Aero Club Dauphiné
Aviation English Master Class
Session 8

James Crowley

and the ACD FCL055 team

http://crowley-coutaz.fr/jlc/FCL055

Session Planning (*aspirational*)

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

ACD MasterClass Flight Crews

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

Crew 8: LFLG to LIMZ with F-HGPC

Sebastien Roy, Alexis Mermet
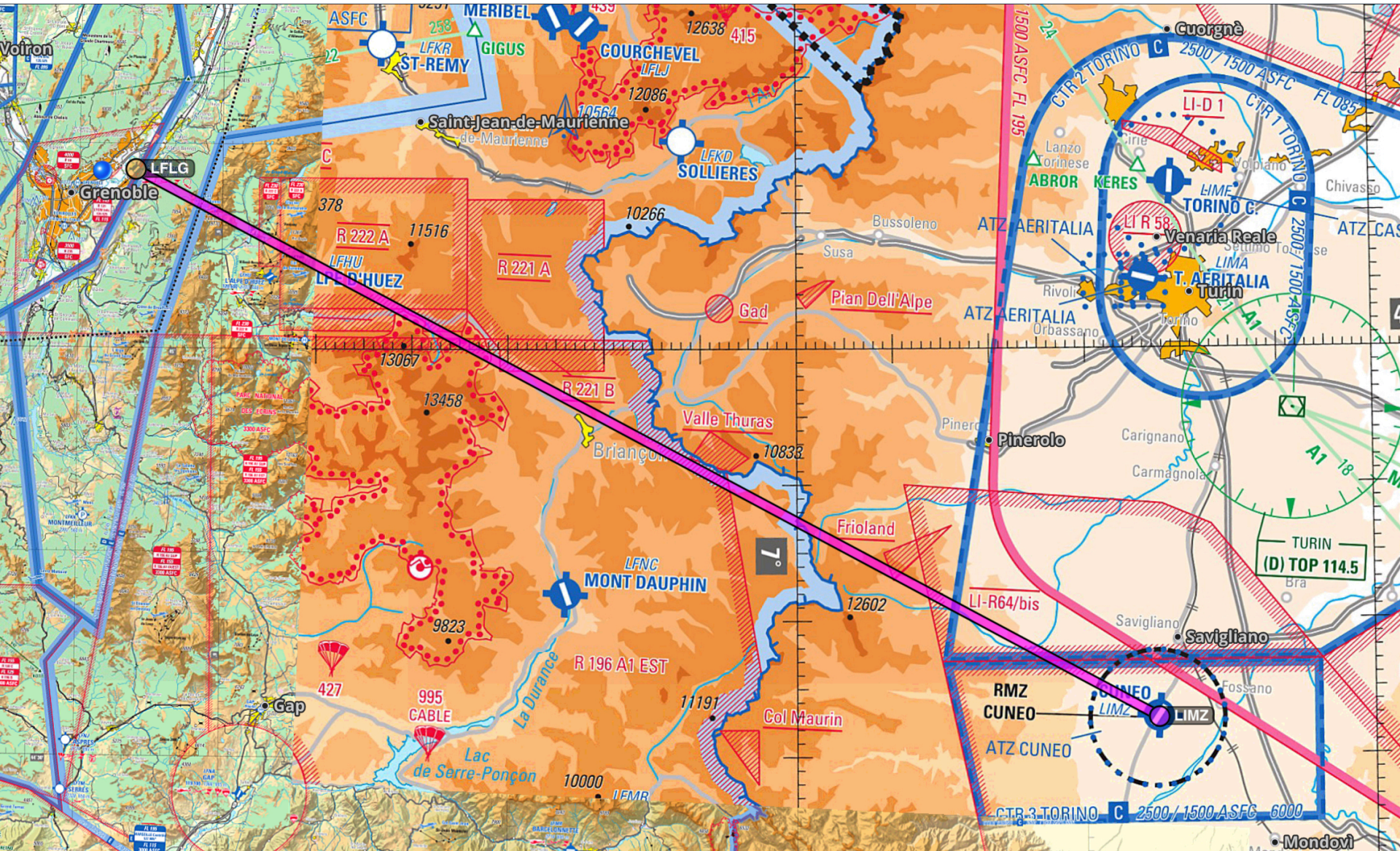
Departure from LFLG
Busy VFR Airport with ATIS, Ground and Tower
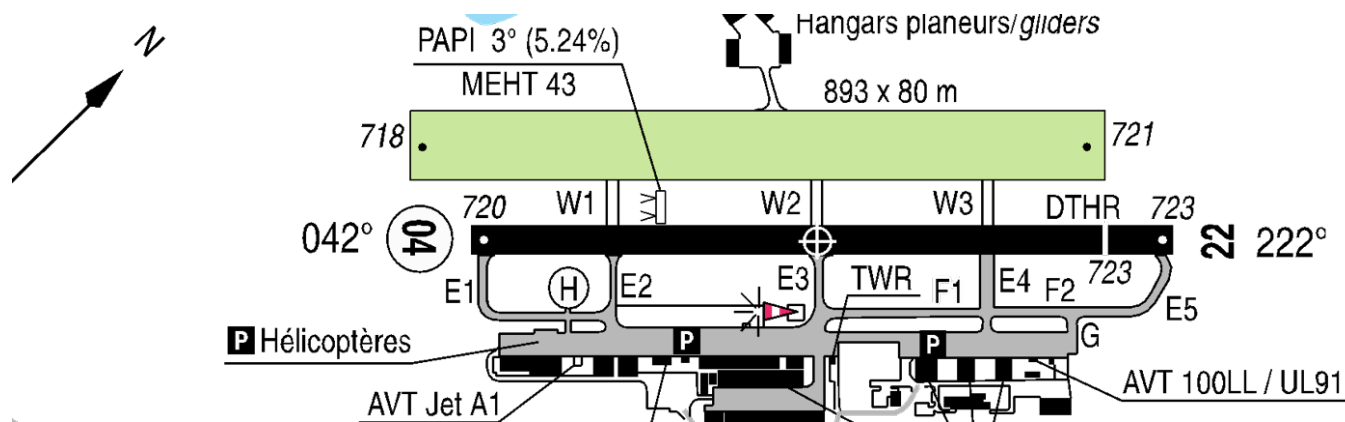
Pilot: Le Versoud Ground, Robin F-HGPC. Good Morning

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

Pilot: Le Versoud Ground, Robin F-HGPC on appron, 2 POB, request taxi for closed traffic , with information Alpha

Ground: F-PC. Closed Traffic approved, Taxi to Holding point E1 RWY 04, Contact Tower when ready on 121.0.

