



# Fly to Catalunya for the week-end

And take a most welcome sunny break in the heart of winter

In the middle of the week, Eliot got a phone call from his cousin Valérie, who works and lives in Spain, not far from Girona. She is throwing the party of the year for her birthday over the week-end and, in memories of long gone summer vacations at their grandparents' summer house in Brittany, she would appreciate his coming...

For a short while, Eliot compares the advantages of flying versus driving. The notice being quite short, and Catalunya quite far, flying wins the contest hands down. His conviction is reinforced by the weather forecast, which is rather optimistic for the next few days.

To find the information he needs on Girona airport and its associated airspace, Eliot visits the Spanish civil aviation authority website, at [www.aena.es](http://www.aena.es). His Spanish being definitely below par, he first selects "English" on the home page, then "Aeronautical Info. (AIS)" and "AIP Spain". Registration is free and, after filling in a form with his name, address and occupation, he has access to the Spanish AIP. Among other things, he finds the visual approach chart (VAC), the aerodrome chart (ADC) and the aircraft parking/docking chart (APD).

It's a long flight to Spain, so Eliot decides to make a stopover at Clermont-Ferrand for a short break. He takes advantage of this pause to file his flight plan, making sure that he submits it 30 minutes before his estimated time of departure from the apron. Once airborne again, he heads for the Mediterranean coast with the intention of following it all the way to his destination. Over Leucate, he contacts Perpignan Approach on 120.75 to report his position, altitude and planned routing via N (Leucate) and SC (Argelès) to the border, which he will cross at Cerbère. He makes his last call to Perpignan Approach to report his actual border crossing and is then told to switch frequency to Girona Approach on 120.9 ①.

**F-SF.** Girona approach, F BASF ②, *bon dia*, passing the boundary, 3,500 feet.

**CTL.** F-BASF, Girona approach, *bon dia*, go ahead.

**F-SF.** F-SF, DR400, from Clermont-Ferrand, LFCL ③, to Girona, 3,500 feet QNH 1015.

**CTL.** F-SF, squawk 7012, proceed via the coastline, report Echo point. For your information, parachuting activity over Ampuriabrava, avoid Ampuriabrava.

**F-SF.** F-SF copied the information, will report Echo.

...  
**F-SF.** F-SF over Echo, 2,500 feet.

**CTL.** F-SF, report joining left hand downwind runway 20, hot air balloons 5 miles east of the airfield at 3,000 feet.

**F-SF.** F-SF copied, will report left hand downwind runway 20 ④.

...  
**F-SF.** F-SF left hand downwind runway 20.

**CTL.** F-SF, for your information B737-800 IFR on final, report in sight.

**F-SF.** F-SF looking out.

...  
**F-SF.** F-SF traffic in sight.

**CTL.** F-SF, number 2, caution wake turbulence, adjust as number 2, report turning base.

**F-SF.** F-SF will report turning base.

...  
**F-SF.** F-SF turning base.

**CTL.** F-SF, runway not vacated, are you able to make a 360 on base?

**F-SF.** F-SF, affirm, holding on base.

...  
**F-SF.** F-SF turning final.

**CTL.** F-SF, cleared to land runway 20, wind calm.

**F-SF.** F-SF cleared to land runway 20, wind calm.

Hi there! I'm Eliot...  
Désormais, j'enregistre mes récits de voyage et mes échanges avec les contrôleurs. Vous pouvez les écouter sur [www.anglais-pour-voler.com](http://www.anglais-pour-voler.com)



STUDIO RAFFI

...  
**CTL.** F-SF, vacate runway first to your left.  
**F-SF.** F-SF copied.

...  
**F-SF.** F-SF runway vacated.

**CTL.** F-SF, follow the marshal.

Eliot has already spotted the follow-me-van waiting for him at the taxiway exit, and he follows the bright yellow car with its flashing lights to the general aviation parking. He switches off the

radio without reporting to the air traffic controller and finishes his shutdown check list. After a quick look

at the buildings around him, he finds the Traffic Office, or AIS reporting office, indicated by the square yellow panel with a black C. To reach it, he follows the green

lane painted on the tarmac, showing where pedestrians should walk.

As usual, at the Traffic Office, Eliot pays the landing and parking fees and inquires about refuelling. The agent tells him that two different companies can provide refuelling, and gives him their phone numbers. It's

up to him to call one of them. In either case, a truck will be sent to his aircraft for refuelling.

Once in the terminal, Eliot sees a lot of backpackers queuing up at the bus ticket counter. From the airport, one can easily catch a bus to Girona (return fare €3.9) or Barcelona (return fare €21). But Eliot's destination is somewhere out in the sticks, so he has booked a rental car in advance. ●

(To be continued...)

## MORE TIPS

- ① You'll remain on the same frequency (120.9) for approach and local control. Depending on traffic, you may be transferred to ground (121.7) after landing.
- ② Give your full call sign on first contact.
- ③ Give your field of departure ICAO code. Clermont-Ferrand or Lognes-Émerainville does not mean much to a Spanish air traffic controller.
- ④ Do NOT overfly the airfield.

## VOCABULARY

**A BACKPACKER** → un routard

**BELOW PAR** → en dessous de la moyenne

**A FOLLOW-ME-VAN** → un véhicule-pilote, un flyco

**A LANE** → une voie, un couloir de circulation

**A NOTICE** → un avis; ici, avec une notion de délai

**AN OCCUPATION** → une profession

**OUT IN THE STICKS** → dans la pampa

**TO SPOT** → repérer

**A STOPOVER** → une escale

**TO WIN HANDS DOWN** → gagner haut la main

Les informations données dans cette page ne sont pas exhaustives. Reportez-vous aussi à votre documentation aéronautique.