

Pilot**Controller** COMMUNICATIONS



INITIAL CALL: CLEARANCE DELIVERY

- Have the weather and ATIS code before you call.
- State full callsign, type, destination and verify you have the ATIS.
- Have a writing surface available to copy amended routings.
- Read back the clearance in the same order received.







GROUND CONTROL: DEPARTURE

- State callsign and your position with “ready to taxi” (*Ex. N123 at Signature, ready to taxi*).
- Have a taxi chart of the airport to assist when receiving detailed taxi instructions.
- Read back ALL hold short instructions (*Ex. N123, runway 36 taxi via A hold short of runway 9*).
- If you become lost or not sure, **STOP & ASK** if not on a runway.



GROUND CONTROL: INBOUND

- Call ground control with callsign, position and airport destination (*Ex. N123, off 36 at Kilo to Atlantic*).
 - Expect detailed taxi instructions that you have to read back.
 - Read back ALL hold short instructions.
 - If you become lost or not sure, **STOP & ASK** if not on a runway.
- 
- 
- 
- 

LOCAL CONTROL: DEPARTURE

- If in a piston aircraft, advise tower you are ready for departure.
- Do not cross the hold short line until you receive a clearance to “line up and wait” or “cleared for takeoff.”
- Listen to departure instructions, as they may vary from what the pilot expects based on the course heading.
- Read back departure instructions. (*Ex. N123, Runway 36, turn right heading 090 cleared for takeoff*).

LOCAL CONTROL: INBOUND

- If transferred from a radar facility, the tower will know your position (*Ex. Asheville Tower, N123 inbound for runway 34*).
- The tower will either clear the aircraft to land, advise of other traffic or even change a runway if another one is available.
- Once you have landed, listen for runway exit instructions. If you are unable to exit at the assigned taxiway, immediately advise the controller.

• DISCLAIMER •

This pamphlet is intended to provide only basic tips on pilot/controller communications and is in no way intended as a substitute for formal flight training. This pamphlet was not developed or approved by the U.S. Department of Transportation, Federal Aviation Administration (FAA). Therefore, the National Air Traffic Controllers Association (NATCA) makes no warranty whatsoever that the information contained in this pamphlet is an accurate reflection of current FAA guidelines. In no event shall NATCA be held liable for any damage or injury arising, directly or indirectly, from the use of the information contained in this pamphlet, including damage or injury arising from any inaccuracies, omissions, or errors contained herein.

NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION