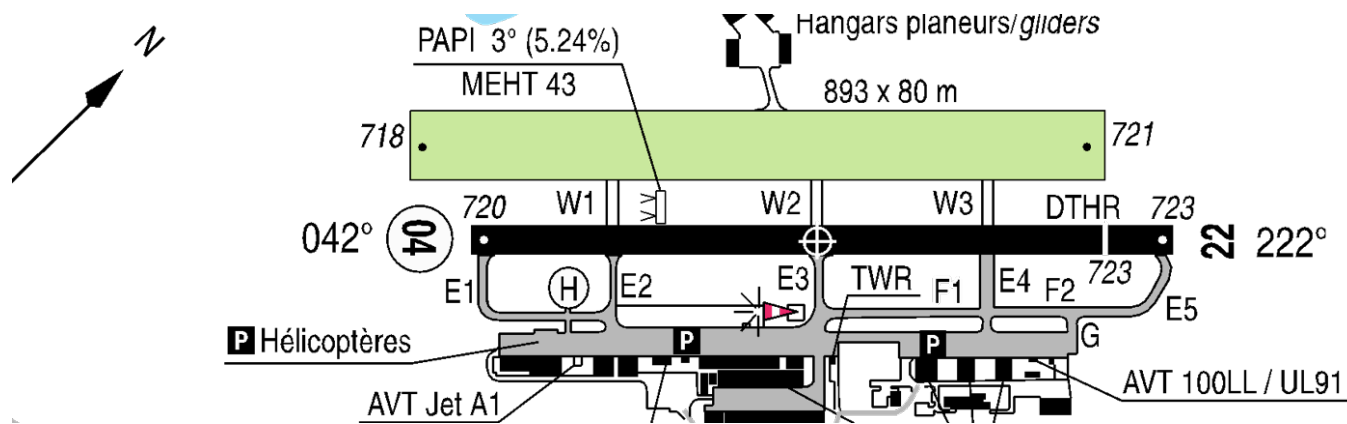**Pilot**: Taxing to E1 RWY 04, will contact tower when ready on 121.0, F-PC

Pilot: Le Versoud Tower, Robin F-HGPC, E1 RWY04, on 121.0, Ready for Departure

Tower: F-PC. Line up RWY04, wind 0-3-0, 5kt, Clear for Take-off, Report downwind 04.

Pilot: lining up and Taking off 04, will report downwind 04

Departure from LFLG
Busy VFR Airport with ATIS, Ground and Tower

Pilot: Robin F-PC, Downwind 04, for a touch and go

Tower: Robin F-PC, number one, report Final Runway 04

Pilot: Number one, will report Final Runway 04, F-PC

Pilot: Robin F-PC, Final Runway 04

Tower: Robin F-PC, cleared touch and go runway 04, wind calm, report downwind runway 04.

Pilot: touch and going runway 04, will report downwind 04. F-PC.

Crew 9: LELL to LFLG with F-HGPC
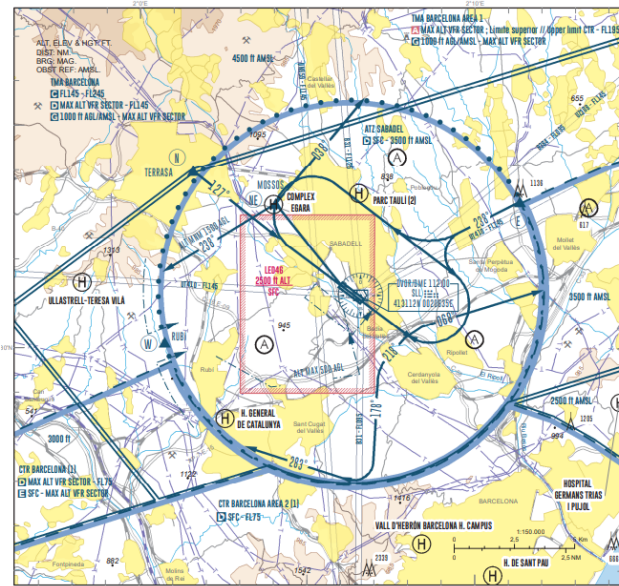
Sebastien Monges, Simon Lang

CLOSED Traffic
@LELL
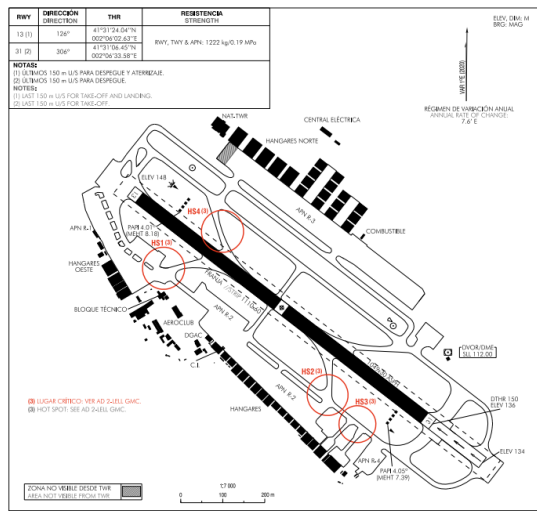
Pilot: Sabadell Tower, F-HGPC good day

Tower: F-HGPC, Sabadell Tower, go ahead

Pilot: F-HGPC, Cessna 172, Apron R 2, request taxi for Closed Traffic

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

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

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

Tower: F-PC, Closed traffic approved, Wind calm, Cleared for RWY 13, report downwind RWY13

Pilot: Taking Off RWY 13, will report downwind RWY13, F-PC
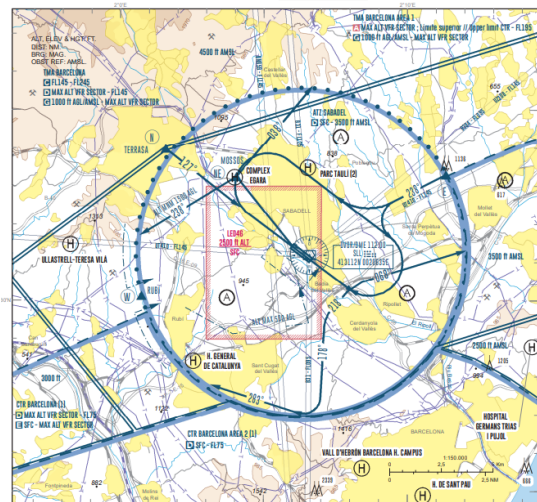
Pilot: F-PC, downwind RWY13

Tower: F-PC, report Final RWY13

Pilot: Will report Final RWY13, F-PC

Pilot: F-PC, Final RWY13 for Touch and Go

Tower: F-PC, Wind calm, Cleared for Touch and Go, RWY13, report downwind

Pilot: Touch and Go RWY13, will report downwind, F-PC

Aviation English Participants

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

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

Air Traffic Control Units

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

Air traffic control (ATC) is a service that directs aircraft on the ground and through a given section of controlled airspace. Pilots **must** comply with ATC instructions unless they advise the controller that they are unable.

Unit or service	Call-sign	Instructions or information
Air Traffic Control (ATC) unit at an aerodrome	GROUND TOWER APPROACH ARRIVAL DEPARTURE DELIVERY	ATC service is provided to prevent collisions between aircraft and between aircraft and obstructions. Comply with ATC instructions unless you advise the controller that you are unable. At busy aerodromes controllers may use different call-signs and frequencies for different tasks.
Radar unit (ATC)	RADAR	Radar unit in general
Area Control Unit (ATC)	CONTROL	Area Control Centre

Flight Information Services

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

A flight information service (FIS) provides information pertinent to the safe and efficient conduct of flight, including information on other potentially conflicting traffic, possibly derived from radar, but stopping short of providing separation from traffic.

