

# Pilot**Controller** COMMUNICATIONS

## VFR CALL ARRIVAL TO CONTROLLED AIRPORT

- Initial call should include callsign, type of aircraft and position, followed by intention to land (*Ex. N123, Skyhawk is 30 miles east of Manassas, landing Manassas*).
- Pilot should have the ATIS code prior to calling.
- Know the type of airspace you are flying into:
  - » Class B
  - » Class C
  - » Special rules, such as the airspace surrounding Washington, D.C.

## VFR AIRCRAFT OVERFLYING AIRSPACE

- Initial call should include callsign, type of aircraft and request (*Ex. N123, C172 request VFR flight following*).
- Controller will normally reply with transponder code and request for pilot to provide route and altitude information.
  - » Pilot reply (*Ex. N123 is 30 miles east of Columbia, 6500 to Augusta*).
  - » Controller will advise aircraft when radar contact is established.
- Once the aircraft is radar identified, make sure the controller is advised of any changes to the flight information that had been given to them.
  - » Altitude changes
  - » Deviations around clouds
  - » Change in destination

## VFR CALL DEPARTING UNCONTROLLED AIRPORT

- *Ex. N123, C172 departed Tara Field request flight following to Panama City.*
- Be prepared to receive a transponder code and to verify your requested altitude.
- Once the aircraft is radar identified, make sure the controller is advised of any changes to the flight information that had been given to them.
  - » Altitude changes
  - » Deviations around clouds
  - » Change in destination

## IFR CLEARANCE: UNCONTROLLED AIRPORT

- **Pilot will utilize a remote frequency or telephone.**
  - » Contact controller with callsign, airport and verify the weather.
  - » Have the ability to write the IFR clearance as it is being given; at times, pilots will not receive what they file.
  - » Read back clearance as received.
  - » Pay particular attention to the initial altitude, due to most flights not getting their requested altitude right off the ground.
  - » Pilot must ensure they have been given a departure release in addition to the route clearance.
- **Departure release has been received.**
  - » Pay attention to the clearance void time and make sure the aircraft is airborne prior to that time.
  - » If time is not going to be met, contact controller via remote frequency or telephone and advise.
  - » Once airborne, pilot shall follow the departure clearance received when released. Do not turn on course unless it is approved by controller.
  - » On initial call to the controller, pilot should state callsign, altitude leaving and assigned altitude (*Ex. N123 airborne, leaving 1000, climbing to 2000*).

### • DISCLAIMER •

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