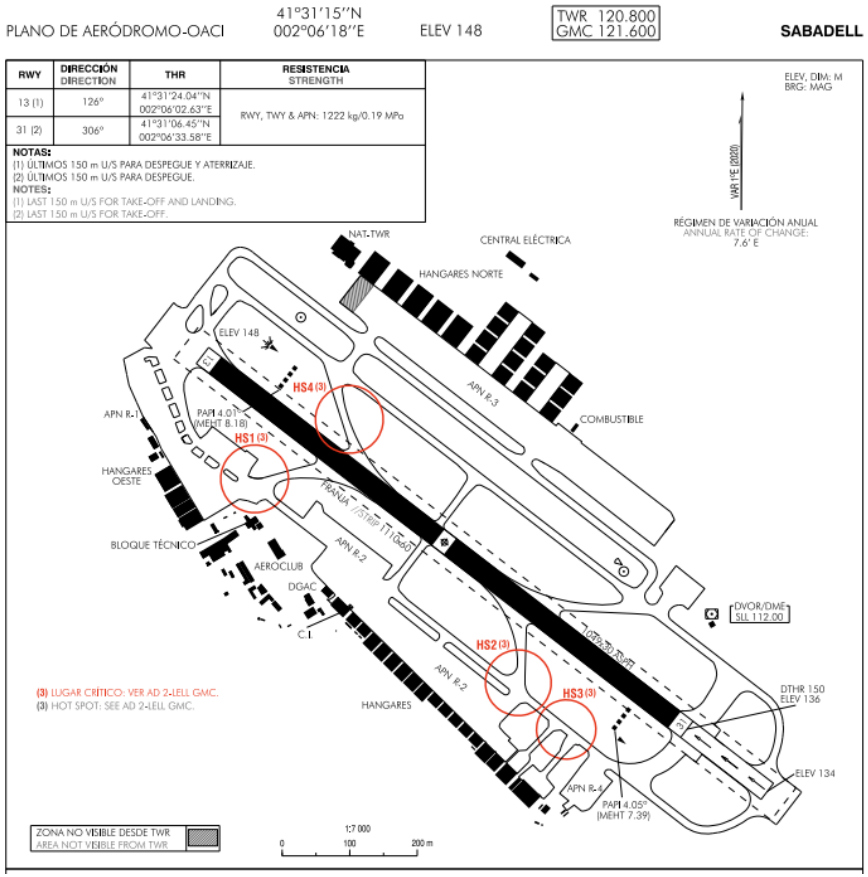
Fuel types 100LL, Jet-A1

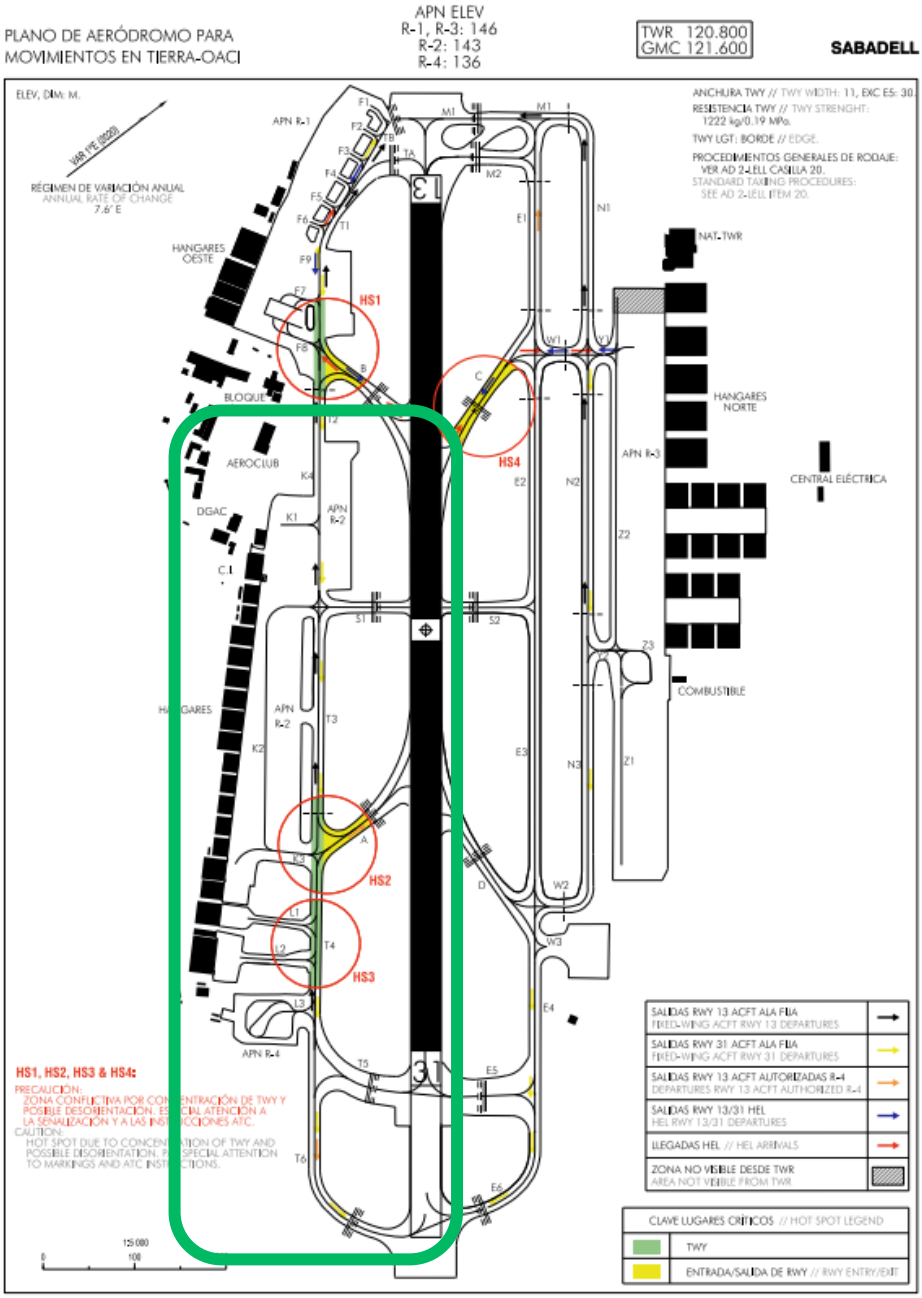
2 radio frequencies

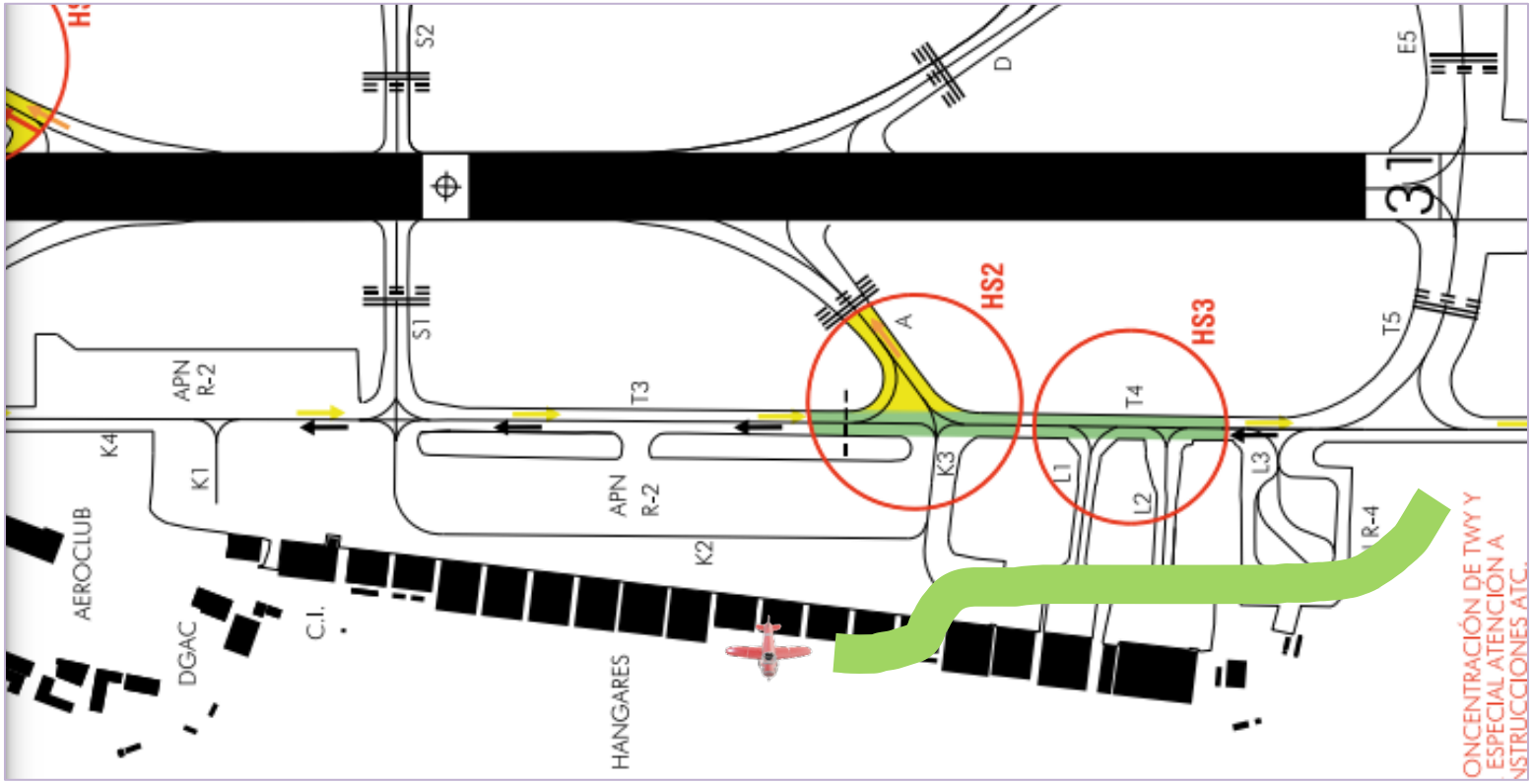
Ground 121.605 (unlikely)

Tower 120.805

No ATIS




PLANO DE AERÓDROMO PARA MOVIMIENTOS EN TIERRA-OACI
APN ELEV
R-1, R-3: 146
R-2: 143
R-4: 136
TWR 120.800
GMC 121.600
SABADELL
ELEV, DIM: M.
VAR 1°E (2020)
RÉGIMEN DE VARIACIÓN ANUAL
ANNUAL RATE OF CHANGE
7.6' E
ANCHURA TWY // TWY WIDTH: 11, EXC E5: 30.
RESISTENCIA TWY // TWY STRENGHT:
1222 kg/0.19 MPa.
TWY LGT: BORDE // EDGE.
PROCEDIMIENTOS GENERALES DE RODAJE:
VER AD 2-LELL CASILLA 20.
STANDARD TAXIING PROCEDURES:
SEE AD 2-LELL ITEM 20.
APN R-1
HANGARES OESTE
BLOQUE
AEROCLUB
DGAC
APN R-2
APN R-4
NAT-TWR
HANGARES NORTE
APN R-3
CENTRAL ELÉCTRICA
COMBUSTIBLE
HS1
HS2
HS3
HS4
HS1, HS2, HS3 & HS4:
PRECAUCIÓN:
ZONA CONFLICTIVA POR CONCENTRACIÓN DE TWY Y POSIBLE DESORIENTACIÓN. ESPECIAL ATENCIÓN A LA SEÑALIZACIÓN Y A LAS INSTRUCCIONES ATC.
CAUTION:
HOT SPOT DUE TO CONCENTRATION OF TWY AND POSSIBLE DISORIENTATION. PAY SPECIAL ATTENTION TO MARKINGS AND ATC INSTRUCTIONS.
SALIDAS RWY 13 ACFT ALA FIJA
FIXED-WING ACFT RWY 13 DEPARTURES
SALIDAS RWY 31 ACFT ALA FIJA
FIXED-WING ACFT RWY 31 DEPARTURES
SALIDAS RWY 13 ACFT AUTORIZADAS R-4
DEPARTURES RWY 13 ACFT AUTHORIZED R-4
SALIDAS RWY 13/31 HEL
HEL RWY 13/31 DEPARTURES
LLEGADAS HEL // HEL ARRIVALS
ZONA NO VISIBLE DESDE TWR
AREA NOT VISIBLE FROM TWR
CLAVE LUGARES CRÍTICOS // HOT SPOT LEGEND
TWY
ENTRADA/SALIDA DE RWY // RWY ENTRY/EXIT
1S 000
0
100



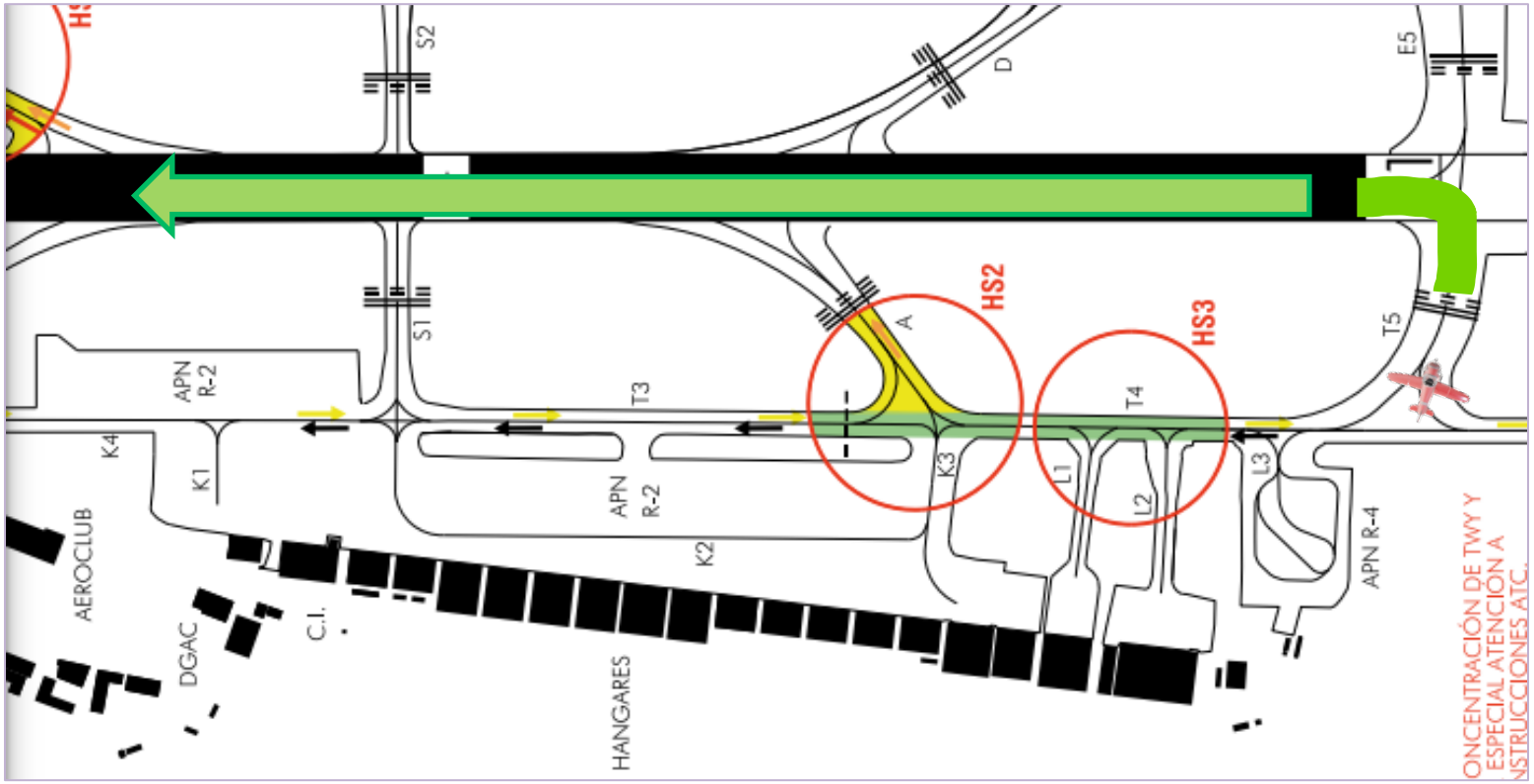
Pilot: Sabadell Ground, F-HGPC, good day

Ground: F-HGPC, Sabadell Ground, go ahead

Pilot: Robin DR401 F-HGPC, at R2,VFR to LFLG, North departure, ready to Taxi

Ground: F-PC, taxi to Holding Point RWY31 via T4, T5, QNH 1013, Wind 290 10kts, SQUAWK 7073, contact tower on 120.805 and report ready

Pilot: Taxiing to Holding Point RWY31 via T4, T5, QNH 1013, SQUAWK 7073 and reporting ready Robin F-PC



Pilot: Sabadell Tower, F-HGPC, good day

Tower: F-HGPC, Sabadell Tower, go ahead

Pilot: Robin F-PC, holding point T5 RWY31, ready for departure

Tower: F-PC, line up and wait RWY31

Pilot: Lining up and waiting RWY31, Robin F-PC

Tower: F-HGPC, Wind 290 10kts, cleared to take-off, RWY31

Pilot: Taking-off RWY31, Robin F-PC

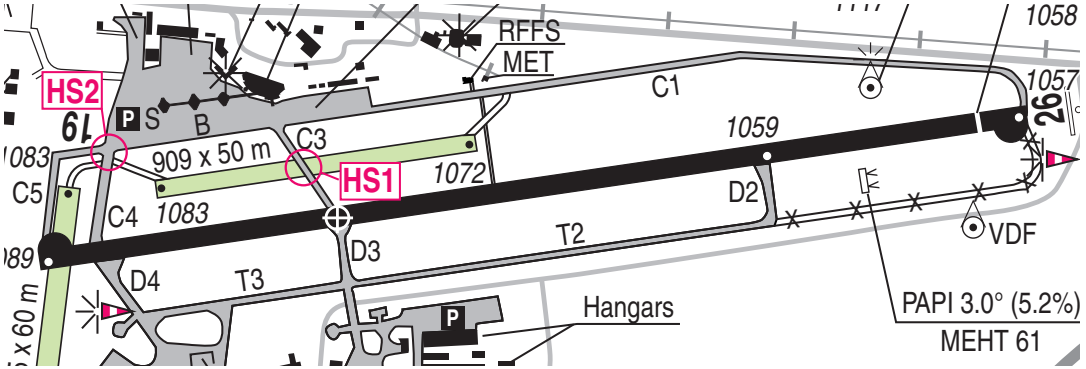
Tower: F-HGPC, monitor Barcelona, 131.125
Pilot: Monitor Barcelona, 131.125, Robin F-HGPC

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

Taxi Instructions: Unfamiliar



The term "unfamiliar" can be used to inform ATS that you are not familiar with the taxiways and may not be able to receive abbreviated, complex or fast-paced information. The ATS unit will offer you direct or uncomplicated routing and to pay attention your safety.