Unit or service	Call-sign	Instructions or information
Aerodrome Flight Information Service (AFIS)	INFORMATION	AFIS provides pilots with information useful for the safe and efficient conduct of aerodrome traffic. An AFISO may relay ATC clearances issued by a controller. (example: AFIS at LFLU – 120.100)
Flight Information Service (FIS)	INFORMATION	FIS provides pilots with information useful for the safe and efficient conduct of flight. A FISO may relay ATC clearances issued by a controller. (example: Lyon Info – 135.525)
Aeronautical 'RADIO'	RADIO	Aeronautical station in general Station

Controlled Airspace

To fly through controlled airspace, you must obtain a clearance, and follow ATC instructions. You must make the initial call in good time (normally at least 5 minutes) and as part of your request you should advise the controller where you plan to enter the airspace and at what time. (**Who** you are, **Where** you are, **What** you want to do)

Example:
Pilot: Grenoble, Robin F-GTPT
Tower: Robin F-GTPT, Grenoble
Pilot: Robin F-GTPT, VFR from Le Versoud to Saint Etienne, approaching SE, 2500 feet, request transit Grenoble CTR from SE to W
Tower: Robin F-PT, Squawk 7303
Pilot: Squawk 7303, Robin F-PT,
Tower: Robin F-PT, Radar contact 4 miles south east of SE, enter Grenoble CTR at SE direct S direct W, not above 3500, QNH 1007
Pilot: Enter Grenoble CTR at SE direct S direct W, not above 3500 Robin F-PT.

VFR Position Reports

Position reports provide valuable situational awareness information for the controller and other pilots. In order to help the controller and other pilots on the frequency you should provide the following elements in the standard order.

(Aircraft call sign) (Position) (altitude)

Example:

Pilot;　Clermont Approach, Robin F-GTPT, SW, 4500

Apr:　　F-PT, Clermont Approach, Report airfield in sight.

Pilot:　Will Report airfield in Sight, F-PT

…

Pilot:　Clermont Approach, F-PT, Saint Etienne Airfield in sight

App:　　Robin F-PT, Descend 2500, Contact Saint Etienne Tower on 119.250

Pilot:　Descend 2500, Contact Contact Saint Etienne Tower on 119.250,
　　　　　 Robin F-PT

Arrival

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

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

Example:

Pilot: Saint Etienne Tower, Robin F-GTPT with information Hotel, VFR flight plan to Saint Etienne, 4 miles south east of the airfield, 4500 feet

Tower: F-PT, report downwind runway 35.

Pilot   Will report downwind runway 35, F-PT

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:

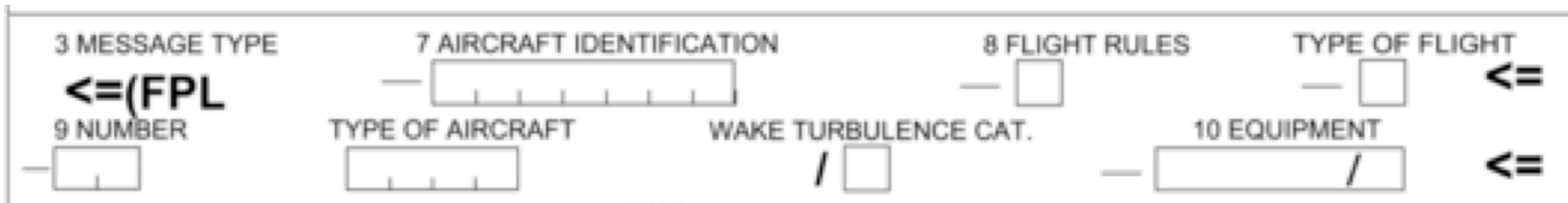**Pilot:**   Downwind Runway 35, Robin F-PT

Tower: F-PT, number 1, Cleared to land runway 35

Pilot: Landing on runway 35, Robin F-PT

International Flight Plans

To cross an international border you must file a flight plan. This can be done with Olivia, with Flight planning software such as Foreflight, or with ATC by Telephone.

7 AIRCRAFT IDENTIFICATION

Aircraft registration letters/tail number or an ICAO agency designator with flight number. ICAO 2012 strictly enforces that this figure should be letters and numbers only, devoid of dashes, spaces, or other punctuation.

8 FLIGHT RULES

Denotes the category of flight rules: "I" for IFR, "V" for VFR, "Y" for when the flight will be initially IFR followed by one or more subsequent flight rules changes, and "Z" for VFR first with any number of subsequent changes. When a "Y" or "Z" flight is prepared, "VFR" or "IFR must be entered in the route string wherever the transitions/changes to the flight rules are planned to occur.

TYPE OF FLIGHT

Denotes the type of flight as follows: "S" for Scheduled Air Service, "N" for Non-scheduled Air Transport Operation, "G" for General Aviation, "M" for Military, and "X" for everything else.

3 MESSAGE TYPE **7 AIRCRAFT IDENTIFICATION** **8 FLIGHT RULES** **TYPE OF FLIGHT**

<=(FPL

9 NUMBER **TYPE OF AIRCRAFT** **WAKE TURBULENCE CAT.** **10 EQUIPMENT**

9 NUMBER

Number of aircraft in flight, if more than one. This figure is omitted if the flight is only a solo aircraft movement.

TYPE OF AIRCRAFT

Type of aircraft, as specified in the latest ICAO Doc 8643, by the appropriate designator. A search for this designator code can be performed online at:

http://www.icao.int/publications/DOC8643/Pages/Search.aspx

If no designator exists for your aircraft, or there is more than one type of aircraft in your flight, enter "ZZZZ" here and specify number and type(s) in 18 OTHER INFORMATION preceded by "TYP/" tags.

WAKE TURBULENCE CAT.

Wake turbulence category of aircraft as specified in ICAO Doc 8643 or based on weight and the following options: "L" for Light (< 7,000 kg), "M" for Medium (7,000 to 136,000 kg), "H" for Heavy (> 136,000 kg), and "J" for Jumbo (exceptionally heavy aircraft such as the Airbus A380-800).

3 MESSAGE TYPE
<=(FPL
7 AIRCRAFT IDENTIFICATION
8 FLIGHT RULES
TYPE OF FLIGHT <=
9 NUMBER
TYPE OF AIRCRAFT
WAKE TURBULENCE CAT. /
10 EQUIPMENT / <=
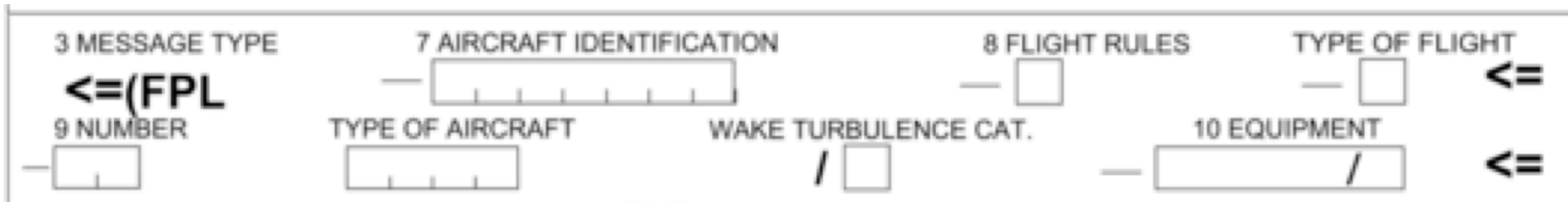
10 EQUIPMENT

The ICAO 2012 amendment introduced extensive set of COM/NAV equipment codes. These changes and EuroFPL's ICAO 2012 Equipment Wizard are explained the eurocontrol guide for VFR Pilots

A pilot flying with Robin F-GTPT would file: OY/S

A IFR pilot with Cirrus F-GTCI might file: SBGRY/S

S - Standard COM/NAV Setup

B - LPV / SBAS (Localizer Performance with Vertical Guidance)

G - GNSS (dual G430s)

O – VOR - VHF Omnidirectional Radio Range

R – PBN (Performance Based Navigation

Y - Because the radio has 8.33 separation

/S for mode S.

