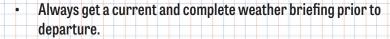
WEATHER PilotController COMMUNICATIONS



WEATHER TIPS





- 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.



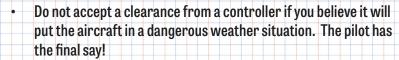
An approach controller's weather is real-time while an en route controller's weather is processed with approximately a four to six minute delay.



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.





Remain a safe distance from convective weather.



· DISCLAIMER ·



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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:
 - Two way radio;
 - 2. Unless authorized by ATC, an operable radar beacon transponder with automatic altitude reporting equipment.

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NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION



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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