

Communications Guide

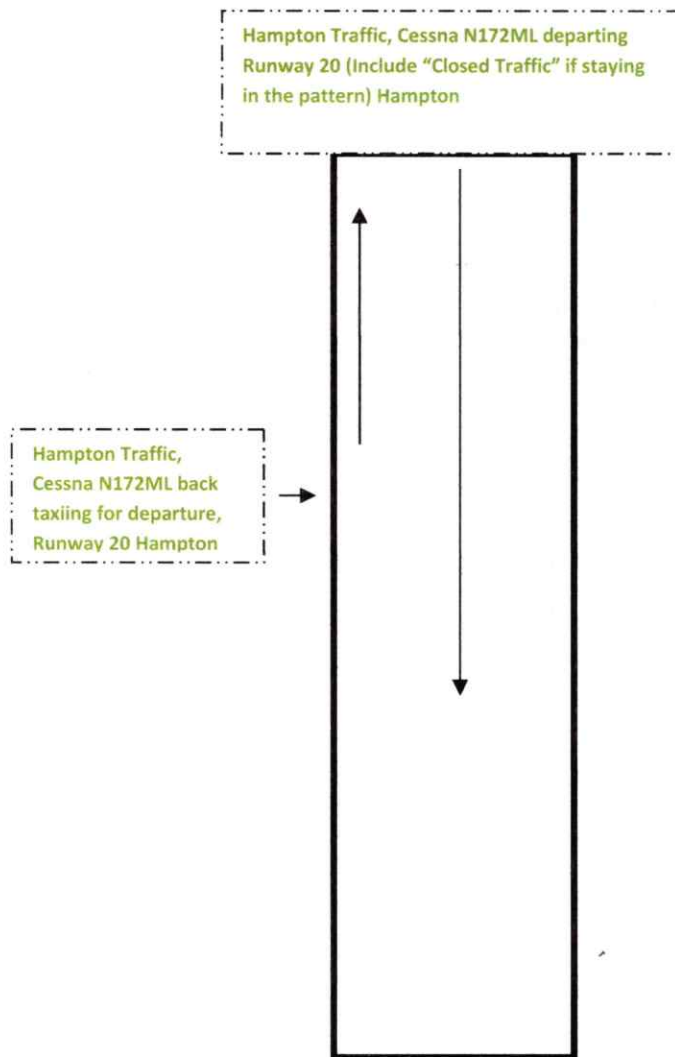
7B3

The whole point to communications is to let everyone else in the area know what you are doing and where you are. They may or may not talk back to you.

You may use "Cessna" or "Skyhawk" when making calls in the 172's. The CTLS is designated as "Flight Design" then the respective tail number.