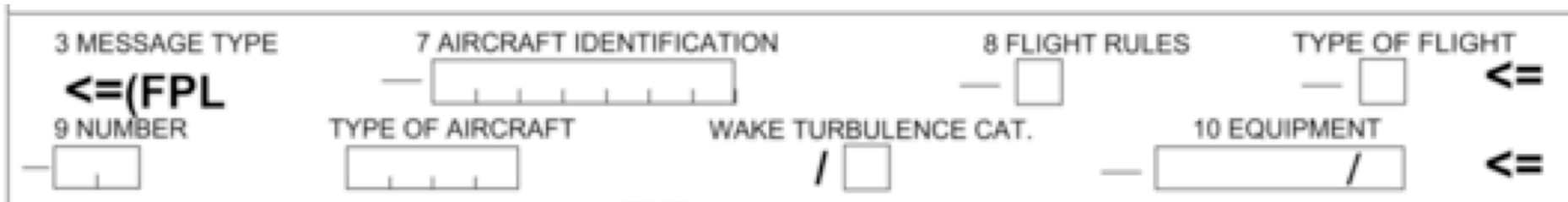| 3 MESSAGE TYPE	7 AIRCRAFT IDENTIFICATION	8 FLIGHT RULES	TYPE OF FLIGHT
<=(FPL			<=
9 NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT.	10 EQUIPMENT
		/	/ <=

Available Equipment Codes

VHF RTF/VOR/ILS (S) - Standard COM/NAV Setup

GBAS (A) - Ground Based Augmentation System

LPV (APV/SBAS) (B) - Localizer Performance with Vertical Guidance (requires SBAS)

LORANC (C) - LORAN-C Radio Navigation

DME (D) - Distance Measurement Equipment

ACARS (Multiple) - Addressing and Reporting System

ADF (F) - Automatic Direction Finder

GNSS (G) - Global Navigation Satellite System GNSS augmentation "NAV/" data in Field 18 optional.

HF RTF (H) - HF Radiotelephone

INERTIAL NAV (I) - Aircraft Inertial Guidance

CPDLC (Multiple) - Controller-Pilot Data Link

MLS (K) - Microwave Landing System

ILS (L) - Instrument Landing System

ATC RTF SATCOM (Multiple) - Radiotelephone Satt.

VOR (O) - VHF Omnidirectional Radio Range

PBN (R) - Performance-Based Navigation (PBN requires corresponding "PBN/" data in Field 18.)

TACAN (T) - Tactical Air Navigation System

UHF RTF (U) - UHF Radiotelephone

VHF RTF (V) - VHF Radiotelephone

RVSM (W) - Reduced Vertical Separation Minimum

MNPS (X) - Minimum Navigation Performance Spec.

VHF 8.33 (Y) - 8.33 kHz Radio Channel Spacing
OTHER (Z) - Other Item(s) Not Listed Above

21

Route

A string of points (and connecting airways or waypoints joined by DCT) describing an ATS route or path of fixes no more than 30 minutes flying time or 200nm apart, including those points where a change of speed, level, track, or flight rules is planned.

Points can be listed by their coded designator (i.e. LN, MAY, HADDY), a 7 or 11-character representation of their coordinates (i.e. 46N078W, 4620N07805W), or a point relative to a reference point based on bearing and distance (LTP/144/15)

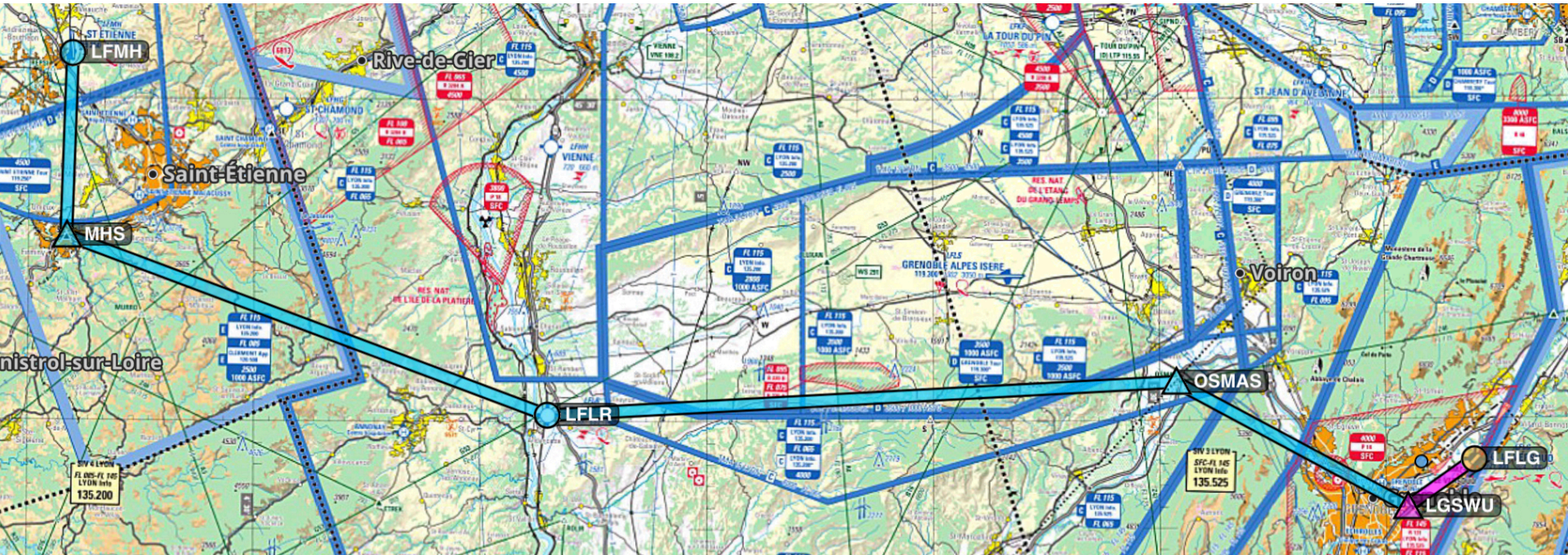**Example**: LTP/144/15 is a point over Voreppe near LFLS-SE - 2Nm outside the boundary of TMA15 of Lyon.