Example:

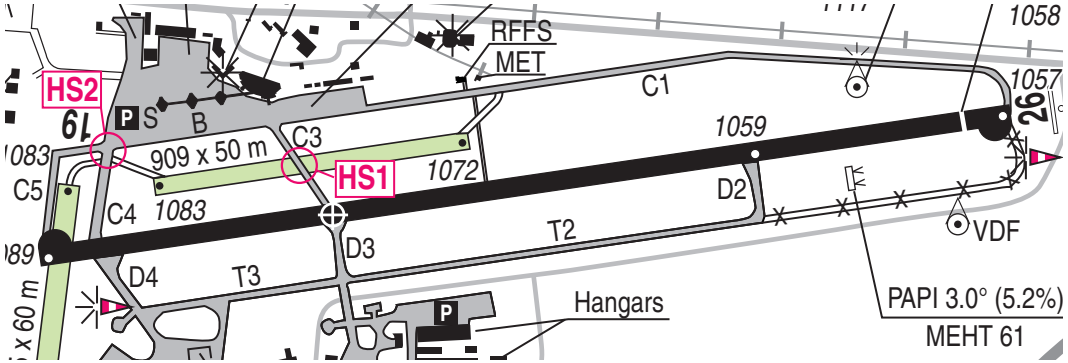
Pilot: Clermont Ground, Robin F-GTPT, on Sierra apron with information Hotel, Unfamiliar with Airport. Request taxi to Runway 08 for VFR departure to Grenoble.

Ground: Robin FGTPT, Clermont Ground, Right turn on taxiway B, taxi to intersection C4.

Pilot: Right turn on taxiway B, taxi to intersection C4, Robin F-PT

(Note that intersection C4 is a clearance limit)

Taxi Instructions: Progressive Taxi



If you are unfamiliar with an airport or unsure of your position, you may request Progressive Taxi. The controller will divide your taxi route into manageable sections and issue you instructions for each section

Example:

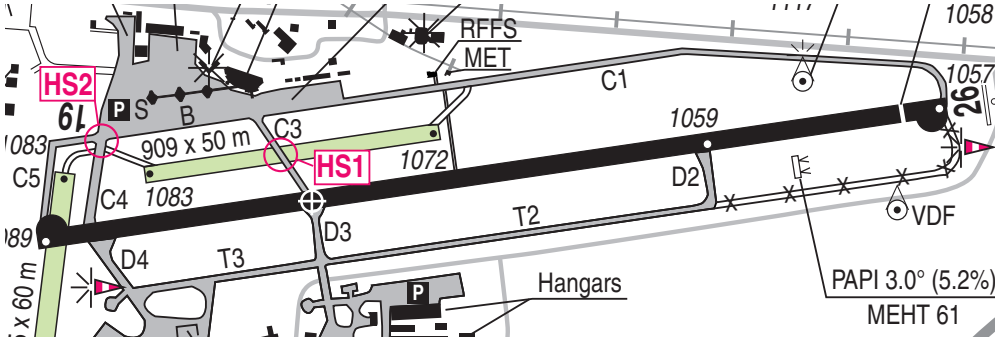
Pilot: Clermont Ground, Runway 26 vacated at D2, unfamiliar with airport, request progressive taxi to terminal, Robin F-GTPT

Ground: Robin F-PT, Clermont Ground, Progressive Taxi to Terminal, turn right on taxiway T2 and taxi to intersection D3.

Pilot: Right on taxiway T2 and taxi to intersection D3, F-PT

Departure Instructions

(from Nav Canada VFR Phraseology)



ATC may issue specific departure instructions. This is NOT a take-off clearance.
Example

ATC: (aircraft call sign) (instruction)
Pilot: (instructions) (aircraft call sign)

Example:

Pilot: Clermont Tower, Robin F-GTPT, holding short of runway 08 at C4, ready for departure.

Tower: Robin F-PT, After departure, fly Runway heading, climb 2500 feet and contact Clermont approach on 122.225.

Pilot: After departure, Fly runway heading, climb 2500 feet and contact Clermont approach on 122.225, Robin F-PT

Takeoff

(from Nav Canada VFR Phraseology)

To take off from a controlled runway, you must be issued a clearance containing the words CLEARED FOR TAKEOFF.

Ensure you are holding short of the appropriate runway and are ready to take off before contacting ATC. When you receive your take-off clearance, it is good practice to repeat the runway number in your read back. (See also p8 and p12 of ICAO manual)

Aircraft: (ATC unit call sign) (aircraft call sign) HOLDING SHORT RUNWAY (runway number, ready for departure)

ATC: (aircraft call sign) CLEARED FOR TAKEOFF RUNWAY (runway number)

Example:

Pilot: Clermont Tower, F-GTPT Holding short of Runway 08 at C4, Ready for departure

Tower: Robin F-PT wind 150, 3 kts Cleared for takeoff runway 08

Pilot: Cleared for Takeoff runway 08, F-PT

Immediate Takeoff

(from Nav Canada VFR Phraseology)

Tower may ask if you are able to perform an immediate departure. This means that because of other traffic, no extra time can be spent on the runway. You must taxi onto the runway and take off with no delay. If you are unable to do this, say "unable", remain holding short, and the tower will issue you a standard take-off clearance when able.

Example:

Pilot: Clermont Tower, F-GTPT Holding short of Runway 08 at C4, Ready for departure

Tower: F-PT, are you able an immediate departure?

Pilot: Affirm, Robin F-PT

Tower: Robin F-PT wind 150 3 kts, Cleared for immediate takeoff runway 08

Pilot: Cleared for immediate takeoff runway 08, F-PT

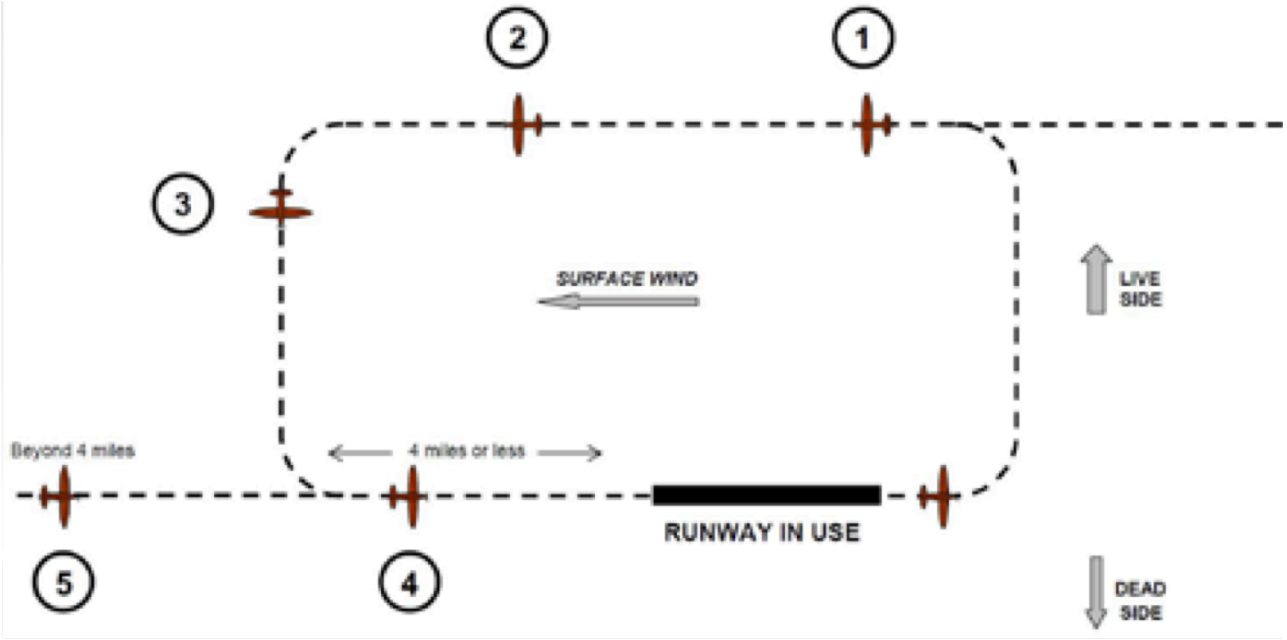
Readback of Clearances (EuroControl Guide, p7 and p17)

Items to be 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
- SSR codes
- Level or heading instructions
- Speed instructions
- Transition levels

EuroControl: Guide to Phraseology



Left-Hand Circuit

Position 1: Aircraft reports on '***Downwind***' leg.

