

VFR COMM CheatSheet

Saturday, October 26, 2024 6:30 AM

Some basic communication calls common to lessons: REMEMBER: WHO-WHO-WHERE-WHAT-WEATHER

KGPM: ATIS/AWOS: 118.475 GROUND: 121.15 TOWER: 128.55

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Requesting Taxi (after listening to the ATIS):

On 121.15 “Grand Prairie Ground, Cessna xxxxxx, at Aviator Air, taxi with X (ATIS letter code), VFR south [or] closed traffic.”

They will respond with taxi instructions, which you would repeat, and then end the conversation with your tail number. If you remain in the pattern (“closed traffic”) they will give you a code to enter into the transponder.

“Taxi to 18 via Alpha, [tail number].” Or “Squak [xxxx], taxi to 36 via Alpha.”

If other airplanes are taxiing or exiting the runway, they may give you a heads-up or instructions to “give way.” If so, repeat that on your readback.

Requesting a takeoff clearance

When you finish the run-up, taxi to the runway hold short line and call the tower:

On 128.55 “Grand Prairie Tower, Cessna xxxxx, ready for take off Runway xx.”

Listen to their response carefully and read it back to them, ending with your tail number. Here are a few things they may say:

“Cessna xxxxx, hold short for [blah blah blah reason].” Readback: “Hold short runway xx, Cessna xxx.”

“Cessna xxxxx, runway xx clear for takeoff.” Readback “Runway xx, clear for take off, Cessna xxx.”

“Cessna xxxxx, runway xx clear for takeoff, right turn to the dam.”

“Cessna xxxxx, runway xx clear for takeoff, south departure.”

Returning to GPM’s airspace

After listening to the ATIS, we usually try to call about 10 miles out. If it’s logical, we use our location in reference to the VFR reporting point (the North dam of Joe Pool Lake). Otherwise, we describe our location in some other logical way.

On 128.55 “Grand Prairie Tower, Cessna xxxx, 10 miles south of the dam at 2 thousand, full stop with X (ATIS letter code).” Or “Grand Prairie tower, Cessna xxx, 4 miles east of the towers at 2 thousand, request closed traffic with X”

They will respond with instructions, which we will repeat in as abbreviated a manner if possible.”

“Cessna xxx, GP tower, proceed straight in for runway 36, report the marina.” Readback: “Straight in Rwy 36, report the marina, Cessna xxx.”

“Cessna xxx, GP tower, proceed to the dam for left downwind, Runway 18.” “To the dam, then left downwind, Rwy 18, Cessna xxx”

“Cessna xxx, GP tower, you’re following an Arrow at your 3 o’clock and 1500 feet, report traffic in sight.” Readback “Looking for traffic, Cessna xxx.” Or “Traffic in sight, Cessna xxx”