

Communication Procedures

For All Communications:

- Whom you are contacting. (Twr/Gnd/Apph/Etc)
- Who you are. (Model and N Number)
- Where you are. (Expressed in three dimensions)
- What you want.

Class E Airport – Non-Towered

Before Taxi:

Listen to AWOS and get advisory

While Taxiing:

- Alert traffic when crossing any runway.
Bremerton traffic Cessna 5342P crossing runway 19Bremerton.
- Alert traffic when back-taxiing on any runway.
Bremerton traffic, Cessna 5342P back-taxiing runway 19 Bremerton.

Note: Radio call does not relieve pilot from visually checking for traffic!

Before Takeoff:

- After checking final, report when taxiing onto runway for takeoff.
Bremerton traffic, Cessna 5342P departing runway 19 Bremerton.*
- *(Say if staying in the pattern or direction of flight, e.g. to the south, left crosswind.)

Coming Back to the Airport:

- Listen to AWOS or get an airport advisory from Unicom.
Bremerton Unicom, Cessna 5342P 10 miles south inbound for landing, request airport advisory Bremerton.
- Report your position to other possible traffic.
Bremerton traffic, Cessna 5342P 10 miles east inbound for landing runway 19Bremerton.

Entering the Pattern (always enter on the 45 as found in AIM):

- Report entering the pattern, on the 45. Report turning to each leg of the pattern (crosswind, downwind, base, final), and include runway of intended landing.
Bremerton traffic, Cessna 5342P entering on the 45 for left downwind runway 19 Bremerton
Bremerton traffic, Cessna 5342P turning left downwind runway 19 Bremerton
Bremerton traffic, Cessna 5342P turning left base runway 19 Bremerton
Bremerton traffic, Cessna 5342P turning final runway 19 Bremerton

After Landing and clear of the runway, report.

Bremerton traffic, Cessna 5342P clear of runway 19 Bremerton.

Class D Airport – GA airport w/Control Tower

Arrival:

Get ATIS information (Alpha, Bravo, Charlie, etc.)

Contact Tower (___ = ATC; ___ = 5342P)

Boeing tower, Cessna 5342P, North Vashon, inbound for landing with Alpha.

Cessna 5342P, report the reservoir left base runway 31L.

Report the reservoir left base runway 31L, Cessna 5342P.

Tower, Cessna 5342P at the reservoir (upon reaching the reservoir).

Cessna 5342P, you are number 2 following a Metroliner on final. Cleared to land.

Cessna 5342P cleared to land, Runway 31L, number 2, traffic in sight (when you see traffic!).

Cessna 5342P off next taxiway, contact ground.

Cessna 5342P, off at A10 taxiway (if you made it), to ground. (At this time the pilot would tune in 121.9 and listen to hear if the channel is clear)

Contact Ground (___ = ATC; ___ = 5342P)

Boeing ground, Cessna 5342P off 31L at A10 taxi to Aeroflight.

Cessna 5342P taxi to Aeroflight

Cessna 5342P, Roger, taxi to Aeroflight.

Departure:

- Get ATIS information (Alpha, Bravo, Charlie, etc.)

Contact Ground

Boeing ground, Cessna 5342P at Aeroflight, taxi for touch-and-go with Bravo.

Cessna 5342P, taxi runway 31R (you may get other instructions such as “stay to the right”).

Cessna 5342P, taxi runway 31R (and repeat any additional instructions).

After Run-Up, taxi to hold-short line, and switch to tower frequency.

Contact Tower

Boeing Tower, Cessna 5342P holding short 31R, ready for touch-and-go.

Cessna 5342P, Cleared for takeoff, right closed traffic approved. (If told to hold short, repeat all hold short instructions.)

Fly the “agreed” pattern/departure

Final note: there are additional considerations for Class B and C airports, opening/closing flight plans, and requesting/using flight following. The above is merely a primer for student pilots to ease their transition to what many believe is the hardest part of flying—talking on the radio.

Prepared by Richard T. Edgerton, Ph.D. Teacher, flight instructor, and Civil Air Patrol member.