Pilot Controller COMMUNICATIONS

WEATHER TIPS

- Always get a current and complete weather briefing prior to departure.
- If the aircraft is not equipped for displaying weather, ask the controller to vector you around any known weather.
- If your aircraft has a failure of any weather equipment, immediately notify the controller if weather conditions are not favorable for VFR flight.
- An approach controller's weather is real-time while an en route controller's weather is processed with approximately a four to six minute delay.
- Provide Pilot Reports (PIREPs) on any weather you feel other pilots would like to know about.
- Immediately report icing conditions if you are flying in an area with no previous icing reports or the icing is different than reported.
- Do not accept a clearance from a controller if you believe it will put the aircraft in a dangerous weather situation. The pilot has the final say!
- Remain a safe distance from convective weather.

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AIRSPACE

- MODE C VEIL: Airspace within 30 nautical miles of an airport listed in Appendix D, Section 1 of 14 CFR Part 91 from the surface upward to 10,000' MSL, unless authorized by ATC aircraft operating within this airspace must be equipped with automatic pressure altitude reporting equipment having Mode C capability.

CLASS C

- Airspace from surface to 4,000' above the airport elevation surrounding those airports that have an operational control tower are serviced by a radar approach control and have a certain number of IFR ops or passenger enplanements.
- Airspace usually consists of a 5 NM radius core surface area that extends from the surface up to 4,000' above the airport elevation and a 10 NM radius shelf area that extends no lower than 1,200' up to 4,000' above the airport elevation.
- Once you have landed, listen for runway exit instructions. If you are unable to exit at the assigned taxiway, immediately advise the controller.
- Equipment:
  1. Two way radio;
  2. Unless authorized by ATC, an operable radar beacon transponder with automatic altitude reporting equipment.

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PilotController 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

AIRBORNE

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 folllow 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)*.

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