

ADS RADIO COMMUNICATIONS

These samples illustrate communications at Addison. This airport is somewhat unique for a Class Delta airport in that incoming traffic must contact approach at least 10 miles from Addison's airspace.

See the section HQZ Radio Communications for examples of operations at an uncontrolled airport. See the section TKI Radio Communications for examples of operations at a more typical Class D airport.

Scenario: Prior to Taxi

Frequency 133.4 (ATIS)

Obtain weather information

Scenario: Ready to Taxi

Frequency: 121.6 (Addison Ground)

Aircraft: Addison Ground; PiperSport 613PapaSierra at Romeo short of Alpha with information Bravo; VFR East

Ground: 613PapaSierra; Taxi to 15 via Alpha

Aircraft: Taxi to One Five via Alpha; 613PapaSierra

Monitor Ground as you taxi. Be alert for your call sign and any "Hold short of Uniform" or "Give way to the Cessna" type instructions. Immediately comply with the instruction and then repeat back the instruction and your tail number.

Scenario: At the Run-up Area and Ready for Takeoff

Frequency: 126.0 (Addison Tower)

Complete run-up and before takeoff checks

Aircraft: Addison Tower; PiperSport 613PapaSierra ready at the end; VFR East

Tower: PiperSport 613PapaSierra; Hold short; Landing Traffic; Do not cross hold short lines

Aircraft: Holding short One Five; 613PapaSierra

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Scenario: Line up and Wait

Frequency: 126.0 (Addison Tower)

Tower: PiperSport 613PapaSierra; Line up and Wait runway 15

Aircraft: Line up and wait; 613PapaSierra

Taxi onto the runway centerline and wait. Do not take off until Cleared for Takeoff.

Scenario: Cleared for Takeoff

Frequency: 126.0 (Addison Tower)

Tower: PiperSport 613PapaSierra; Cleared for Takeoff 15; Left turnout approved

Aircraft: 613PapaSierra; Cleared for takeoff

If you receive a “No delay”, “Expedite” or “Immediate departure” instruction, begin taxiing or takeoff run immediately and respond while rolling. If you are not ready or are uncomfortable with this procedure, respond with “Unable; 613PapaSierra will hold short of runway One Five”

Remain on the Tower frequency until clear of ADS airspace (5 miles from the airport).

Scenario: Returning to Addison from the East

Frequency 133.4 (ATIS)

Obtain weather information

Frequency 124.25, 124.3 or other frequency as instructed in the ATIS (Regional Approach)

Contact Regional Approach at Least 10 miles out from Addison. Over Lake Ray Hubbard or Lake Lavon are good locations from which to contact Approach.

Be on a heading toward Addison and at an altitude of 2,500 feet before contacting Approach.

Aircraft: Regional Approach; PiperSport 613PapaSierra

Approach: 613PapaSierra; Go ahead

Aircraft: PiperSport 613PapaSierra 17 miles east of Addison; inbound with information Charlie, Two thousand five hundred

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Approach: 613PapaSierra; Squawk 4633

Aircraft: 4633; 613PapaSierra

Approach: 613PapaSierra; Say aircraft type

Aircraft: 613PapaSierra is a PiperSport, type Charlie Romeo Uniform Zulu (CRUZ)

Approach: 613PapaSierra; Radar Contact 10 miles from Addison. Make left base for runway 15; Maintain VFR 2500 until advised by tower.

Aircraft: Left base for one five, two thousand five hundred; 613PapaSierra

Remain on the approach frequency until instructed to contact the tower.

Approach: 613PapaSierra; contact Addison tower on 126.0

Aircraft: Contacting Tower; 613PapaSierra

Scenario: Handed off from Approach to Addison Tower

Frequency 126.0 (Addison Tower)

Aircraft: Addison Tower; PiperSport 613PapaSierra; two thousand five hundred

Tower: PiperSport 613PapaSierra; maintain 2500; Enter left downwind for 15

Aircraft: Two thousand five hundred; left downwind; 613PapaSierra

Tower: 613PapaSierra; descend at pilots discretion

Aircraft: Descend at pilots discretion; 613PapaSierra

If you are on downwind or base close to the airport and have not been Cleared to Land or given a decent instruction, you may ask for lower with "Addison Tower; 613PapaSierra requesting decent".

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Scenario: Tower needs to adjust spacing or sequencing

Tower: PiperSport 613PapaSierra; extend your downwind. I'll call your base

Aircraft: You'll call my base. 613PapaSierra

Tower: PiperSport 613PapaSierra; turn base now.

