

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)

Call the Tower and Order a Pizza

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

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

Pilot: "McCollum Tower Cessna 2739C is 10 miles at 3500 Southwest with Charlie inbound"

do not say This Is...we do not say more than we need to

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

Pilot: "39C McCollum Tower report 3 miles"

Tower: "McCollum Tower 39C report 3 miles"

Class D Airports

First call Ground (more on Clearance Delivery later)

Pilot: “McCollum Ground Cessna 2739C at North Ramp with Charlie departing West”

Tower: “2739C McCollum Ground taxi to 27 via Alpha”

Then you read back (not repeat)

Pilot: “McCollum Ground Cessna 2739C taxiing to 27 via Alpha”

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

Pilot: “Peachtree Tower 2739C taxiing from runup”

Class D Airports

At the runway

Pilot: “McCollum Tower Cessna 2739C holding short runway 27 ready to go when able”

Tower: “Cessna 39C McCollum Tower cleared for takeoff runway 27 departing west”

Pilot: “McCollum Tower 39C 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 2739C is 10 miles at 3500 Southwest with Charlie inbound"

Tower: "39C McCollum Tower report mid field left downwind 27"

Pilot: "McCollum Tower 39C will report mid field left downwind 27"

Pilot: "McCollum Tower 39C now mid field left downwind 27"

Tower: "39C McCollum Tower cleared to land #2 Cirrus on final"

Pilot: "McCollum Tower 39C cleared 27 looking for traffic"

Pilot: "McCollum Tower 39C traffic in sight"

Tower: "39C McCollum Tower cleared to land 27"

Class D Airports

Wheels down on runway

Tower: “39C McCollum Tower taxi to ramp via Alpha stay with me”

(stay on that frequency)

Pilot: “McCollum Tower 39C taxiing to ramp via Alpha”

OR After you pull off runway and stop

Tower: “39C Peachtree Tower switch to Peachtree Ground”

Pilot: “Peachtree Ground 39C request taxi to Epps”

Tower: “39C Peachtree Ground taxi to Epps via Alpha then Bravo”



Class D Airports

Class C Airports

On the way in

Pilot: “Chattanooga Approach Cessna 2739C is 25 miles at 6500 southeast with Charlie inbound”

Approach: “Cessna 2739C 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 2739C at Wilson Air is a 182RG request southeast departure to KRYV altitude 5500 with Charlie"

Or Pilot: "Chattanooga Clearance Delivery Cessna 2739C at Wilson Air ready for VFR plan"

Or Pilot: "Chattanooga Clearance Delivery Cessna 2739C at Wilson Air ready for IFR clearance"

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

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 2739C at runway 1 at Papa Uniform Juliet need to pick up clearance."

Seems like overload when you first learn but you can figure out all but T most of the time ahead of time

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”

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 OOUTD, PUJJY



More

The more distance from Atlanta
...the more people talk randomness

“Cleared for the Option”

“Back taxi”

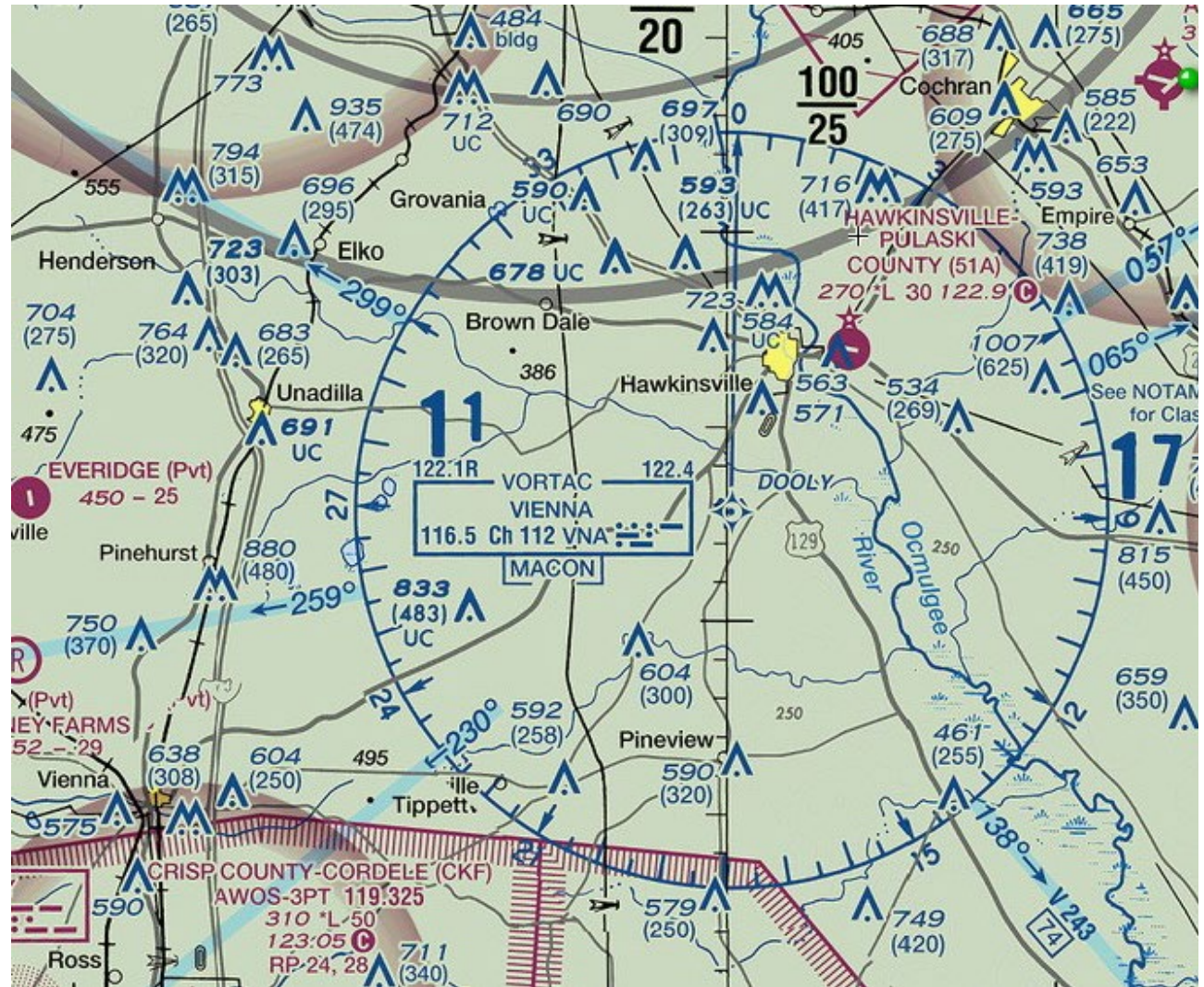
“Request vectors”

FSS Stations

"Macon Radio"

Talk on 122.1

Listen on 122.4





Any questions I can answer or follow up later on?