



Our Wings Carry Your Dreams

## Radio Calls – Arrivals and Departures

### Contents

Introduction .....	2
Taxi Clearance .....	2
Arrivals .....	3
Structure of Radio Calls .....	6
Reference Material .....	6

## Introduction

Use of standard phrases for radio telephony communication between aircraft and ground stations is essential to avoid misunderstanding the intent of messages and to reduce the time required for communication.

The Radio Calls outlined in this document are for Bankstown Aerodrome, however, can be tailored to any airport as the format is essentially the same.

## Taxi Clearance

At any controlled aerodrome, you must obtain a taxi clearance prior to taxiing. This is obtained by contacting the **Bankstown Ground** frequency on **119.90**.

### 1. Obtain taxi clearance prior to moving

You: Bankstown Ground  
Cherokee \_\_ \_\_ \_\_  
at Taxiway C  
Received \_\_ (ATIS)  
Request taxi for (Upwind / Downwind / Crosswind) departure

Ground: \_\_ \_\_ \_\_, Bankstown Ground  
Taxi to Holding Point (C / A8)  
Runway 11L / 29R

You: Taxi to Holding Point (C / A8)  
Runway 11L / 29R  
\_\_ \_\_ \_\_

### 2. Taxi to the run-up bay to do the run ups and then taxi to the holding point

You may be asked to taxi to the run up bay and REPORT READY before being given a taxi clearance to the respective Holding Point. If this is the case, you taxi to the run-up bay and do your run ups first.

Upon completion of run ups, you can then tell tower you're ready

You: \_\_ \_\_ \_\_  
Ready In (Alpha/ Bravo / Echo) Run Up Bay  
For (Upwind / Downwind / Crosswind) departure

You will then receive your clearance to taxi to the holding point.

### 3. At the HOLDING POINT, change to Bankstown Tower frequency 132.80

You: Bankstown Tower  
 Cherokee \_\_\_ \_\_\_ \_\_\_  
 Ready Runway 11L / 29R  
 Via (Upwind / Downwind / Crosswind)

Bankstown Tower will come back to you with ONE instruction from the below:

Tower: 1. \_\_\_ \_\_\_ \_\_\_, hold position  
 2. \_\_\_ \_\_\_ \_\_\_, Runway 11L / 29R, Line Up  
 3. \_\_\_ \_\_\_ \_\_\_, Runway 11L / 29R, Cleared for Take Off

You: 1. Holding position, \_\_\_ \_\_\_ \_\_\_  
 2. Runway 11L / 29R, Lining Up, \_\_\_ \_\_\_ \_\_\_  
 3. Runway 11L / 29R, Cleared for Take Off, \_\_\_ \_\_\_ \_\_\_

## Arrivals

**Once you complete your flight away from Bankstown Aerodrome, you will need to return home at some stage.**

You may arrive at the Bankstown control zone from one of 2 reporting points: PROSPECT or 2RN

### 1. Arriving inbound approaching via Prospect

You: Bankstown Tower  
 Cherokee \_\_\_ \_\_\_ \_\_\_  
 Prospect, 1500ft, inbound  
 Received \_\_\_ (ATIS)

**Bankstown Tower will come back to you with ONE instruction from the below depending on which runway is in use:**

Tower: 1. \_\_\_ \_\_\_ \_\_\_, join Downwind Runway 29R, maintain 1500  
 2. \_\_\_ \_\_\_ \_\_\_, join Final Runway 11L, report established 3nm

You: 1. Join Downwind Runway 29R, maintaining 1500, \_\_\_ \_\_\_ \_\_\_  
 2. Join Final Runway 11L, \_\_\_ \_\_\_ \_\_\_  
 3. \_\_\_ \_\_\_ \_\_\_

**When you are 3nm from Bankstown Aerodrome, you must report 3nm as you have been asked to do so**

You:            \_\_ \_\_ \_\_, 3nm

Tower:        1.    \_\_ \_\_ \_\_, Runway 11L / 29R, Cleared To Land  
                 2.    \_\_ \_\_ \_\_, follow the traffic in your \_\_ o'clock, continue for Runway Left

