AVIATION FRENCH

TRAINING PROGRAMME

Non-CPF training – for CPF-funded Aviation

French, click on this page.

French-language training

to meet your needs

Would you like to improve your ability to express yourself in aviation French? This course is for you:

Training admission requirements

Admission level from CEFR A2 to C2 or ICAO level 2 to 5

Training duration

10 hours which can be renewed

You can book one or more hours after the first 10 hours and stop at any time.

Rates

€ 69.80 per hour in aviation French   Caution: the DGAC test isn't included

50 % discount possible according to socio-professional conditions.

Learning objectives

- **Pass the FCL .055**, i.e. the pilot's radiotelephony rating, in French, or another ICAO or DGAC French exam. This is not a preparation for the DALF or DELF.

- **Improve**:

  - **French aeronautical vocabulary for speaking**

    - emergency and unusual situations based on ICAO DOC 9835
    - different types of aircraft and flying objects
    - engines, powerplant
    - airframe (excluding engines)
    - flight instruments
    - airfield, airport
    - crew members - flight crew, cabin crew and airport staff
    - meteorology
    - air navigation
    - procedure French
    - plain French
    - distinguishing differences between countries

  - **pronunciation**

    - French alphabet and numbers
    - ICAO alphabet and numbers
    - vowels and consonants
    - R sound
    - differences between u, ou, eu, é, è
    - nasal vowels (/ã/, /ɛ̃/, /õ/)
    - diphthongs
    - mute-ending words
    - liaisons
    - language register and contractions
    - exceptions and difficult words
    - voice intonations
    - Filler words and fluency

- **structure** – grammar and syntax

    - sentence layout
    - singular and plural (nouns and adjectives)
    - articles, pronouns, link words
    - modes, tenses and aspects in French
    - relative pronouns, relative clauses, and conjugation
    - past and present participles
    - questions
    - adverbs, prepositions
    - future after « quand » (when)
    - active and passive, and the use of « on »
    - idiomatic phrases
    - conditional, complex structures

- radio communications during **simulated flights**

    - ICAO alphabet
    - ICAO numbers
    - call signs
    - rate of speech and sequences
    - clearances
    - navigation
    - emergency and unusual situations
    - jotting down messages and readbacks
    - use of aviation publications

- last but not least **listening**, **fluency** and **interaction**, though pronunciation, structure and vocabulary are often at stake.

- Improve **flight safety**:

  - by complying as far as possible with the French versions of the recommendations published in ICAO DOC 9432 and DOC 4444 and SERA (European Union implementing regulation 923/2012 v.2.1), including ICAO Annex 10, Volume 2, Chapter 5, the updates on the SIA website, and the French Decree of 27 June 2000, amended on 1 May 2016. It is the learner's responsibility to check that these publications are up to date and that the phraseology used while flying through the airspace is correct before any flight.

  - by distinguishing possible differences in radio communications between :

- procedure aviation English and plain English (for unusual situations)
- declared differences by ANSPs, particularly the DGAC, CAA and FAA
- differences in the use of procedures around the world, not necessarily declared (FAA in particular), and the stance taken by EASA
- differences in accents given that aviation English is a lingua franca i.e. a vehicular language

- Occasionally, some of the objectives may be dealt with on request (preparation for entry into a flying school (ATO), reading and writing for airworthiness, oral expression for briefings, work meetings, English for PPL/CPL FI and ATPL TKI instructors, theme-based work, preparation for job interviews with airlines, CV and covering letter).

Access and deadlines

To plan your training, you can choose an option in the white rectangle above (duration

Nombre d'heures (estimation)
Choisir une option) and request a quote by clicking on the rectangular button once it has

turned yellow (Demander un devis). A quote will be sent to you, bearing in mind that you can stop any training after the first hour. You can also contact us via the Contact page or call +33 667 157 562 . FCL ANGLAIS will get back to you within 48 hours. The free, no-obligation initial test is particularly recommended for fine-tuning your learning objectives. The course will start no earlier than 24 hours after the initial test and subject to availability.

The course can take place in two ways:

- **DISTANCE LEARNING**

  - Mainly for **one person** via Skype, though other virtual room platforms are also possible.