Aircraft: Turning base. 613PapaSierra

Begin turning immediately; respond as you turn.

Tower: PiperSport 613PapaSierra; traffic you're following is a Cirrus on 3 mile final, 11 o'clock, 1200 feet indicated.

Aircraft: Looking for traffic. 613PapaSierra

After traffic spotted:

Aircraft: Traffic in sight. 613PapaSierra

Tower: 613PapaSierra; follow that traffic, cleared to land number 2

Aircraft: Cleared to land number two. 613PapaSierra

Scenario: Cleared to Land

Once cleared to land, you may descend. Fly a normal approach. You may have to descend faster than usual by using flaps sooner, slipping, etc. Maintain normal approach speed of 65 kts.

Tower: 613PapaSierra; Cleared to land runway 15. Wind 180 at 6, gusting 11.

Aircraft: Cleared to land. 613PapaSierra

After landing

Tower: 613PapaSierra; Turn left on Golf, taxi past the hold short lines and contact ground on point six.

Aircraft: Left on Golf; over to ground. 613PapaSierra

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Scenario: Handed off from Tower to Ground

Frequency 121.6 (Addison Ground)

Aircraft: Addison Ground; PiperSport 613PapaSierra; off at Golf; taxi to US Sport on Romeo

Tower: PiperSport 613PapaSierra; Taxi to Romeo via Alpha.

Aircraft: Romeo via Alpha; 613PapaSierra

Continue to monitor Ground until beyond the hold short lines separating Alpha from Romeo.

Scenario: In contact with Approach; heading towards Bravo Airspace

You will not normally need to enter Bravo airspace to return to Addison. If you are coming from a direction other than North or East, you may request Bravo transition. When departing Addison, you should request Flight Following prior to taxi if you will need Bravo transition on departure.

Student and Sport pilots MUST have an endorsement to enter Bravo airspace.

Aircraft: Approach; is 613PapaSierra cleared into the Bravo?

Approach: 613PapaSierra; cleared into Bravo

HQZ RADIO COMMUNICATIONS

These samples illustrate communications at Mesquite airport. However, they may be used at any uncontrolled airport. The examples assume left traffic. Adjust entry and exit procedures accordingly for right traffic.

Scenario: Approaching the Airport

At least 10 Miles out from the Airport

Frequency 118.175 (AWOS)

Obtain weather information

Scenario: Approaching from the Non-Pattern Side

(In these examples, Landing to the South - Runway 17 - Left traffic)

Frequency 123.05 (CTAF - Mesquite Traffic)

10 Miles out from the Airport

Mesquite traffic; PiperSport 613PapaSierra is 10 miles west; inbound for runway one seven; Will cross midfield at 2000 feet for tear-drop entry to left downwind for one-seven; Mesquite traffic.

4 and 2 Miles out from the Airport

Mesquite traffic; PiperSport 613PapaSierra is 4 miles west; inbound for runway one seven; Will cross midfield at 2000 feet for tear-drop entry to left downwind for one-seven; touch and goes; Mesquite traffic.

Over Midfield

Mesquite traffic; PiperSport 613PapaSierra crossing midfield at two thousand feet for tear-drop entry to left downwind for one-seven; touch and goes; Mesquite traffic.

One mile past the Airport

Begin descent to pattern altitude (1500 ft).

Two miles past the Airport

Begin right descending turn back towards 45° to downwind. Level off at pattern altitude (1500 ft).

Established on the 45° Entry to Downwind - at pattern altitude

Mesquite traffic; PiperSport 613PapaSierra on the forty five to enter left downwind for one-seven; touch and go; Mesquite traffic.

Continue with "Turning Downwind" in the "In the Pattern" section

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Scenario: In the Pattern

Turning Downwind

Mesquite traffic; PiperSport 613PapaSierra on left downwind for one-seven; touch and go; Mesquite traffic.

Turning Base

Mesquite traffic; PiperSport 613PapaSierra on left base for one-seven; touch and go; Mesquite traffic.

Turning Final

Mesquite traffic; PiperSport 613PapaSierra on final for one-seven; touch and go; Mesquite traffic.

After Takeoff; Remaining in the Pattern

Mesquite traffic; PiperSport 613PapaSierra on crosswind for one-seven; touch and go; Mesquite traffic.

Scenario: Exiting The Runway after a Full Stop Landing

Taxi off the runway and past the hold short lines.

