

\_\_\_\_\_ Ground Cessna \_\_\_\_\_ at \_\_\_\_\_ with \_\_\_\_\_ departing \_\_\_\_\_

“McCullum Ground Cessna 2739C at North Ramp with Charlie departing West”

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\_\_\_\_\_ Clearance Delivery Cessna \_\_\_\_\_ at \_\_\_\_\_ ready to pick up VFR/IFR clearance.

“Chattanooga Clearance Delivery Cessna 2739C at Wilson Air ready for VFR clearance”  
“McCullum Ground Cessna 2739C at north ramp ready to pick up IFR clearance”

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\_\_\_\_\_ Clearance Delivery Cessna \_\_\_\_\_ at \_\_\_\_\_ is a \_\_\_\_\_ slash Golf request  
\_\_\_\_\_ to \_\_\_\_\_ altitude \_\_\_\_\_ with \_\_\_\_\_

“Chattanooga Clearance Delivery Cessna 2739C at Wilson Air is a 182RG request southeast departure to KRYY altitude 5500 with Charlie”

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\_\_\_\_\_ Cessna \_\_\_\_\_ at runway \_\_ at \_\_\_\_\_ need to pick up clearance.

“Atlanta Approach Cessna 2739C at runway 1 at Papa Uniform Juliet need to pick up clearance.”

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Cold call first “Atlanta Approach N885GT”

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Who are you calling:

Your call sign:

Where you are now:

Where you are going:

What type aircraft:

Current altitude and planned:

What you want (vectors, approach auth, flight following):

Example:

“Atlanta Approach N885GT

3 miles west of Atlanta Regional Falcon Field (Foxtrot Foxtrot Charlie)

enroute to Cobb County (Romeo Yankee Yankee)

Cessna 172 slash Golf

3000 climbing to 5500

request flight following”

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\_\_\_\_\_ Tower Cessna \_\_\_\_\_ is \_\_\_\_\_ miles \_\_\_\_\_ (opposite of heading) at

\_\_\_\_\_ (alt) \_\_\_\_\_ (ATIS) full stop/low approach

“McCullum Tower Cessna 2739C is 10 miles at 3500 Southwest Charlie full stop”

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“Full stop taxi back” “Back taxi”