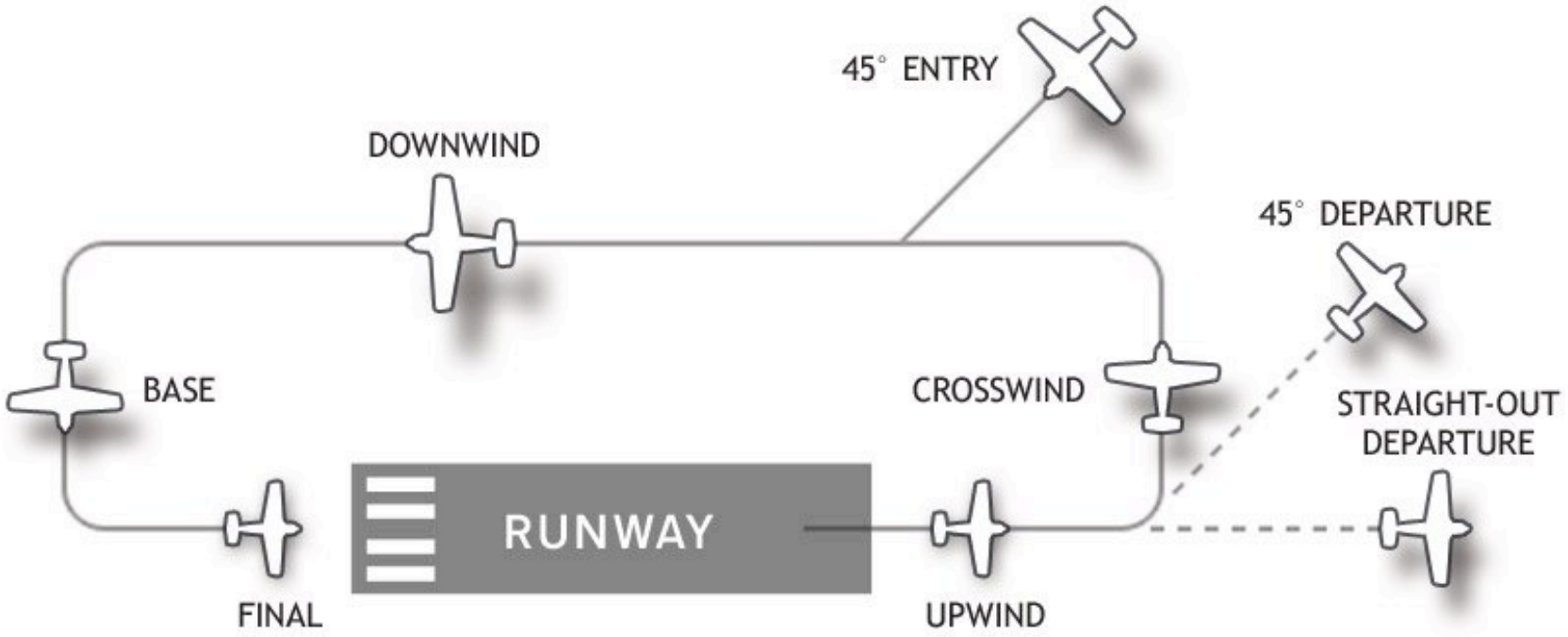
Position 2: Aircraft reports '***Late downwind'*** if it is on the downwind leg, has been unable to report '***Downwind***' and has passed the downwind end of the runway.

Position 3: Aircraft reports '***Base***' leg (if required).

Position 4: Aircraft reports '***Final'***. Clearance to land issued here.

Position 5: Pilot reports '***Long final***' (between 8 and 4 miles) when aircraft is on a straight in approach.

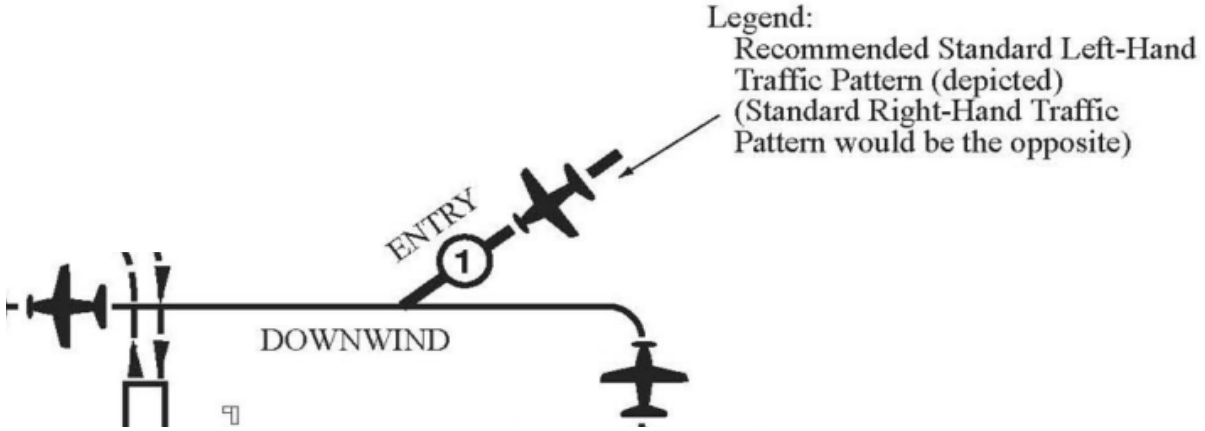
Basic Aerodrome Pattern (US and Canada)



The traffic pattern is divided into legs which form a rectangle.

Legs define a phase of flight associated with takeoff, landing, or closed pattern touch and go operations, entry and departure.

Arrival and Entry in US and Canada

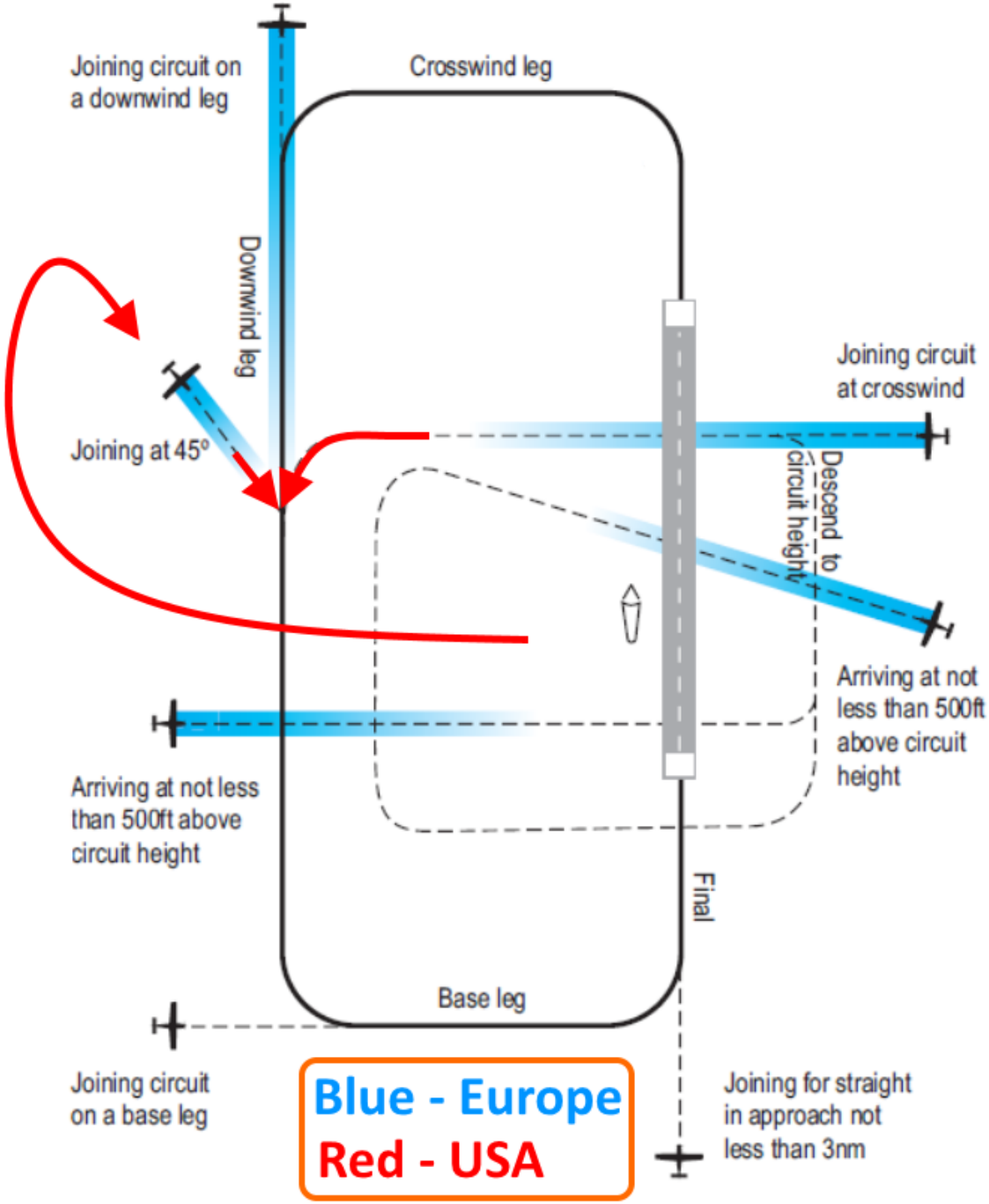


In **Canada** and the **US**, arriving pilots are encouraged to enter the pattern downwind at 45 degrees.