Visual Reporting points, coded as VPxxx are accepted in some countries

(works in UK. Not in France) For example: LFLS-SE is VP371 (LFLS/104/12)

Change of speed and/or level is indicated by appending data formatted after a slash (i.e. LTP/F065).
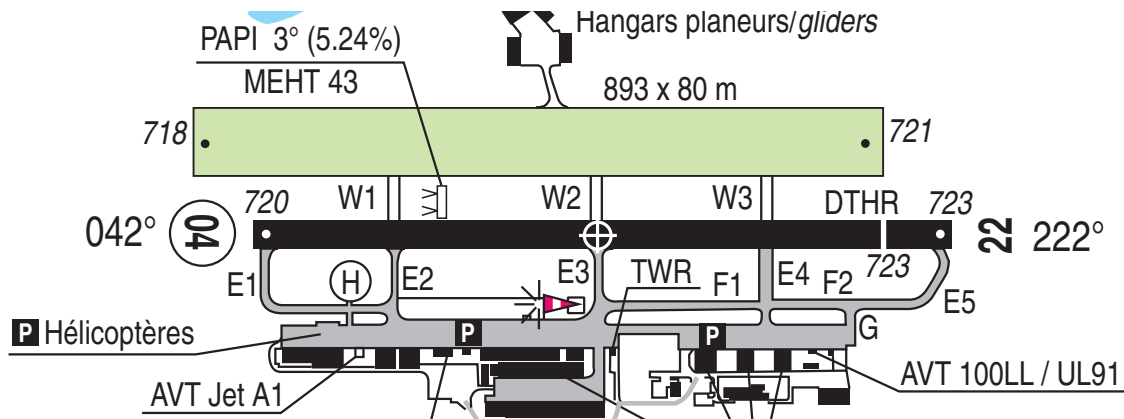
Route from LFLG to LFMH

Route: OSMAS DCT LFLR

3 TYPE DE MESSAGE / Message type	7 IDENTIFICATION DE L'AÉRONEF Aircraft identification	8 RÈGLES DE VOL Flight rules	TYPE DE VOL Type of flight
<< = (FPL	— FGTPT	— V	G << =

9 NOMBRE / Number	TYPE D' AÉRONEF / Type of aircraft	CATÉGORIE DE TURBULENCE DE SILLAGE / Wake turbulence category	10 ÉQUIPEMENT & POSSIBILITÉS Equipment & capabilities
— 01	DR40	/ L	10-a — SY

13 EMPLACEMENT DE DÉPART / Departure location	HEURE / Time		10-b
— LFLG	0900 << =	/	CS << =

15 VITESSE CROISIÈRE / Cruising speed   **NIVEAU / Level**   **ROUTE / Route**

— N0130   VFR   ➡ OSMAS DCT LFLR

<< =

16 AÉRODROME DE DESTINATION Destination aerodrome	DURÉE TOTALE ESTIMÉE Total EET HR MIN	AÉRODROME DE DÉGAGEMENT À DESTINATION / Destination alternate aerodromes 1er / 1st 2ème / 2nd
— LFMH	00 45	➡ LFLS << =

18 RENSEIGNEMENTS DIVERS — **Other information**   DOF/240105

)<< =

19 RENSEIGNEMENTS COMPLÉMENTAIRES (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ)
Supplementary information (NOT TO BE TRANSMITTED IN FPL MESSAGES)

AUTONOMIE / Endurance HR MIN	PERSONNES À BORD / Persons on board	RADIO ET BALISE D'URGENCE / Emergency radio UHF VHF ELT / PLB
— E / 04 00	➡ P / 001	➡ R / ☐ ☐ ✓

ÉQUIPEMENT DE SURVIE / Survival equipment

	POLAIRE Polar	DÉSERT Desert	MARITIME Maritime	JUNGLE Jungle	GILETS DE SAUVETAGE / Jackets LAMPES Light	FLUORES Fluores	UHF	VHF
➡ S /	☐	☐	☐	☐	➡ J / ☐	☐	☐	☐

CANOTS / Dinghies	NOMBRE Number	CAPACITÉ Capacity	COUVERTURE Cover	COULEUR Colour
➡ D /	00	➡ 000	➡ ☐	➡ << =

COULEUR ET MARQUES DE L'AÉRONEF / Aircraft colour and markings

A / BLANC

REMARQUES / Remarks

➡ N / _____ << =

PILOTE COMMANDANT DE BORD / Pilot-in-command

C / CROWLEY   )<< =

Activating the Flight Plan

ATIS: Grenoble Le Versoud, Good evening Information Lima recorded at 1545UTC, Runway in use 22, Wind 230 degrees 10 knots, CAVOK, temperature 21, QNH 1015, inform Le Versoud on initial contact that you have received information Lima

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

Ground: Robin F-GTPT, Le Versoud Ground.

Pilot: Robin F-GTPT, with information Lima, on a VFR flight plan to Saint Etienne, ready to for startup

Ground: Robin F-PT, Roger, Standby

Clearance Delivery

Ground: Robin F-PT, Le Versoud Ground.   Ready to copy?

Pilot: Ready to copy, Robin F-PT

Ground: Robin F-GTPT, is cleared to LFMH as filed, Flight Level 65, Contact Lyon Info at 135.525, squawk 4505, Clearance void if not activated within in 5 minutes.

Pilot: Robin F-GTPT, is cleared to LFMH as filed, flight level 65, Contact Lyon Info 135.525, squawk 4505, Clearance void if not activated in within 5 minutes.

Ground: Read back correct, call when ready to taxi.

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

C	Clearance limit	F-GTPT is cleared to LFMH
R	Route	as filed
A	Altitude	Flight Level 65
F	Frequency	Contact Lyon Info at 135.525
T	Transponder	Squawk 4505

Clearance Structure – CRAFT

C   Clearance limit   F-GTPT is cleared to LFMH

R   Route   as filed

A   Altitude   Flight Level 65

F   Frequency   Contact Lyon Info at 135.525

T   Transponder   Squawk 4505

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

Departure from LFLG
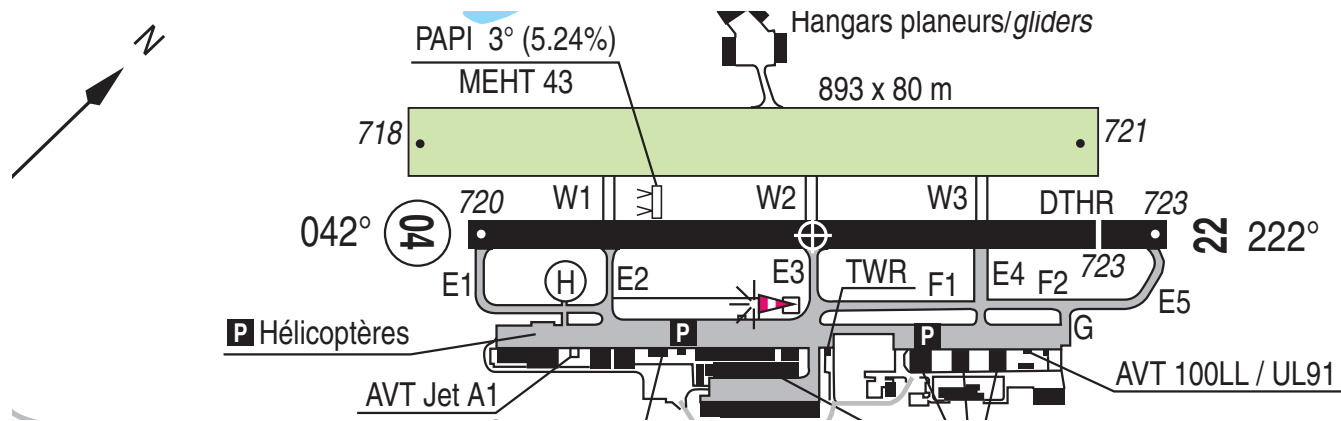
Pilot: Le Versoud Ground, Robin F-PT, with information LIMA, Ready to taxi to holding point E5 runway 22.

