

Radio Communications



Lesson Objective

To develop understanding of how to talk on the radios

Who and What

Format

You, Me, Current location, Destination, Request

Who are you calling?

McCollum Ground

McCollum Tower

Paulding Traffic

Atlanta Approach

Atlanta Center

Who am I?

A tail number: N3889J, N352SP, N799FA, etc.

or flight number: Delta 4321 , CAP 931, etc.

Type: Cessna, Skyhawk, Skylane, Experimental, etc. (/G)

Class G Airports

If you're landing at an airport in Class G airspace, you don't need to talk to anyone or make any radio calls. However, it's strongly recommended you do. The AIM suggests that you make position calls around the airport at these points:

10 miles away from the field

5 miles away from the field

Airfield overflight (if necessary)

45 degree entry to the downwind

Downwind

Base

Fin

Class G Airports

In my opinion you have to talk more actually at airports without a tower...

“Falcon traffic Cessna N3889J 5 miles to the south inbound for runway 31 will 45 to the left downwind for 31 Falcon traffic”

“Falcon traffic Cessna N3889J entering 45 for the left downwind for 31 Falcon traffic”

“Falcon traffic N3889J midfield left downwind for 31 Falcon traffic”

“Falcon traffic N3889J turning base for 31 Falcon traffic”

“Falcon traffic N3889J final 31” / “Falcon traffic N3889J final 31 low approach only staying in pattern”

“Falcon traffic N3889J left crosswind 31”

Class G Airports

When doing a real approach or practice approach...

“Paulding traffic CAP 930 11 miles out straight in runway 31
Paulding traffic”

“Paulding traffic CAP 930 5 miles out straight in runway 31
Paulding traffic”

“Paulding traffic CAP 930 3 miles out straight in runway 31
Paulding traffic”

“Paulding traffic CAP 930 short final in runway 31 Paulding
traffic”

Don’t bother to say passing OOU DT, PUJY

Calling the Tower is Like Ordering a Pizza

Some say it's like ordering a pizza on the phone

"Hey Papa John This Is Gary V in West Griffin can I get a large cheese?"

Pilot: "McCollum Tower Cessna 3889J is 10 miles at 3500 Southwest with Charlie inbound"

If they say the last half of your tail number you can then use that...but after they use it

Pilot: "89J McCollum Tower report 3 miles"

Tower: "McCollum Tower 89J report 3 miles"

Class D Airports

First call Ground (more on Clearance Delivery later)

Pilot: “McCollum Ground Cessna 3889J at North Ramp with Charlie departing West”

Tower: “3889J McCollum Ground taxi to 27 via Alpha”

Then you read back (not repeat)

Pilot: “McCollum Ground Cessna 3889J taxiing to 27 via Alpha”

At some airports you will let them know you are pulling out of the runup area

Pilot: “Peachtree Tower 3889J taxiing from runup”

Class D Airports

At the runway

Pilot: “McCollum Tower Cessna 3889J holding short runway 27 ready to go when able”

Tower: “Cessna 89J McCollum Tower cleared for takeoff runway 27 departing west”

Pilot: “McCollum Tower 89J taking off runway 27 heading west”

Class D Airports

On the way (back) into class D

First get the ATIS (weather) and write it down

If you never heard one call 770-425-3406

Tell them where you are at...3D wise

Pilot: "McCollum Tower Cessna 3889J is 10 miles at 3500 Southwest with Charlie inbound"

Tower: "89J McCollum Tower report mid field left downwind 27"

Pilot: "McCollum Tower 89J will report mid field left downwind 27"

Pilot: "McCollum Tower 89J now mid field left downwind 27"

Tower: "89J McCollum Tower cleared to land #2 Cirrus on final"

Pilot: "McCollum Tower 89J cleared 27 looking for traffic"

Pilot: "McCollum Tower 89J traffic in sight"

Tower: "89J McCollum Tower cleared to land 27"

Class D Airports

Wheels down on runway

Tower: “89J McCollum Tower taxi to ramp via Alpha stay with me”

(stay on that frequency)

Pilot: “McCollum Tower 89J taxiing to ramp via Alpha”

OR After you pull off runway and stop

Tower: “89J Peachtree Tower switch to Peachtree Ground”

Pilot: “Peachtree Ground 89J request taxi to Epps”

Tower: “89J Peachtree Ground taxi to Epps via Alpha then Bravo”



Class D Airports

Class C Airports

On the way in

Pilot: “Chattanooga Approach Cessna 3889J is 25 miles at 6500 southeast with Charlie inbound”

Approach: “Cessna 3889J Chattanooga Approach radar contact 24 miles southeast altimeter setting 3010”

Most of the rest is just like class D but when you land they will almost definitely have separate tower and ground controllers

Class C Airports

On the way out

You will call Clearance Delivery at most Class C airports

Pilot: "Chattanooga Clearance Delivery Cessna 3889J at Wilson Air is a 182RG request southeast departure to KRYV altitude 5500 with Charlie"

Or Pilot: "Chattanooga Clearance Delivery Cessna 3889J at Wilson Air ready for VFR plan"

Or Pilot: "Chattanooga Clearance Delivery Cessna 3889J at Wilson Air ready for IFR clearance"

Then time for CRAFT...then they will say when ready "go to Ground"

Flight Following

Pilot: “Atlanta Approach Cessna 2739C is a 182RG slash Golf 3 miles north of Cobb County Airport Romeo Yankee Yankee at 3000 enroute to Chattanooga request flight following”

Even better...have the tower arrange for VFR traffic advisories before takeoff

Pilot: “Atlanta Approach Cessna 442KS is a 172 slash Golf 3 miles southeast of Atlanta Regional Falcon Field Foxtrot Foxtrot Charlie at 3000 climbing to 5500 enroute to KRYY Romeo Yankee Yankee request flight following”

Who I am calling:

Who I am:

Where now (x miles & altitude from blah):

Where going:

What needed:

Passed to another control

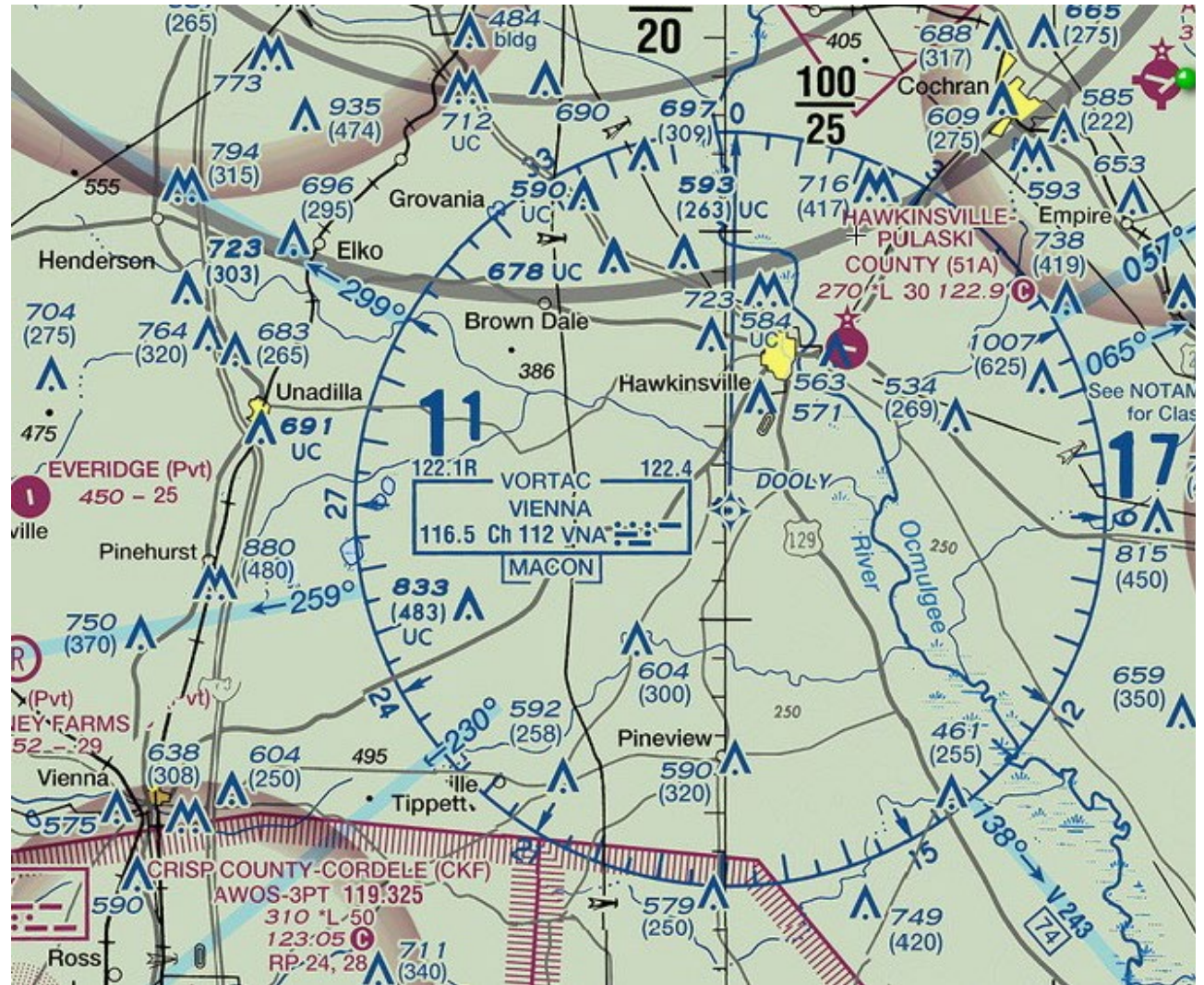
“Atlanta Center 2739C at 6200 for 7000”

FSS Stations

"Macon Radio"

Talk on 122.1

Listen on 122.4



CRAFT

Clearance limit: The end point of the clearance (usually, but not always, the destination airport).