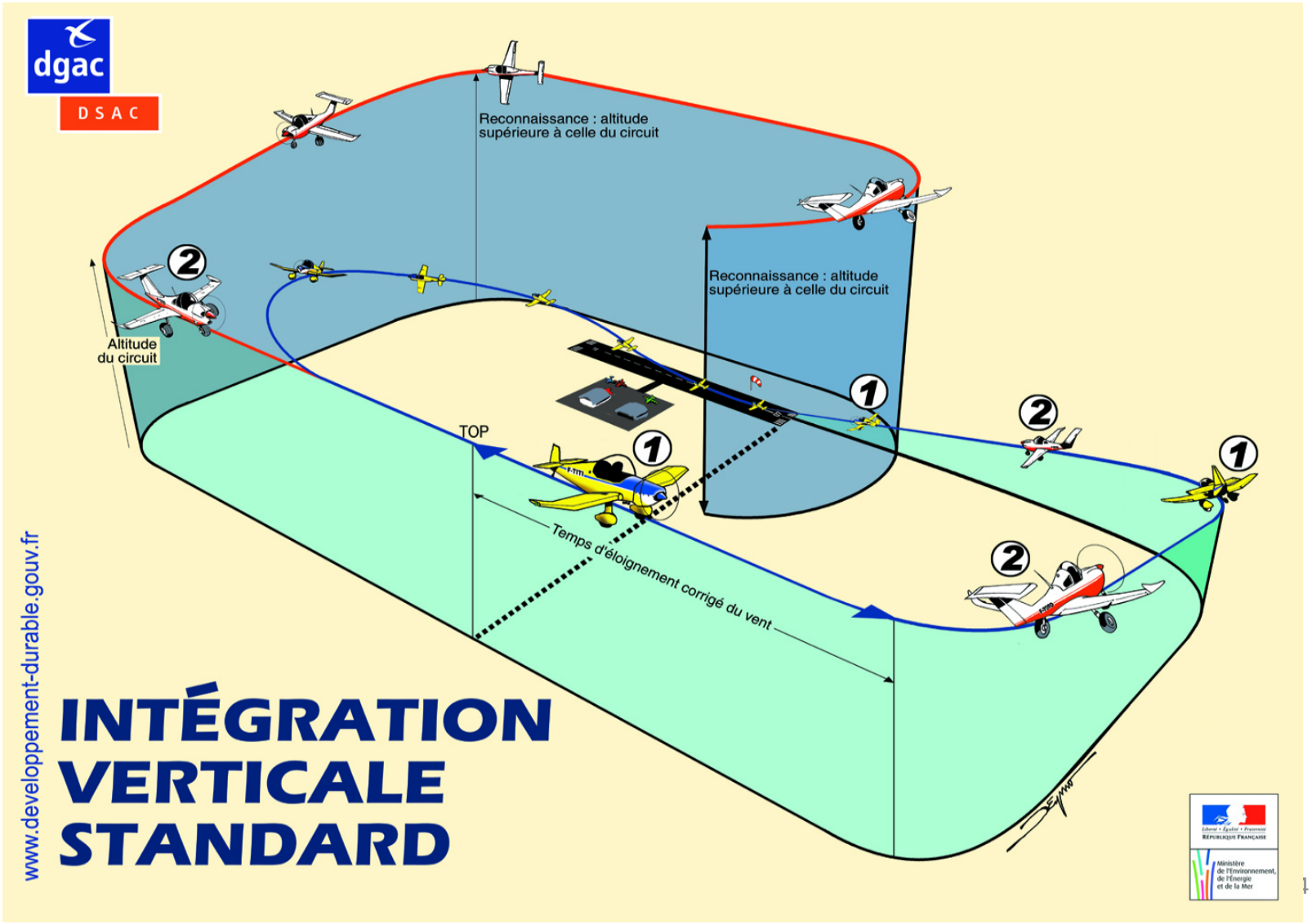
In **France**, pilots should enter the downwind leg from overhead or straight in.

Pilots may choose to execute a straight-in approach to final. Pilots on a straight-in approach must not disrupt the flow of arriving and departing traffic.

Pilots operating in the traffic pattern should be alert for aircraft executing a downwind entry or a straight-in approach.

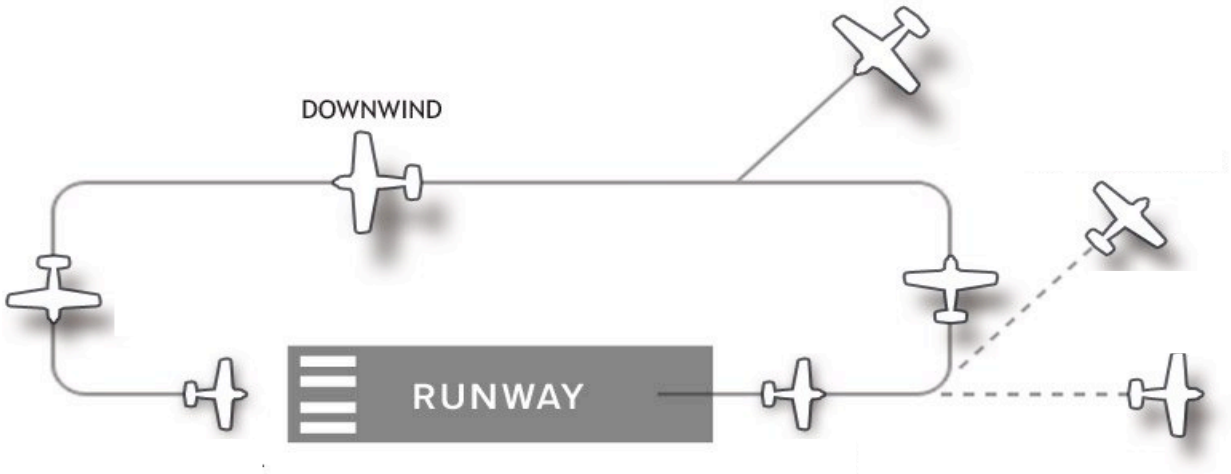

Joining circuit on a downwind leg
Crosswind leg
Downwind leg
Joining at 45°
Joining circuit at crosswind
Descend to circuit height
Arriving at not less than 500ft above circuit height
Arriving at not less than 500ft above circuit height
Final
Base leg
Joining circuit on a base leg
Joining for straight in approach not less than 3nm
Blue - Europe
Red - USA

Arrival and Entry – NonControlled Airfield



Basic Circuit Pattern Reporting

(from Nav Canada VFR Phraseology)



If entering circuit directly after takeoff, report your position on downwind

Pilot : (aircraft call sign) DOWNWIND (intention)

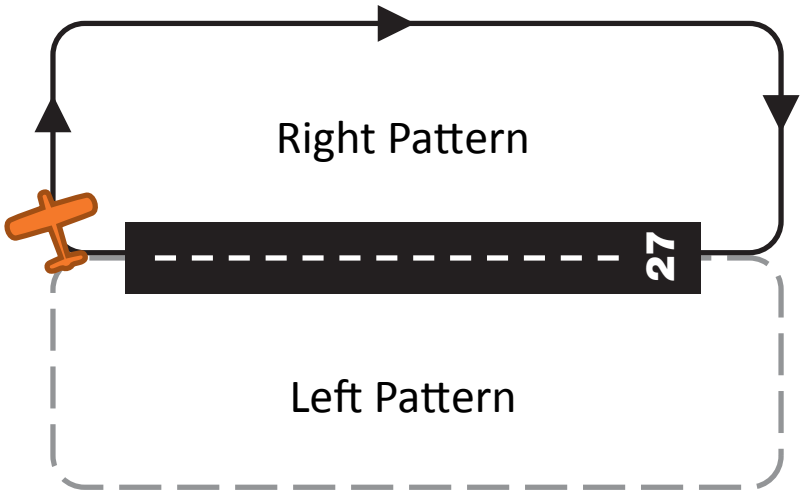
Example:

Pilot: Robin F-PT Downwind runway 04 for a touch-and-go

Tower: F-PT number 2 report final

Pilot: Number 2, will report final Robin F-PT

Basic Aerodrome Pattern: Left or Right Pattern



The visual circuit direction may be a left hand or a right hand pattern, determined by direction of turns.

By default, patterns are flown with Left turns.

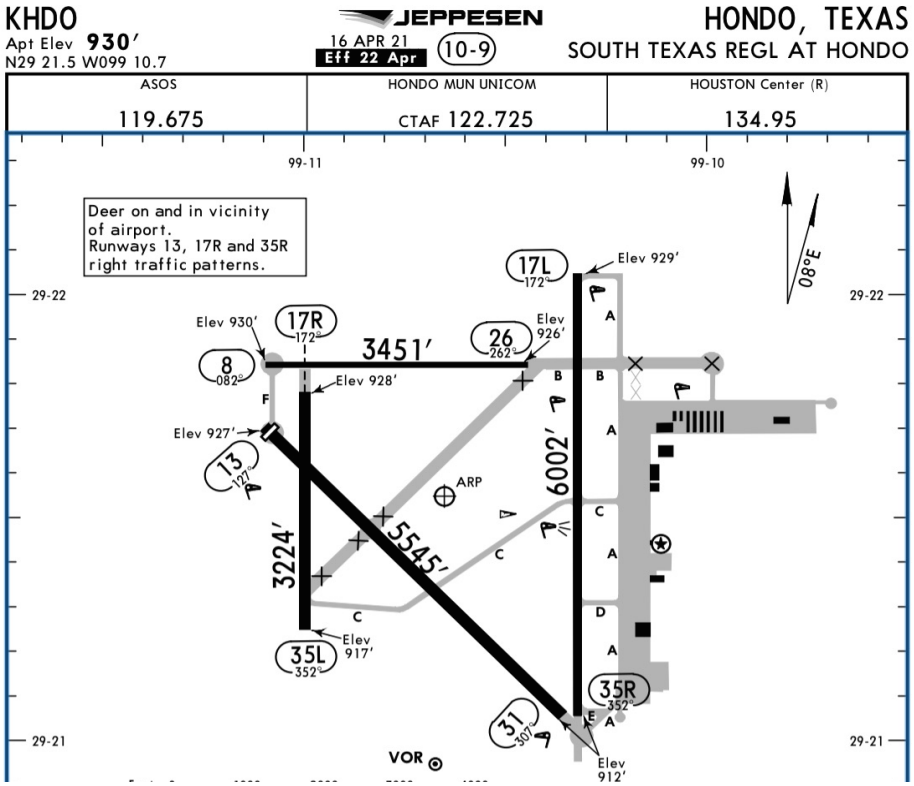
If you are flying a right hand pattern you must include this in your transmissions.