You:           1.    Runway 11L / 29R, Cleared To Land, \_\_ \_\_ \_\_  
                 2.    (Traffic sighted / Looking for traffic), \_\_ \_\_ \_\_

## **2. Arriving inbound approaching via 2RN**

You:           Bankstown Tower  
                 Cherokee \_\_ \_\_ \_\_  
                 2RN, 1500ft, inbound  
                 Received \_\_ (ATIS)

Bankstown Tower will come back to you with ONE instruction from the below depending on which runway is in use:

Tower:        1.    \_\_ \_\_ \_\_, join Crosswind Runway 29R, maintain 1500  
                 2.    \_\_ \_\_ \_\_, join Final Runway 11L, report Warwick Farm

You:           1.    Join Crosswind Runway 29R, maintaining 1500, \_\_ \_\_ \_\_  
                 2.    Join Final Runway 11L, \_\_ \_\_ \_\_

## **3. Established on Downwind for 29R**

You:           Cherokee \_\_ \_\_ \_\_  
                 Downwind 29R  
                 Full Stop

Tower:        1.    \_\_ \_\_ \_\_, Cleared Visual Approach, Runway 11L / 29R, Cleared to Land  
                 2.    \_\_ \_\_ \_\_, Cleared Visual Approach, continue for Runway Right  
                 3.    \_\_ \_\_ \_\_, Cleared Visual Approach, number (1 / 2 / 3 etc), follow the  
                 aircraft  
                 on (Downwind / Base / Final), continue for Runway Right

You:           1.    Cleared Visual Approach, Runway 11L / 29R, Cleared to Land, \_\_ \_\_ \_\_  
                 2.    Cleared Visual Approach, continuing Runway Right, \_\_ \_\_ \_\_  
                 3.    Cleared Visual Approach, (Traffic sighted / Looking for traffic),  
                 Runway Right, \_\_ \_\_ \_\_

#### 4. At Warwick Farm – Runway 11L

You: Cherokee \_\_ \_\_ \_\_, Warwick Farm

Tower: 1. \_\_ \_\_ \_\_, Runway 11L / 29R, Cleared To Land  
2. \_\_ \_\_ \_\_, continue for Runway Left  
3. \_\_ \_\_ \_\_, follow the traffic in your \_\_ o'clock, continue for Runway Left

You: 1. Runway 11L / 29R, Cleared To Land, \_\_ \_\_ \_\_  
2. Runway Left, \_\_ \_\_ \_\_  
3. (Traffic sighted / Looking for traffic), \_\_ \_\_ \_\_

When you have landed and you are clear of the runway, you need to make a radio call to receive clearance to taxi back to Taxiway H. This should be done on the Bankstown Ground frequency.

#### 5. Taxi clearance for parking

You: Bankstown Ground  
Cherokee \_\_ \_\_ \_\_  
on \_\_ (taxiway)  
Request Taxi to Taxiway H

Tower: 1. \_\_ \_\_ \_\_, Taxi to Taxiway H  
2. \_\_ \_\_ \_\_, Taxi to parking

You: 1. Taxi to Taxiway H, \_\_ \_\_ \_\_  
2. Taxi to parking, \_\_ \_\_ \_\_

## Structure of Radio Calls

**All radio calls are all structured in the same way**

- Who are you contacting?
- Who are you?
- Where are you?
- What are your intentions?

You are only required to state the station's name upon FIRST CONTACT with the station or after a frequency change

**You MUST read back the following:**

- Altitudes
- Headings
- Clearances
- Runways
- Taxiways
- Radio frequencies
- QNH
- Speeds

**You DO NOT have to read back the following:**

- Reports
- Sequencing
- Time

**If you are given traffic, there are only 2 read backs:**

- Looking for traffic
- Traffic sighted

## Reference Material

AIP GEN 3.4