Ground: Robin F-PT Taxi to Holding Point E5 Runway 22 contact tower when ready on 121.0

Pilot: Taxiing to Holding Point E5 Runway 22, will contact tower when ready on 121.0, Robin F-PT

Departure from LFLG
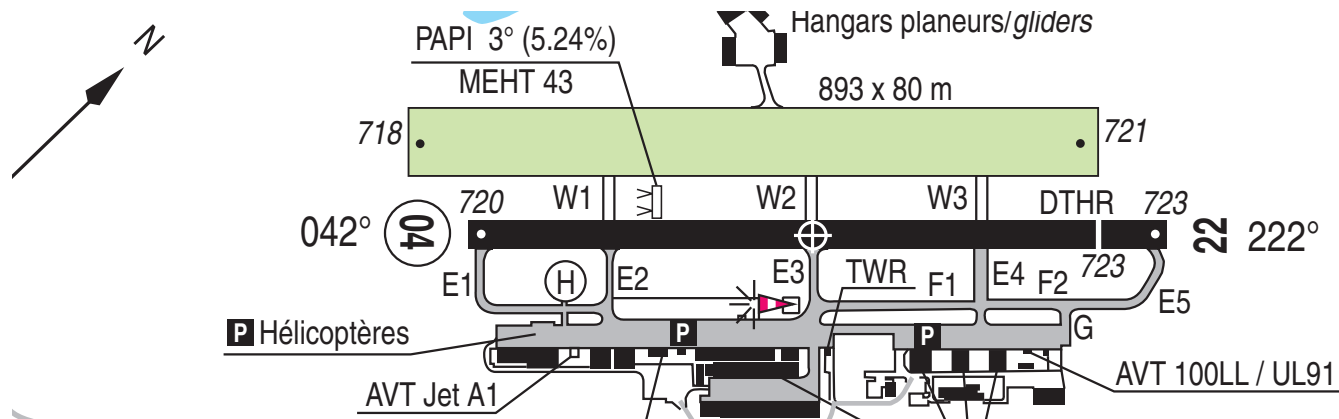
Pilot: Le Versoud Tower, Robin F-GTPT at Holding Point E5 Runway 22. Ready for Departure.

Tower: Robin F-PT Line up Runway 22, wind 230 at 10 knots, Cleared for takeoff, report leaving frequency,

Pilot: Robin F-PT Taking Off Runway 22, report leaving frequency

Pilot: Robin F-PT SW 4500 climbing FL 65 to leave frequency, can you confirm that my flight plan is active?

Tower: Robin F-PT Flight plan activated at 10 past the hour, Contact Lyon Info when able on 135.525, have a good flight

Pilot: Lyon Info, Robin F-GTPT

Info: Robin F-GTPT, Lyon Info

Pilot: Robin F-GTPT, VFR flight plan from Le Versoud to Saint Etienne, Departing Grenoble, 4500 climbing Flight Level 65

Info: Robin F-PT, Radar contact, Proceed as filed

Pilot: Proceed as filed, Robin F-PT

Unable to Comply with Clearance

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

If the clearance is different from your intended route or altitude, make sure you can follow it safely. If you cannot do so, you must advise the controller and explain why. Depending on circumstances, it may be possible for the controller to amend the clearance or you may have to hold or route round.

Example:

Pilot: Lyon info, Robin F-PT unable remain in VMC at Flight Level 65, Request descent 4500 feet.

Tower: Robin F-PT, descend 4500 feet QNH 1020

Pilot: descending 4500 feet Robin F-PT

Change to a Flight Plan
(from Nav Canada VFR Phraseology)

If you must make a change in the route, duration or destination to your flight plan, direct this change to the appropriate ATS unit as soon as practicable.

Aircraft: (FIC unit call sign) THIS IS (aircraft call sign)

FIC: (aircraft call sign)

Aircraft: (aircraft call sign) VFR FLIGHT PLAN FROM (point of origin) TO (destination) REQUEST CHANGE FLIGHT PLAN

FIC: ROGER (aircraft call sign)
Aircraft: (outline the change to be made) (aircraft call sign)

FIC: (repeat your change)
Aircraft: (aircraft call sign)/AFFIRM (aircraft call sign)

Change to a Flight Plan
(from Nav Canada VFR Phraseology)

If you must make a change in the route, duration or destination to your flight plan, direct this change to the appropriate ATS unit as soon as practicable.

Pilot: Robin F-PT request change to my flight plan

Info: Robin F-PT, say request

Pilot: Request divert to Vienne for 20 minute stopover then continue from Vienne to Saint Etienne new ETA 1700 Zulu

Info: Robin F-PT, Divert to Vienne for 20 minute stopover then continue from Vienne to Saint Etienne new ETA 1700 Zulu, Contact this frequency on departure from Vienne

Pilot: Diverting to Vienne for 20 minute stopover, will contact this frequency on departure from Vienne, Robin F-PT

VFR Position Reports

Position reports provide valuable situational awareness information for the controller and other pilots. In order to help the controller and other pilots on the frequency you should provide the following elements in the standard order.

(Aircraft call sign) (Position) (altitude)

Example:

Pilot: Clermont Approach, Robin F-GTPT, Approaching S, FL65

APR: F-PT, Descend 4500, QNH 1020, Report Airfield in Sight

Pilot: Descending 4500, will Report Airfield in Sight, F-PT

(If you have not yet done so, listen to the ATIS!)

…

Pilot: Clermont Approach, F-PT has airfield in sight

APR: F-PT, Contact Clermont Tower on 119.250.

Pilot Contacting Clermont Tower on 119.250, Thanks for your help, F-PT

ATIS

If an ATIS is provided, you should listen early, write down the details and acknowledge receipt of the broadcast in the initial call, as shown in the following example. If the aerodrome does not have ATIS, the controller will transmit the aerodrome information which you should read back in the usual way.