Pilot: Right downwind Runway 27 for landing, Robin F-GTPT

Tower: F-PT, Number 2, traffic on final, report Final Runway 27, Grenoble Tower

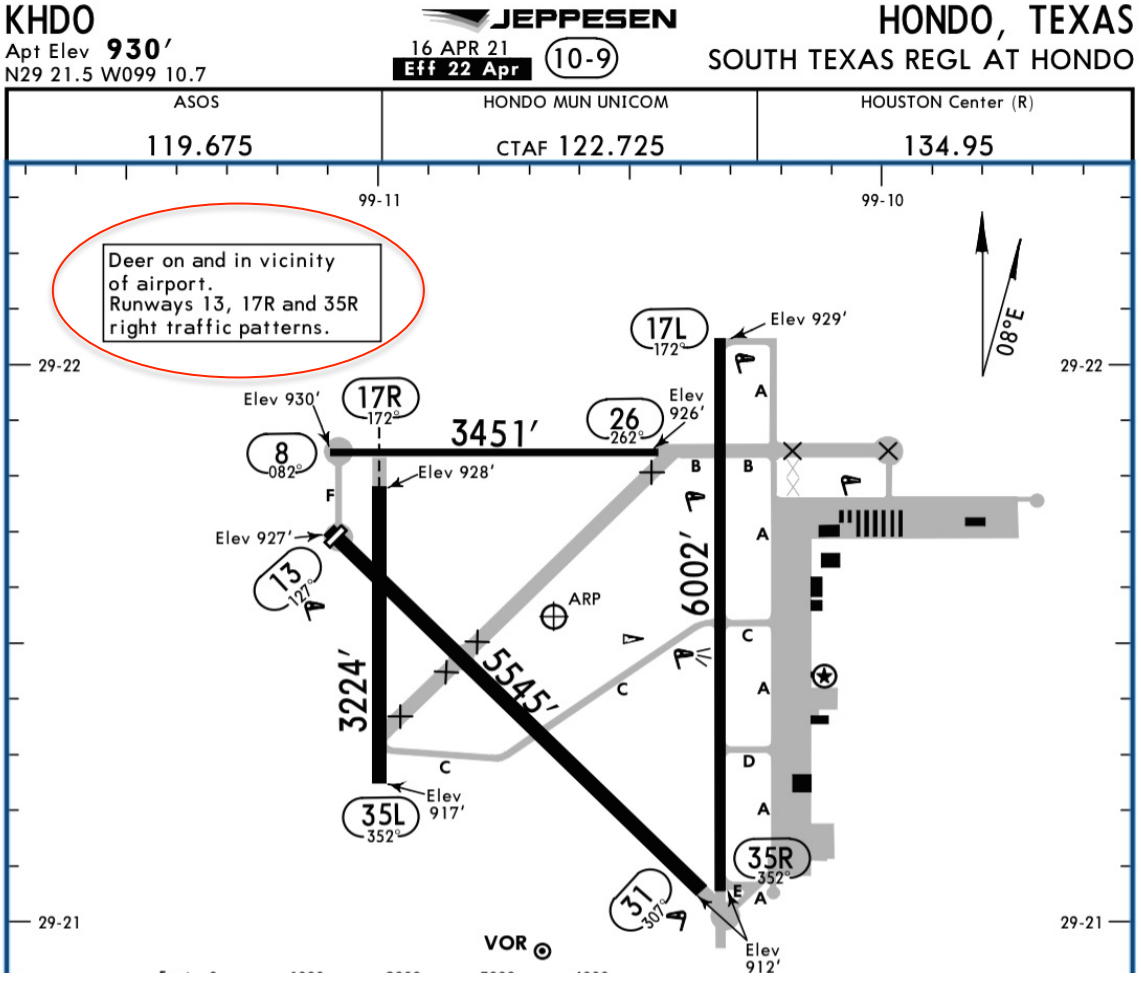
Basic Aerodrome Pattern: Parallel Runways

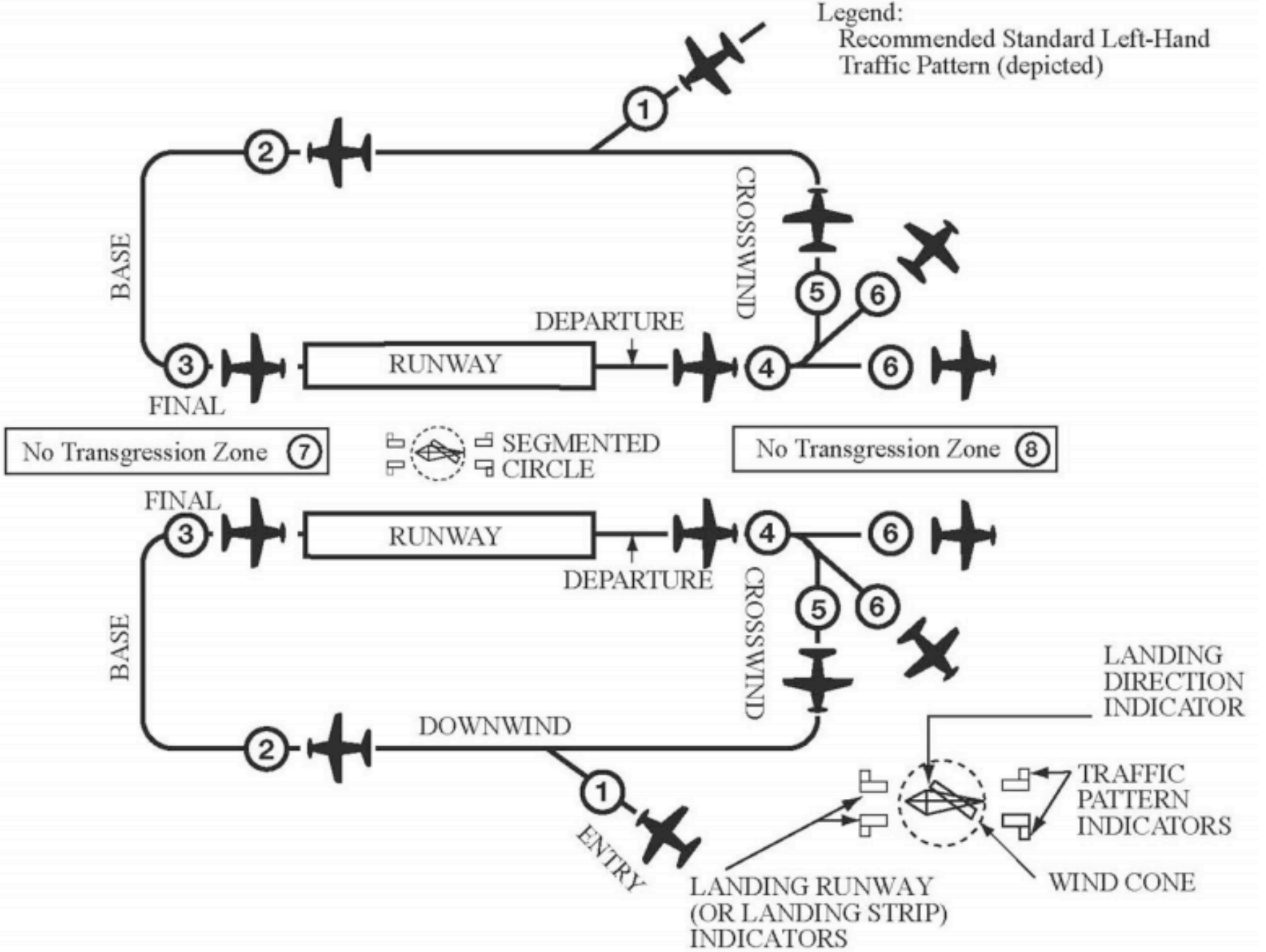
Some aerodromes have parallel runways. These have the same numerical designator but they are distinguished by adding the word ‘left’ or ‘right’ after the number, e.g. ‘Runway 27 left’ and ‘Runway 27 right’. At aerodromes with parallel runways you should take extra care and ensure you use the correct runway.



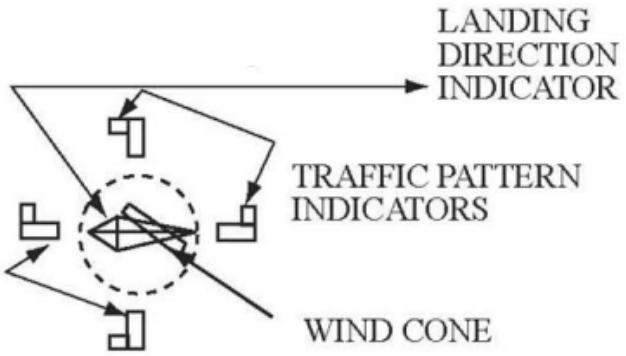
Aerodrome Pattern: Left or Right Pattern?

When planning a flight always check the circuit directions at your destination aerodrome.




Legend:
Recommended Standard Left-Hand
Traffic Pattern (depicted)
1
2
BASE
CROSSWIND
5
6
DEPARTURE
3
RUNWAY
4
6
FINAL
No Transgression Zone 7
SEGMENTED
CIRCLE
No Transgression Zone 8
FINAL
3
RUNWAY
4
6
DEPARTURE
BASE
CROSSWIND
5
6
LANDING
DIRECTION
INDICATOR
DOWNWIND
2
1
TRAFFIC
PATTERN
INDICATORS
ENTRY
LANDING RUNWAY
(OR LANDING STRIP)
INDICATORS
WIND CONE
Legend:
Standard Right-Hand
Traffic Pattern (depicted)

Segmented Circle Airport Marker System



Airfields may have a **Segmented Circle Airport Marker System**, composed of a:

Segmented Circle used to mark the center of a landing area;

Wind Direction Indicator, typically a wind cone;

Landing Direction Indicator to show the direction for landings and takeoffs;

Traffic Pattern Indicator: A pair of L-shaped indicators to indicate the direction of the traffic pattern.

Basic Circuit Pattern: Landing Clearance

(from Nav Canada VFR Phraseology)

A landing clearance provides authorization to land. However, the decision on whether to land or pull up and go around is yours.

If you initiate an Go-around (overshoot or rejected landing), advise ATC as soon as safely able. Once issued a landing clearance, you may land the aircraft on the designated runway and exit to an appropriate taxiway.

You must have a clearance to backtrack a runway.

You must have a clearance to cross an active runway during taxi.