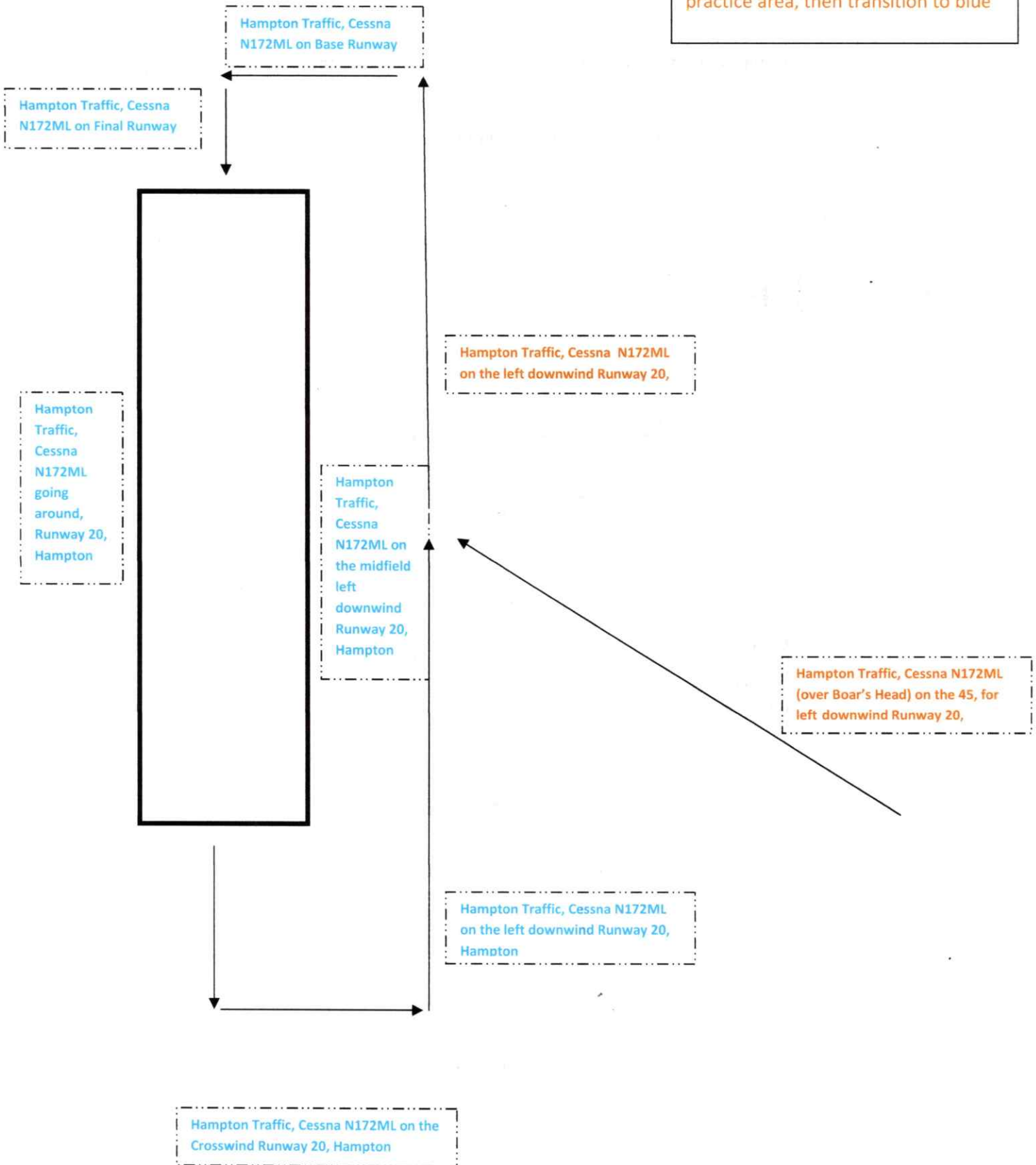
Always listen for your airport and tail #

Take- Off (On the ground Radio calls):



Traffic Pattern -

KEY:
Follow the blue writing for staying in the pattern procedures
Start with the Orange writing if coming in to the pattern from the practice area, then transition to blue