ATIS LFMH

ATIS: This is Saint Etienne information at 1323, Runway in use 35, Surface condition 6, Wind 270 degrees 5 knots, Visibility 10 Kilometers, Light Rain, Cumulonimbus, Temperature 18, Dewpoint 8, QNH 1017, On first contact confirm information Hotel received

(Runway Condition 6 = Dry)
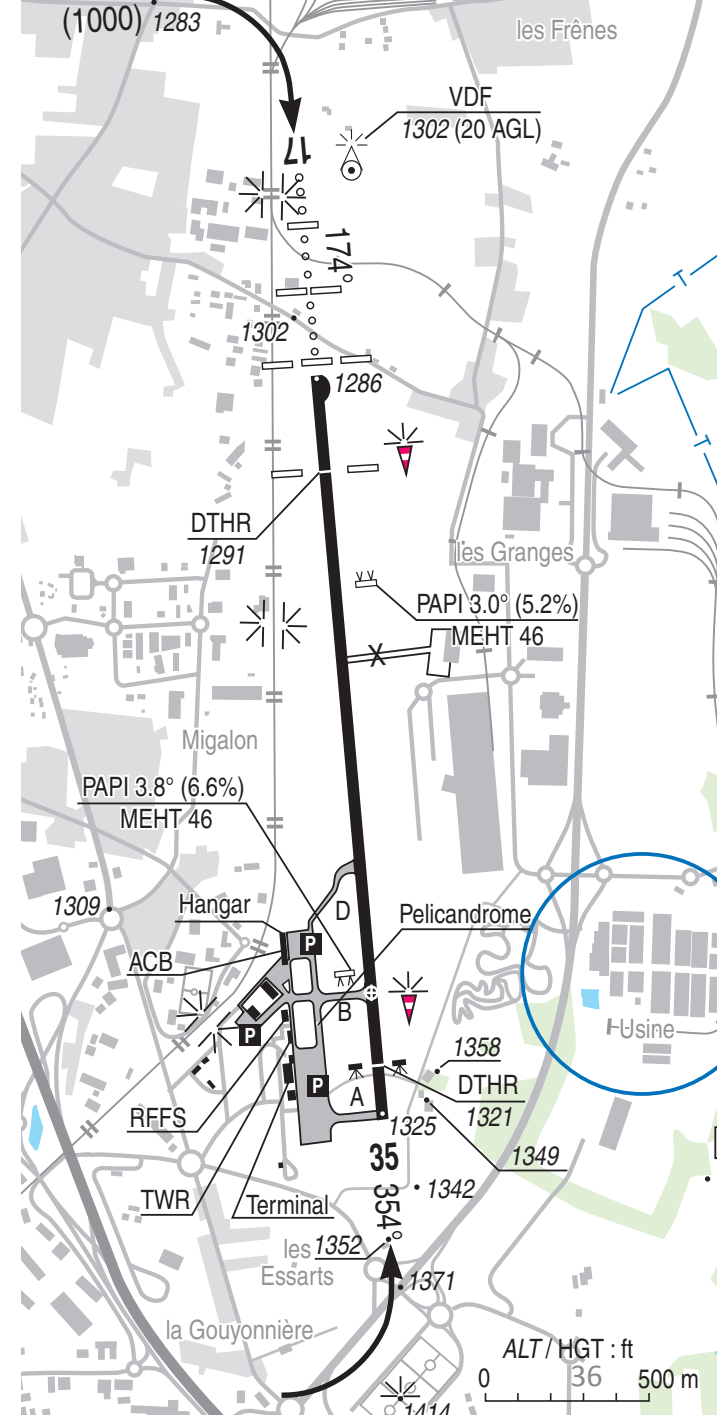
Runway Condition Assessment Matrix

RUNWAY CONDITION ASSESSMENT MATRIX (RCAM)			
Assessment criteria		**Downgrade assessment criteria**	
Runway condition code	Runway surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
6	• DRY	---	---
5	• WET (the runway surface is covered by any visible dampness or water up to and including 3 mm depth)	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4		Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	• WET ("slippery wet" runway)	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	*More than 3 mm depth of water:* • STANDING WATER	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1		Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0		Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

Closing a Flight Plan

If you are landing at an aerodrome in another country, or at an aerodrome which was not your planned destination, you **must** close the flight plan to avoid unnecessary search and rescue activity. If you land at an aerodrome with an ATS unit, it is wise to confirm they have closed your flight plan. You may do this by radio just before landing (as shown below) or by telephone after landing.

Example:

Pilot: Saint Etienne Tower, Can you confirm flight plan is closed, Robin F-PT

Tower: Robin F-PT. Flight plan closed at 05 past the hour

Pilot: Roger, Robin F-PT

Homework for next session

Prepare the flight plan and write out the complete dialog for opening the flight plan, taxi clearance, departure, enroute and arrival for your flight. Send me a copy for use in our next lesson. Each team will read their dialog at our next session. If time permits we will also trade war stories of inflight incidents and emergencies.

LFHE – LFMD
FlightCrew 1 - 2022

ATTERRISSAGE A VUE
Visual landing

Ouvert à la CAP
Public air traffic

03 NOV 22

ROMANS SAINT PAUL
AD 2 LFHE ATT 01

ALT AD : 595 (22 hPa)	**LFHE**
LAT : 45 03 53 N	VAR : 2° E (20)
LONG : 005 06 05 E	

APP : NIL
TWR : NIL
A/A : 118.800
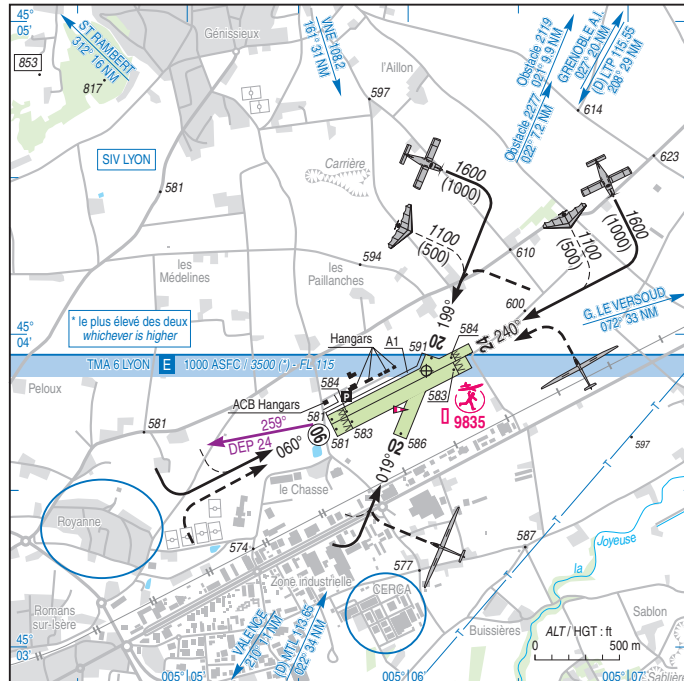
RWY		QFU	Dimensions *Dimension*	Nature Surface	Résistance *Strength*	TODA	ASDA	LDA
06L 24R	ACFT	060 240	940 x 50	Non revêtue *Unpaved*	-	940 940	940 940	820 805
06R 24L	Planeurs *Gliders*	060 240	890 x 80	Non revêtue *Unpaved*	-	890 890	890 890	770 751
02 20		019 199	500 x 80	Non revêtue *Unpaved*	-			500 500

Aides lumineuses : NIL	*Lighting aids :* NIL

SERVICE DE L'INFORMATION AERONAUTIQUE

AMDT 12/22 **CHG :** VAR, hPa, QFU, orientations.