  - For groups, a minimum of 3 people is required online (see Rates page).

  - TO LOG IN: go to the CONNECTION GUIDE page.

- Video recording provides valuable feedback on the trainee's performance. If it is deemed preferable, Article 10 of the Internal Rules states that FCL Anglais shall request permission to record such sessions and the student shall have the right to refuse without giving reasons. FCL Anglais shall delete these videos within 48 hours upon request from the student. In the absence of a request from the student, FCL Anglais shall delete these videos within one month of the end of the course. Similarly, FCL Anglais shall seek the Trainee's permission to share any footage of the Trainee's face on social networks or the internet.

- Face-to-face, on the contracting company's premises

  A preliminary check on hardware compatibility is necessary before designing the training course. Wired or wireless internet access is an asset.

Methods used

Because needs vary so widely, methods range from the lecture-based to the experiential, which requires the learner to get involved in a number of situations and a few simulated flights. The balance between theory and practice can vary. Depending on the results of the initial test and the demand, a focus is defined on one or more language skills. The ultimate aim is to improve your oral expression by using all the language skills.

If necessary, we can add Structure or Pronunciation modules (see rates). This involves very different types of exercises. Flexibility is essential, as the final mark for FCL .055 is equal to the score for the weakest language skill, not the average of all the skills.

Expressions, words and pronunciations used during the session are sent within 48 hours for revision. A personal Google Drive folder is created for each learner.

This is how the programme works. We can remove some items according to your needs and skills:

1. A period of listening to identify your needs (the first twenty minutes are offered on a trial basis with no obligation)

2. Skills assessment using a detailed chart to highlight strengths and weaknesses

3. Suggestions for targeting your needs

4. Introduction to general aviation vocabulary, and more specific **aviation French** according to your needs. Listening, conversation and reading can lead to developing **aviation topics**.

5. French sentence structures with more detailed explanations of modes, conjugations, passive and active voices, subject-verb inversions, irregular verbs, etc. The mix of syntax and grammar is complementary. We won't dwell on what has been learnt. Those who wish to do so can take advantage of off-line exercises. STRUCTURE slots can be included.

6. Precise postures will be adopted to establish a French pronunciation close to that of native French speakers, with its variants. There will be work on accents, nasal vowels, the letter R, liaisons, diphthongs, language registers and contractions. We will also be working carefully on other consonant and vowel details, intonation and rate of speech. Nevertheless, the aviation English of radiotelephony is a lingua franca and it is also worth studying the ICAO recommendations (DOC 9835, DOC 9432 and DOC 4444) as well as the FAA, CAA and other variants. PRONUNCIATION slots can be included. Those who wish to do so can take advantage of off-line exercises.

7. From then on, we'll be able to engage in a variety of activities: listening with commentary, reading with commentary, role-playing, free conversation, telephone exchanges - in short, there's no limit to the subjects that can be covered. This will be an opportunity to correct new knowledge and also to activate the lexical field, interaction, fluency and interaction.

8. For pilots - PPL/CPL, IFR/VFR - more specific preparation phases are required to pass the FCL .055: emergency and unusual situation messages, briefing questions, listening to messages and readback, simulated flights and picture descriptions.

9. Advice on the use of everyday French in France and other French-speaking countries, formal and informal

10. Advice on the use of the different types of aviation English: DGAC (France), FAA (U.S.A.), CAA (United Kingdom), EASA (European Union) and others.

Evaluation methods

The initial test is described on this page. It is necessary to progress without wasting time.

An evaluation of the six ICAO language skills is sent to the learner after each day.

A mock FCL .055 test is offered at the end of the course. It is strongly recommended. Intermediate tests may be held for courses lasting for over 3 months.

Access to Persons with Disabilities

Persons with disabilities also have access to our training courses.

For more information, please contact the Disability Officer: Mr Toni GIACOIA

Tel: +33 667 157 562

Mail: fclanglais@gmail.com

Contact

For more information, call +33 667 157 562. Try 20 minutes of conversation in English for an initial test. It's FREE and without obligation. For more information, please send a message to the contact page or to fclanglais@gmail.com

AVIATION FRENCH VIDEO HERE