Mesquite traffic; PiperSport 613PapaSierra is clear of the active; Taxiing to the ramp area; Mesquite traffic.

Scenario: Taking off (other than from the pattern)

Mesquite traffic; PiperSport 613PapaSierra is taxiing from the ramp to the run-up area; Mesquite traffic.

After run up is complete and you are sure the runway and approach areas are clear of traffic:

Remaining in the Pattern

Mesquite traffic; PiperSport 613PapaSierra is taking runway 17 for left closed traffic; Mesquite traffic.

Continue with the "In the Pattern" section

Departing the Area

Mesquite traffic; PiperSport 613PapaSierra is taking runway 17 for departure to the north; Mesquite traffic.

Continue with the "Exiting the Pattern" section

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Scenario: Exiting The Pattern

The AIM recommends departing the pattern either straight out or at a 45° angle on the pattern side (half way between upwind and crosswind). Once 500 ft. above pattern altitude, you can then turn on course.

After Takeoff; Departing the Pattern

Mesquite traffic; PiperSport 613PapaSierra departing the pattern to the North; Will fly upwind to two thousand feet before right turn to the North; Mesquite traffic.

500 ft. above pattern; turning to departure heading; continuing to climb.

Mesquite traffic; PiperSport 613PapaSierra south west of the airport, two thousand feet; climbing; will cross above the field on the west side; departing the area to the North; Mesquite traffic.

Beyond the airport

Mesquite traffic; PiperSport 613PapaSierra two miles North west of the airport, two thousand five hundred feet; departing the area to the North; Last call; Mesquite traffic.

Scenario: Approaching from the Pattern Side

(In these examples, Landing to the South -Runway 17 – Left traffic)

When approaching from the south (departure end of the active runway), maneuver right to enter on a normal 45° downwind entry.

Frequency 123.05 (CTAF – Mesquite Traffic)

10 Miles out from the Airport

Mesquite traffic; PiperSport 613PapaSierra is 10 miles east; inbound for runway one seven; Will enter on the forty-five for left downwind one-seven; Mesquite traffic.

2 Miles out from the Airport - on a 45° entry to Downwind at pattern altitude

Mesquite traffic; PiperSport 613PapaSierra is on the forty-five to enter left downwind for one-seven; touch and goes; Mesquite traffic.

Continue with “Turning Downwind” in the “In the Pattern” section

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Scenario: Straight in Approach

(In these examples, Landing to the South -Runway 17 – Left traffic)

Frequency 123.05 (CTAF – Mesquite Traffic)

10 Miles out from the Airport

Mesquite traffic; PiperSport 613PapaSierra is 10 miles north; two thousand feet; inbound straight in for runway one seven; Mesquite traffic.

5 and 2 Miles out from the Airport

Mesquite traffic; PiperSport 613PapaSierra is on .5 mile final; one-thousand-five-hundred feet; straight in for one-seven; touch and goes; Mesquite traffic.

TKI RADIO COMMUNICATIONS

These samples illustrate communications at Collin County Regional Airport (“McKinney”). However, they may be used at most Class D airports. The examples assume left traffic for runway 18. However, McKinney normally uses right traffic when 36 is active. As with all controlled airports, follow controller instructions as to runway, pattern, etc.

Scenario: Approaching McKinney Airspace

About 10 Miles out from the Airport

Frequency 119.925 (ASOS)

Obtain weather information

At least 5 Miles out from the Airport

Frequency 118.825 (McKinney Tower)

Aircraft: McKinney Tower; PiperSport 613PapaSierra

Tower: 613PapaSierra; Go ahead

Aircraft: PiperSport 613PapaSierra 8 miles east; two-thousand-five-hundred; inbound for touch and goes with information.

Tower: 613PapaSierra; Make right downwind for runway 18. Report when midfield.

Aircraft: Right downwind; report midfield; 613PapaSierra

Aircraft: 613PapaSierra is at midfield right downwind.

Tower: 613PapaSierra; Cleared for the option.

Aircraft: Cleared for the option. 613PapaSeierra

When cleared for the option, you have the choice of:

- a full-stop landing where you exit the runway (“Cleared to Land”)
- a stop-and-go where you land, come to a stop on the runway, then take off again (“Cleared stop and go”)
- a touch-and-go where you land, then take off again while still rolling (“Cleared touch and go”)
- a low approach where you do not land, but fly low over the runway before executing a go-around (Cleared low approach only”)

If you are cleared for anything other than the option, you must follow that instruction or request another clearance.