© SIA

Departure from LFHE
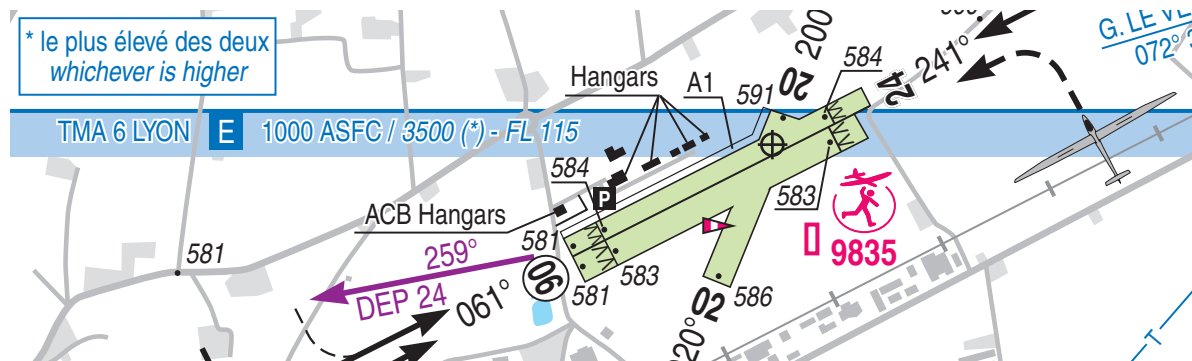
ROMANS traffic, [Good Day], Robin F-HGPC, on the apron for a VFR fight to Cannes, 4 POB, taxiing to runway O6 L, will report overhead the airport, then direct to NE

ROMANS traffic, F-PC, at holding point 06

ROMANS traffic, F-PC, lining-up and taking off runway 06 L, with a left climbing turn

ROMANS traffic, F-PC, overhead airfield, 2000 ft, heading to NE,

ROMANS traffic, F-PC, abeam NE, at 3800 ft, leaving the frequency,

Lyon Info - 1st contact

Pilot :   Lyon info, Robin F-HGPC, Good Day

Info : Robin F-HGPC, Lyon info, go ahead

Pilot : Robin F-HGPC, VFR flight from LFHE to LFMD, airborne south of Romans at 05, abeam NE, 3800 climbing FL95, 4 POB, request activate flight plan at 05.

Info : F-PC, stand-by

…

Info : F-PC, flight plan activated at 05, squawk 7031

Pilot :   squawk 7031, F-PC

Info : F-PC, contact Marseille info at 124.5, have a good flight

Pilot :   contact Marseille info at 124.5 F-PC

enroute

+++ Marseille Info – enroute +++

Pilot : Marseille info, Robin F-HGPC, Good Day

Info :   F-PC, Marseille info, identified, report RETNO

Pilot : report RETNO, F-PC

+++ Nice Info – enroute +++

Pilot : Nice info, Robin F-HGPC, VFR Flight plan from Le Versoud to Cannes

Info :   Robin F-HGPC, Nice info

Pilot : Robin F-HGPC, VFR Flight plan from Le Versoud to Cannes with a
          request

Info : Robin F-PC, go ahead

Pilot : Robin F-PC Passing AGEVU, request descend FL 55

Info :   F-PC, descend FL 55 and contact Cannes Tower at 118.625

Pilot : with Cannes Tower at 118.625, F-PC

APPROCHE A VUE
Visual approach

Ouvert à la CAP
Public air traffic

25 MAR 21

CANNES MANDELIEU
AD 2 LFMD APP 01

ALT AD : 14 (1 hPa)
LAT : 43 32 47 N
LONG : 006 57 15 E

LFMD
VAR : 2° E (20)

ATIS : 130.480   ☎ 04 92 19 94 92
APP : NICE Approche/*Approach* 120.655 (1)
(1) au dessus de 2500 ft sur instruction ATC seulement / *above 2500 ft, on ATC instruction only.*
TWR : 118.625 - **GND** (SOL) 121.805   **LERINS TWR** : 120.780

VDF
LOC/DME 110.35

Chart content:

4380
St Vallier de Thiey   4085
2736
048° 17.9 NM CNM
Tourettes sur Loup   237°
NA   Vence
6903
St Cézaire sur Siagne
Opio
036° 7.6 NM CNM   EW
057°   084°
059° 13.6 NM CNM   WA
10.6
Roquefort les Pins
la Colle sur Loup
1575
TMA 12 NICE   E   1000 ASFC / FL 065 (*)
Cabris   Grasse
7.2   264°
Cagnes sur Mer
CTR 1 NICE   D
1000 ASFC / FL 065 (*) - FL 195
le Tignet
N   348° 4.4 NM CNM
150°   - FL 095
TMA 13 NICE
656
909
Montauroux
Valbonne   H
1073
Mougins
(D) CGS 109.2   232° 10 NM
NICE   055° 13 NM
492
SIV NICE   LC
CTR 1 CANNES   D
883
NC 338
H
CNM 111.4
CANNES
1703
Mandelieu la Napoule
6950
Lac de St Cassien
261° 3.4 NM CNM   WL   091°   7
WL1
538   CANNES
le Cannet
H
Vallauris Juan les Pins
Antibes
2é (10 s)
105
TMA 1 NICE   D   2500
CTR 2 NICE   D   500
PF   12.1 NM CNM   095°
HE
HW   170°   TA   HV   CSC 385   3500 - FL 115   SB
1414   A 8   302°   4.1   H
WD2
2000 MAX   DR2
WD   228° 3.7 NM CNM
2028   Théoule sur Mer
1857   1873   840
Pointe de l'Aiguille
1000 MAX   DR2
Golfe de la Napoule
TD
SV   327°   1.3   055°   5.1   ES1   235°
235°
C   3500 - FL 115
117°   8.8 NM CNM   SA
DR1   800 - 2500   D   800 - FL 195
R 225   SFC - 500
43° 40'
43° 30'

25 MAR 21

Mouans Sartoux

581

889

43° 37'

Bimoteurs
Twin engine 1500 (1500)

449

417

43° 36'

Mougins
810

764

541 · 564

la Roquette sur Siagne

Pégomas

Golf

758

500

548

59

St-Jean

la Siagne

348

883

A 8

le Cannet

43° 35'

1000
Single engine (1000)

390

Monomoteur

997

Aubarède

Rocheville

161

43° 34'

1398

170°

151

538

259

1063

43° 33'

500

151

112

la Bocca

1000 (1000)

CANNES

Mandelieu
la Napoule

160

HE

167

04

35 · 53

HW

043°

50

246

350°

Golf

H

H

Golfe de la Napoule

Secteur/*Sector* Quai du large

Secteur hélicoptère
Sector helicopter
SFC / 600 ft

ALT / HGT : ft

0   1 km

430

006° 56'   006° 57'   006° 58'   006° 59'   007° 00'   007° 01'

Cannes Tower - arrival

Pilot :   Cannes Tower, Good Day, Robin F-HGPC with information B

Tower :Robin F-PC, proceed WL, altitude 2500 ft

Pilot :   proceed WL, altitude 2500 ft, F-PC

…

Tower : F-PC, continue approach, descend 1500 ft, stay north of the highway

Pilot :   continuing approach, descending 1500 ft, staying north of the highway, F-PC

Tower : F-PC, join left downwind runway 17, altitude 1000 ft

Pilot :   joining left downwind runway 17, altitude 1000 ft, F-PC

Tower : F-PC, number 1, runway 17, cleared to land, wind 80 degrees 10 knots

Pilot :   number 1, runway 17, cleared to land, F-PC

Session Planning (*aspirational*)

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