Communications Guide: Going to another uncontrolled Airport

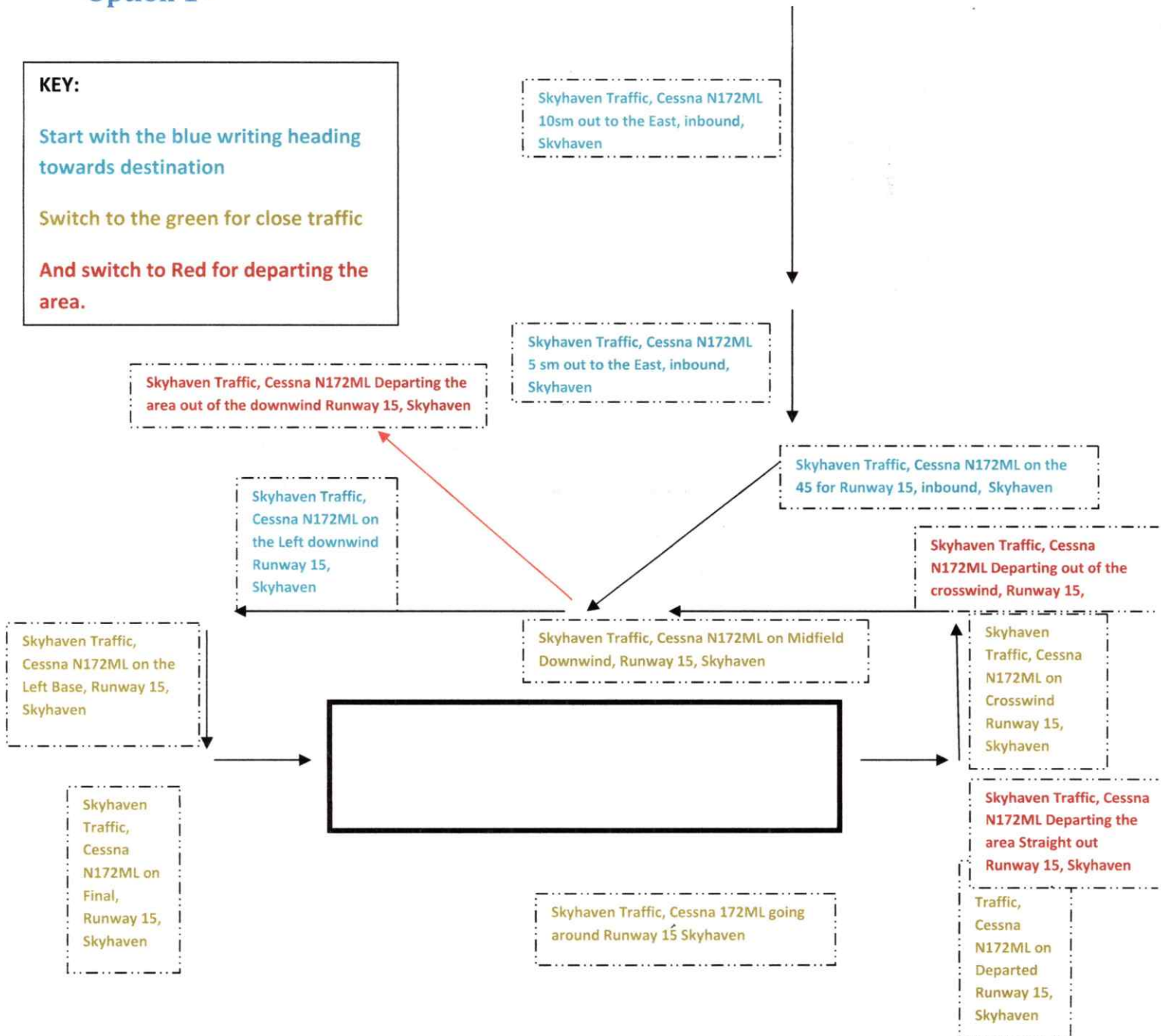
Option 1 -

KEY:

Start with the blue writing heading towards destination

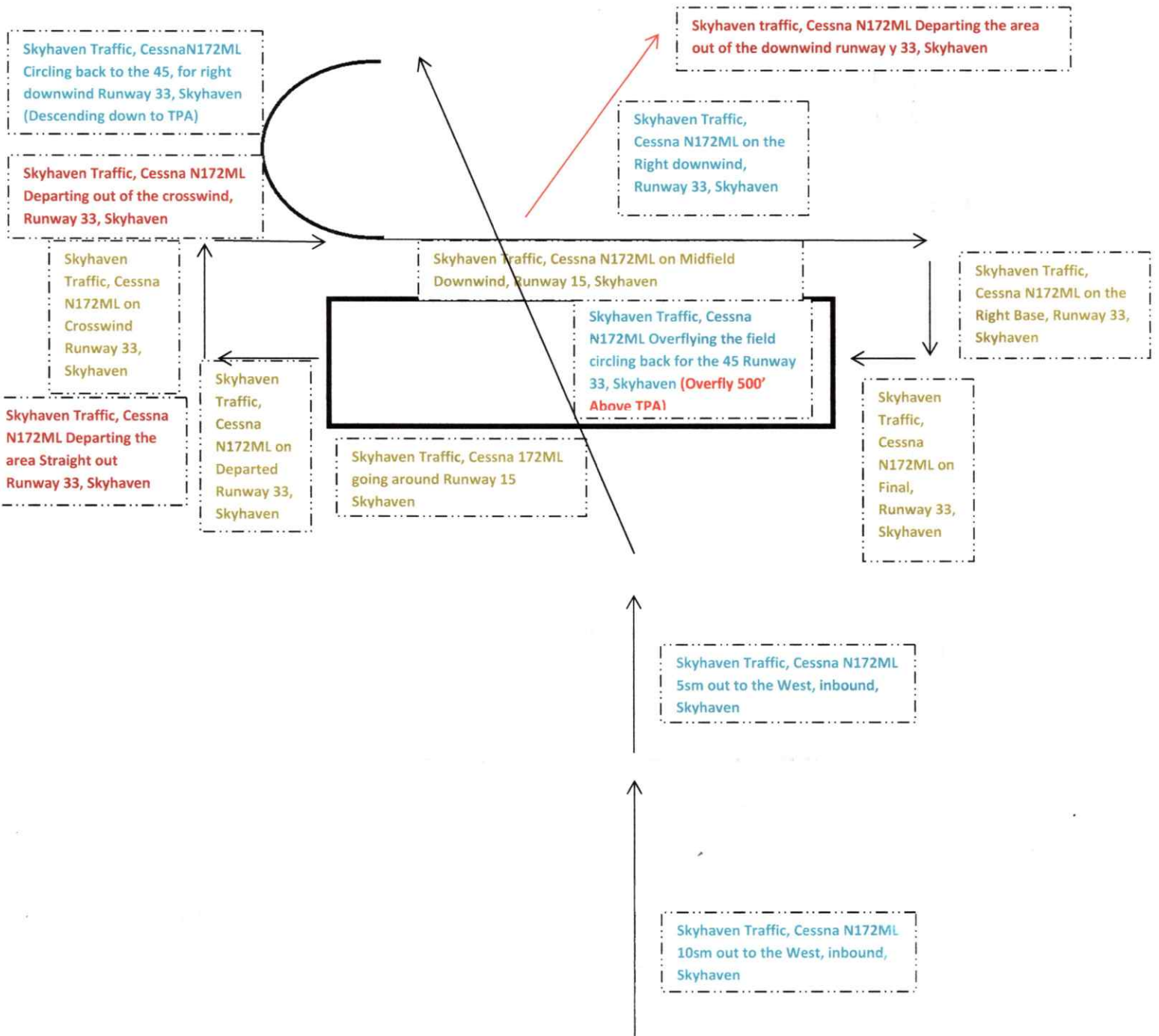
Switch to the green for close traffic

And switch to Red for departing the area.



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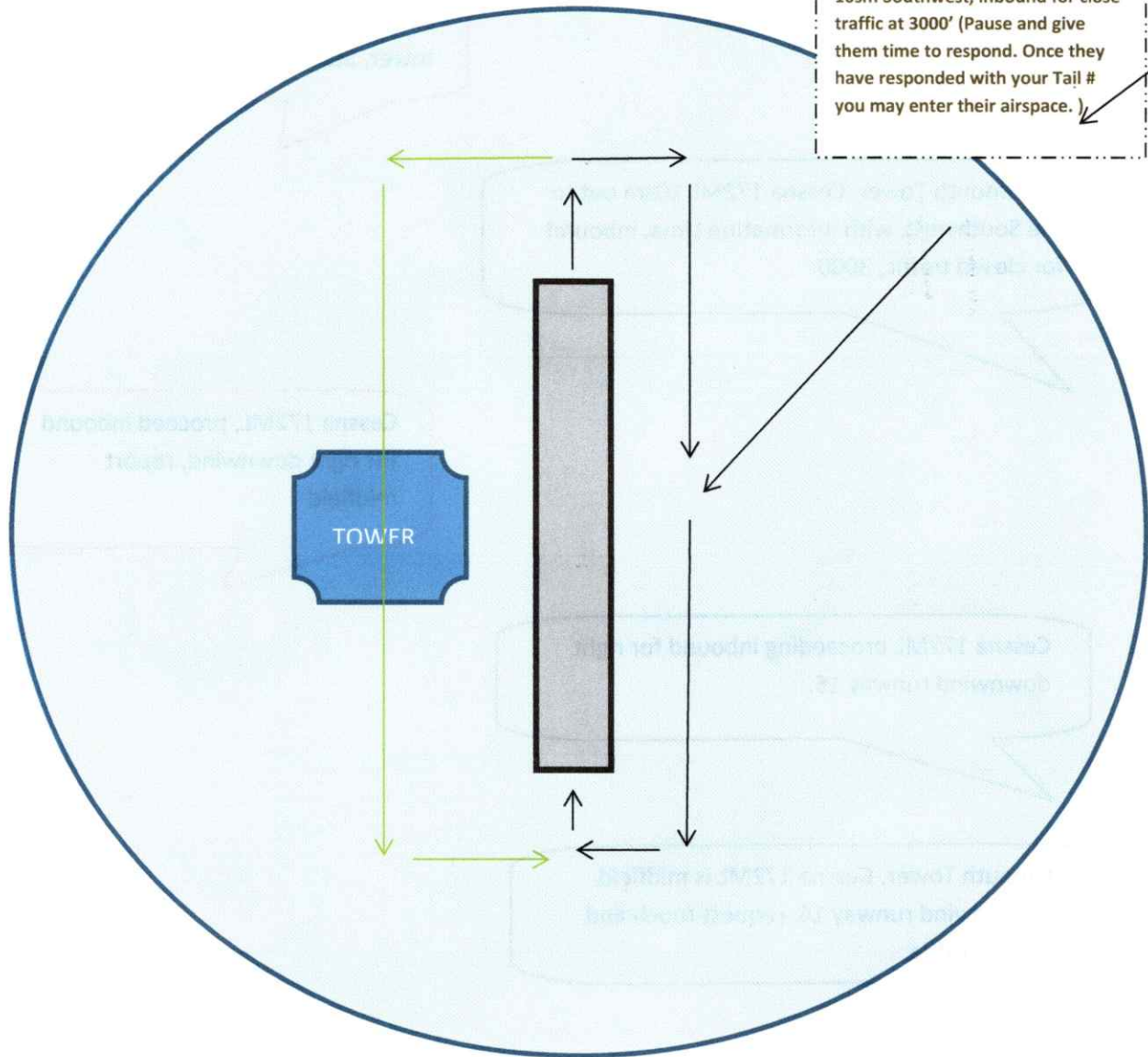
Option 2-



