

Practice approach/area

Practice Area Position Report

A **good practice area position report** ensures that other pilots operating in the same vicinity can accurately visualize your location and movements.

Best Practices for Position Reporting:

- Before entering a practice area, **inquire whether it is already occupied**.
 - Once inside, **define the boundaries** of your operational space using **easily recognizable landmarks**.
 - Specify your **altitude** or **altitude block**.
 - Only make **subsequent reports when necessary**, such as:
 - When another aircraft is approaching or moving into an adjacent area.
 - When you are **changing location or altitude**.
- Avoid unnecessary radio calls** to prevent frequency congestion and reduce distractions for pilots receiving instructions.

Practice Approach VFR

The **VFR Practice Approach** allows pilots to practice different approach procedures under visual flight conditions.

- If the practice approach is conducted **within Class D airspace (CTR)**, the **tower** is responsible for handling the request.
- If the approach begins **within Class C or D**, the **approach or center** controller is responsible.

Important Considerations:

- The practice approach **must remain under VFR conditions**.
- The pilot must **comply with VMC minima**.
- All instructions from ATC are **recommendations only**.

Standard ATC Phraseology:

Language	Instruction
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French	"Indicatif d'appel, maintenez VMC, toutes les instructions d'altitude et de cap sont des recommandations."
English	"Callsign, maintain VMC, all altitude and heading instructions are recommendations."

Vectoring Considerations

- If traffic volume is **high**, vector the aircraft **closer to final (5-7 NM)**.
- If time allows, **ask the pilot how many miles of final approach they prefer**.

“ **Alternative:** Instead of using **heading recommendations**, pilots may also be guided using **traffic circuit sections** leading to final approach.

Phraseology Example

Scenario	French	English
Initial Call	Tour de Marseille, F-GXYZ.	Marseille Tower, F-GXYZ.
ATC Acknowledgment	F-GXYZ, Tour de Marseille.	F-GXYZ, Marseille Tower.
Pilot Request	F-GXYZ, Cessna 172, 5 minutes au sud de Sierra, 3000 pieds, demande approche ILS d'entraînement VFR suivie d'un atterrissage complet.	F-GXYZ, Cessna 172, 5 minutes south of Sierra, 3000 feet, request ILS practice approach VFR followed by a full stop landing.
ATC Clearance	F-GXYZ, Squawk 7001, QNH 1022, piste 25.	F-GXYZ, Squawk 7001, QNH 1022, Runway 25.
Pilot Readback	F-GXYZ, Squawk 7001, QNH 1022, piste 25.	F-GXYZ, Squawk 7001, QNH 1022, Runway 25.
ATC Instructions	F-GXYZ, identifié, maintenez VMC, toutes les instructions d'altitude et de cap sont des recommandations, tournez à droite cap 040.	F-GXYZ, identified, maintain VMC, all altitude and heading instructions are recommendations, turn right heading 040.
Pilot Readback	F-GXYZ, maintiens VMC, tourne à droite cap 040.	F-GXYZ, maintaining VMC, turning right heading 040.
ATC Instructions	F-GXYZ, descendez à 1500 pieds, tournez à gauche cap 340.	F-GXYZ, descend 1500 feet, turn left heading 340.
Pilot Readback	F-GXYZ, descends à 1500 pieds, tourne à gauche cap 340.	F-GXYZ, descending 1500 feet, turning left heading 340.
ILS Clearance	F-GXYZ, tournez à gauche cap 280, approche ILS piste 25 d'entraînement VFR approuvée.	F-GXYZ, turn left heading 280, ILS runway 25 practice approach VFR approved.
Pilot Readback	F-GXYZ, tourne à gauche cap 280, approche ILS piste 25 d'entraînement VFR approuvée.	F-GXYZ, turning left heading 280, ILS runway 25 practice approach VFR approved.

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