ATC: (aircraft call sign) (traffic/hazard/obstacle information if necessary) (landing and exit instructions) (wind) CLEARED (land/touch-and-go/etc.) RUNWAY (runway number)

Aircraft: CLEARED (land/touch-and-go/etc.) RUNWAY (runway number)

(or "Landing (touch-and-going) RUNWAY (runway number)")

Landing Clearance Format

(from Nav Canada VFR Phraseology)

A landing clearance provides authorization to land.

ATC: (aircraft call sign) (traffic/hazard/obstacle information if necessary) (landing and exit instructions) (wind) CLEARED (to land/ for touch-and-go/ etc.) RUNWAY (runway number)

Aircraft: CLEARED (to land/ for touch-and-go/etc.) RUNWAY (runway number)

Example:

Tower: Robin F-PT, wind 030 at 5 knots, Cleared to land runway 09

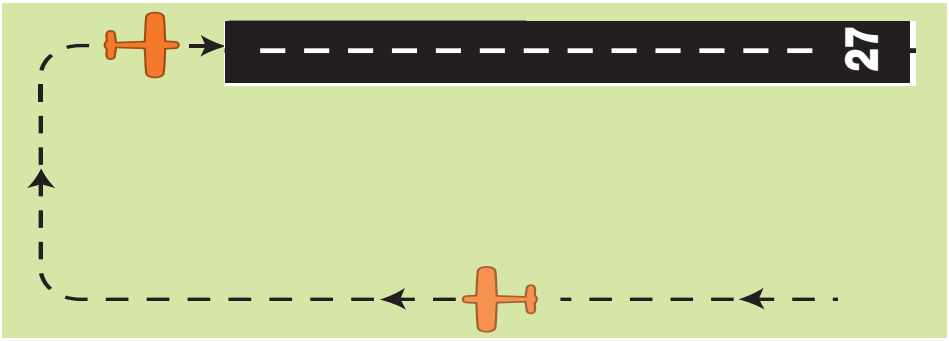
Pilot: Cleared to Land Runway 09, F-PT

Or

Pilot: Landing Runway 09, F-PT

Cleared for the Option

(from Nav Canada VFR Phraseology)



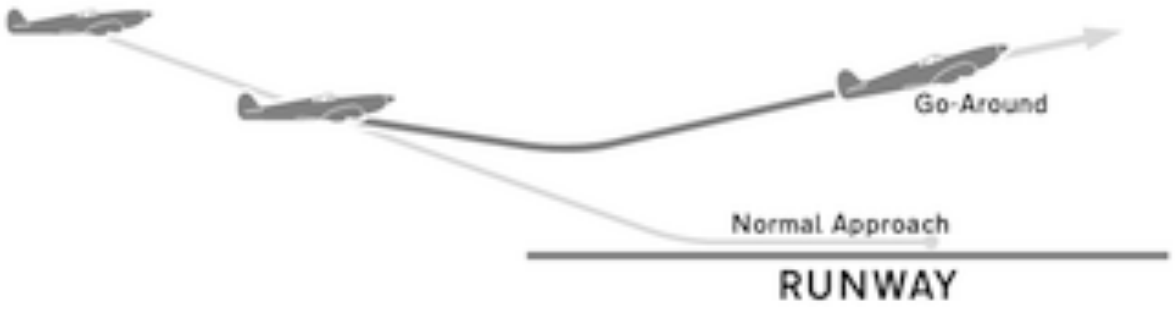
You may request a variety of options for the final leg and touchdown portion of your circuit. These options include: touch-and-go, low approach, missed approach, stop-and-go, full stop landing, simulated rejected takeoff, reduced power takeoff or simulated engine failure. This request should be made as part of your downwind call. If the circuit or airport is busy, you may not be issued clearance for the option.

Example:

Pilot : Robin F-PT, Right downwind Runway 09, request the option

Tower: Robin F-PT, Number one, cleared for the option Runway 09

Basic Aerodrome Pattern: Go-Around



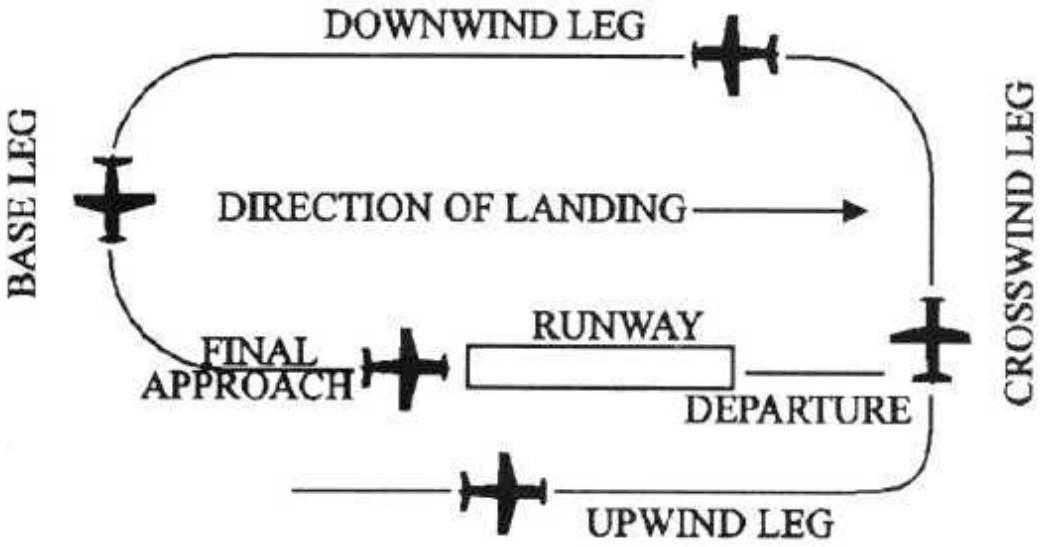
Go-Around: Pilot abandons the approach and rejoins the circuit.

A go-around may be conducted due to ATC instruction, occupied runway, unstable approach or improper trajectory.

(from Nav Canada) : On Go-around, unless otherwise advised by ATC, a VFR aircraft or an aircraft conducting visual approach should overfly the runway while climbing to traffic pattern altitude and enter the traffic pattern via the crosswind leg.

(in France we use a sidestep to the right)

Basic Aerodrome Pattern: Upwind Leg



Upwind: A flight path parallel to the landing runway in the landing direction

The upwind leg is separate and distinct from the departure leg and often used to reference the flight path flown after takeoff (or a touch and go), or as part of a Go Around

ATC Circuit Instructions

(from Nav Canada VFR Phraseology)

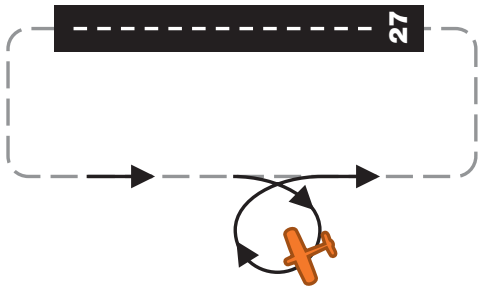
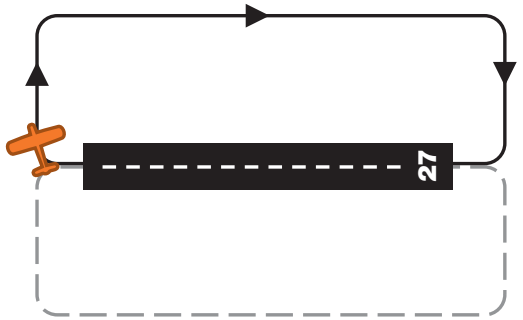
Turn crosswind to follow traffic	Do not turn crosswind until you are in a position to follow traffic on downwind

Extend downwind to follow traffic on final	Continue on the downwind leg so that you can turn base to follow traffic

Continue downwind, I will advise base turn	Continue on the downwind until instructed to turn base

ATC Circuit Instructions

(from Nav Canada VFR Phraseology)

Do a right hand 360	Perform a three hundred and sixty degree turn to the right and rejoin the circuit	
Make the next circuit right hand	Change from a left to a right hand circuit	
Direct to threshold	From your current position, fly in a straight line to the threshold of the specified runway	

ATC Circuit Instructions

(from Nav Canada VFR Phraseology)

If you are given an instruction that includes NOW, comply immediately as long as you are safely able. If you are unable, inform ATC.

ATC: (Aircraft) (ATC), (instruction) NOW

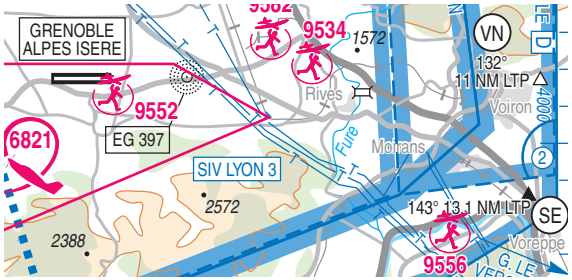
Example:

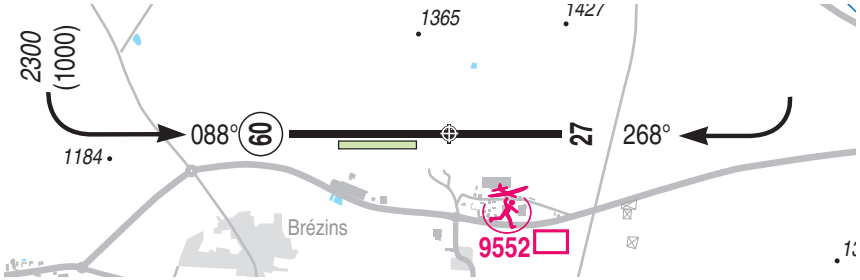
Tower: Robin F-PT, turn left base runway 27 NOW you are number one Cleared for the option

Pilot: Left base runway 27 NOW , Cleared for the option, F-PT

Arrival and Entry

(from Nav Canada VFR Phraseology)





Pilot: (ATC unit call sign) (aircraft call sign) (position) (altitude) (intentions)

Tower: (aircraft call sign), (ATC unit call sign), Report (position) (runway)

Example:

Pilot: Grenoble Tower, Robin F-GTPT

Tower: Robin F-PT, Grenoble Tower

Pilot: Grenoble Tower, Robin F-GTPT, VFR flight plan from Le Versoud, approaching SE 2500 for landing, with information Bravo

Tower: Robin F-PT, Grenoble Tower, Report right downwind runway 09

Pilot: Will Report right downwind runway 09, Robin F-PT

Traffic Advisory

(from Nav Canada VFR Phraseology)

While flying VFR you are responsible for looking for traffic around you. In controlled airspace, if workload permits, ATC may advise you of traffic and provide separation; however, this does not relieve you of the responsibility to look for traffic as well.