Route: The route that the flight is to follow as part of the clearance (often the route originally filed, although ATC may change this). This is where you better be prepared to listen and write. ATC will many times decide which way you are going.

Altitude: The initial altitude to be maintained by the flight, plus, in many cases, a time at which cruise altitude clearance may be expected.

Frequency: The frequency to which the pilot(s) should tune upon leaving the departure airport.

Transponder: The transponder code that must be set for the aircraft prior to departure and during the flight. T also stands for time, as in void time, if one is issued. A void time is an expiration time, meaning, the IFR clearance is voided if the aircraft is not airborne by the void time.

At a towered airport, get your IFR clearance from Clearance Delivery. If you depart from a non-controlled airport, you will need to call them on a phone or you can call them on the radio using an RCO.

CRAFT Examples

1) KRYYY -> KCHA

C KCHA

R As filed

A 6000

F 121.0

T 4321

2) https://www.youtube.com/watch?v=kkfrd_BRv4E&t=200s

3) <https://www.youtube.com/watch?v=-CvK2rrmdY&t=170s>

4) Pilot: "Atlanta Approach Cessna 3889J at runway 31 at Papa Uniform Juliet need to pick up clearance."



Any questions I can answer or
follow up later on?

Typical format

You

Me

Current location

Destination

Request

You = CTAF, Clearance Delivery, Tower, Approach, Departure, Center

Me = Tail #, type, /G

Current location = Where on ramp, miles & altitude from nearest airport/VOR

Destination = Airport I am planning on landing

Request = Departing north, full stop landing, low approach, ready to pick up plan/clearance

"Atlanta Speedway Traffic Skyhawk 13469 5 miles to the south coming on to the 45 for left downwind runway 24"

"Chattanooga Clearance Delivery SkyHawk 41GRV at Wilson Air ready for VFR clearance"

"Chattanooga Clearance Delivery SkyHawk 41GRV at Wilson Air is a 182 request southeast departure to KRYYY altitude 5500 with Charlie"

"Atlanta Approach SkyHawk 41GRV at runway 1 at Papa Uniform Juliet need to pick up clearance."

"Atlanta Approach 3889J Cessna 150 /Golf 3 miles northwest of Thomaston Oscar Papa November enroute to Thomasville Tango Victor India request flight following"

"McCollum Ground SkyHawk 41GRV at North Ramp with Charlie departing West"

"McCollum Ground SkyHawk 41GRV at north ramp ready to pick up IFR clearance"

"McCollum Tower SkyHawk 41GRV is 10 miles at 3500 Southwest Charlie full stop"

Switching Sectors

You Me Altitude

"Atlanta Center 41GRV 5500"

"Atlanta Center 41GRV 5500 for 7000"

After landing

"Request taxi to Wilson Air"

"Full stop taxi back"

"Back taxi"

You =

_____ Traffic _____ Ground Clearance Delivery

_____ Tower _____ Approach _____ Center

Me = Skyhawk 13469

(Cessna 150) 3889J

Skyhawk 7350G Skyhawk 46269 Skyhawk 3940Q Skyhawk 21648

Skyhawk 4394L Skyhawk 46385

Current location =

(Inbound to tower)

_____ miles (reverse heading) _____ (NSEW) "At" _____ (altitude)

"With" _____ (ATIS)

(Calling Approach/Center)

_____ miles _____ (NSEW) "From" _____ (Airport/VOR) "At" _____ (altitude)

"At Hawthorne" "At Epps" "At Clairmont Ramp" "At Signature"

Destination =

Request =

"Departing" _____ (NSEW)

"Full stop landing"

"Request Low approach"

"Ready to pick up plan/clearance"

"Request Flight Following"

Equipment

- Check all the wires
- Check the comm panel
- Check the headset volume
- Check the radio volume
- Ask the other person to try
- If you are alone, try to plug in the other side

Frequencies

- Make sure you are on the right frequency
- Go back to last good frequency and double check new frequency
- Try other frequencies in the area
- Get higher
- Try the guard channel 121.5
- Try the closest FSS

Other

- Turn the transponder to 7600
- Try calling the nearest facility if you can with your phone
- Review on light signals if going to a towered airport