Communications Guide

ATC Operations – Going to PSM

Portsmouth Tower, Cessna N172ML
10sm Southwest, inbound for close
traffic at 3000' (Pause and give
them time to respond. Once they
have responded with your Tail #
you may enter their airspace.)



Portsmouth Tower, Cessna 172ML

Cessna 172ML, Portsmouth tower, State your request.

Portsmouth Tower, Cessna 172ML 10sm out to the Southwest, with information Lima, inbound for closed traffic, 3000

Cessna 172ML, proceed inbound for right downwind, report midfield

Cessna 172ML proceeding inbound for right downwind runway 16.

Portsmouth Tower, Cessna 172ML is midfield right downwind runway 16, request touch and go, closed traffic.

Cessna 172ML, Cleared for the option, make left traffic after take-off report midfield

Cessna 172ML cleared for the option will make left traffic.

Portsmouth Tower, Cessna 172ML is left mid-field for runway 16, request touch and go.

Cessna 172ML, traffic on a 2 mile final, cleared for the option number 2 following that traffic. Report in sight

Cessna 172ML has traffic in sight, cleared for the option number 2, following that traffic.

Portsmouth Tower, Cessna 172ML will depart back to Hampton after this

Cessna 172ML, proceed on course after take-off.

Cessna 172ML will proceed on course on climb out.

Cessna 172ML, you are clear of the Delta airspace, Hampton 2 miles to the south. Frequency changed

Cessna 172ML frequency changed approved, Hampton in sight.

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Approach

Always pause and count to 3 before saying something on a new ATC frequency to avoid "stepping" on someone else talking.

Boston Approach, Cessna 172ML

Cessna 172ML, Boston approach, state your request

Boston Approach, Cessna 172ML is 3miles West of Hampton Airfield, climbing through 1500 for 3500. Request flight following to Brunswick, ME (BXM)

2ML, Squawk 5342 and Ident.

5342, 2ML , Ident.

2ML, radar contact altimeter setting 29.92

2ML, Contact Portland Approach on 119.75, have a good day.

Portland approach on 119.75, 2ML.

Portland Approach, Cessna 172ML level at 4500, on frequency.

Cessna 172ML, Portland approach, you are radar contact. Altimeter setting 29.92

2ML, traffic at your 10 o'clock, altitude indicates 3,500 proceeding westbound. Report traffic in sight.

2ML, Looking

2ML has traffic in sight.

2ML, roger.

2ML, Brunswick is at 12 o'clock 10 miles out.
Report in sight.

2ML has Brunswick in sight.

2ML, no traffic observed between you and
Brunswick. Radar services terminated, frequency
changed approved, squawk VFR.

2ML frequency changed
approved, squawk VFR.