Use the phrase LOOKING FOR TRAFFIC if you do not see the traffic. Use the phrase TRAFFIC IN SIGHT only if you see the traffic.

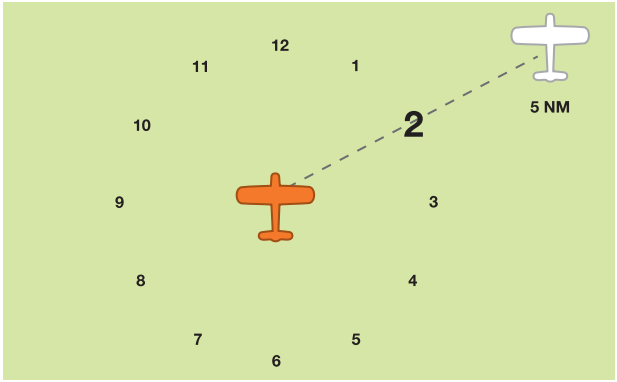
If you lose sight of traffic, inform ATS.

ATC: (aircraft call sign) TRAFFIC (position based on 12hr clock, direction, altitude, aircraft type)

Aircraft: LOOKING FOR TRAFFIC/TRAFFIC IN SIGHT (aircraft call sign)

Traffic Advisory

(from Nav Canada VFR Phraseology)



ATC: (aircraft call sign) TRAFFIC (position based on 12hr clock, direction, altitude, aircraft type)
Aircraft: LOOKING FOR TRAFFIC/TRAFFIC IN SIGHT (aircraft call sign)

Example:
Tower: F-PT, TRAFFIC two o'clock, four miles, Southbound bound Cessna, same altitude.
Pilot: Looking for traffic, Robin F-PT
Pilot: Traffic in sight, Robin F-PT

For Next Time

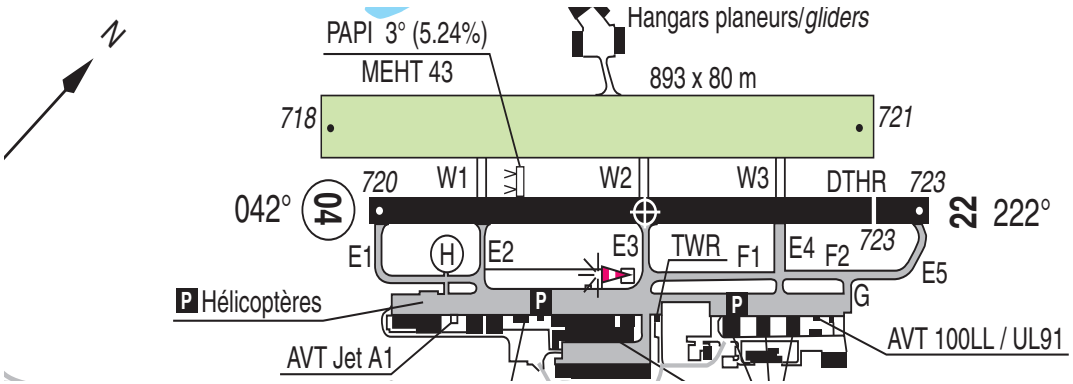
Prepare a script for closed circuit patterns at your departure airfield.

A script for startup, taxi, take-off and closed circuit touch-and-go's at your departure airfield.

Example Script for Closed Traffic at LFLG

DGAC guidelines for readback but using “will” for conditional actions

LFLG – Closed Traffic



Pilot: Le Versoud Ground, Robin F-GTPT. Good Morning

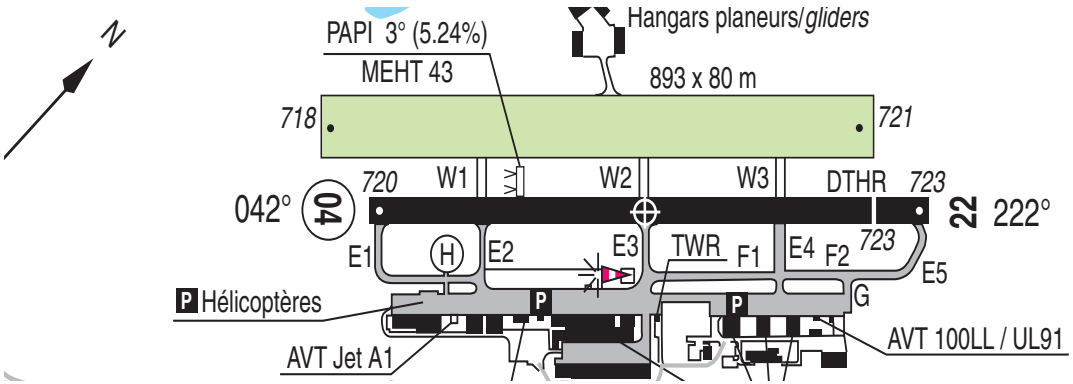
Ground: F-GTPT, Le Versoud Ground. Pass your message

Pilot: Robin F-GTPT on the apron, 2 PoB, request taxi to Runway 04 for closed traffic with information Bravo

Ground: F-PT 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, Robin F-PT

LFLG – Closed Traffic

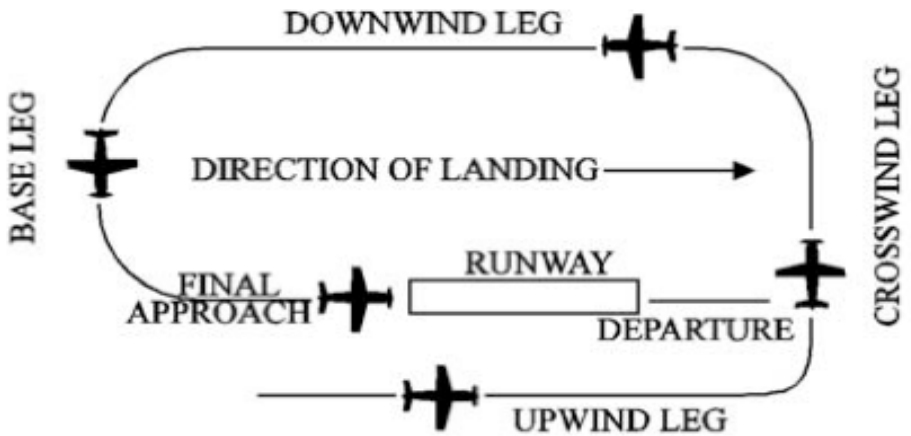


Pilot: Le Versoud Tower, Robin F-GTPT Holding Point E1 Runway 04. Closed traffic. Ready for Departure.

Tower: F-PT, Le Versoud Tower. Closed traffic approved, Runway 04 Cleared for takeoff, wind calm, report downwind Runway 04 abeam the tower

Pilot: Taking off Runway 04 . Will report downwind Runway 04 abeam the tower. Robin F-PT

LFLG – Closed traffic



Pilot: Robin F-PT downwind Runway 04 for a touch-and-go.

Tower: F-PT, Number 3, Report end of downwind

Pilot: Number 3, will report end of downwind, Robin F-PT

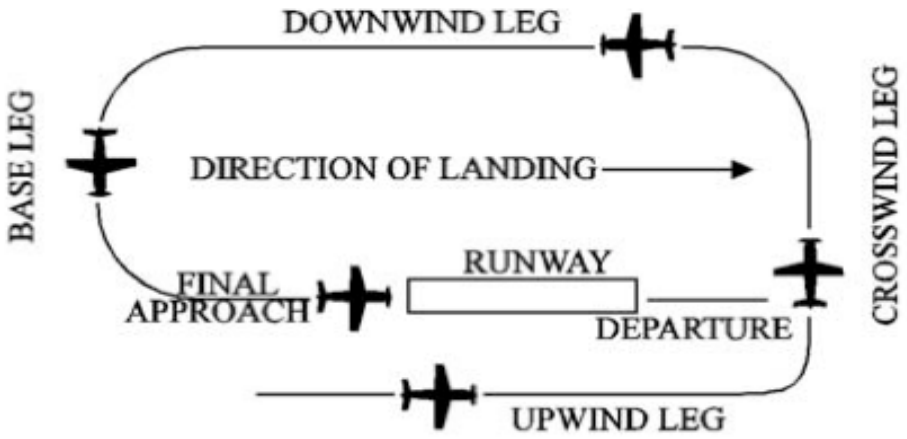
…

Pilot: Robin F-PT end of downwind

Tower: F-PT, number 2, landing aircraft on short final, report final.

Pilot: Number 2, Number 1 in sight, will report final, Robin F-PT

LFLG – Closed traffic



Pilot: Robin F-PT Final Runway 04 for a touch-and-go.

Tower: F-PT, Cleared for touch-and-go Runway 04.
Report downwind Runway 04. Le Versoud Tower.

Pilot: Touch-an-Go, Runway 04.
Will report downwind Runway 04. Robin F-PT.

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, Cross Country Phraseology, Sample Enroute scripts.**
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.