



Geoff Hatcher Flight Instructor, MEI, CFII, Airline Transport Pilot West Wind Type Rated  
1915 Biscayne Little Rock, AR 72227 Geoff@hatcheraviation.com 501-680-7283

**“What do you want me to do? I don’t understand. Heading and altitude, please.**

## **Controlled Airport Radio Communication Class C airspace**

**ATIS (Automatic Terminal Information Service):** A recorded broadcast that gives the current wind, weather, and runway information. It is updated every 60 minutes unless something dramatic happens in which case a speci will be issued and is identified by the next letter in the phonetic alphabet (Alpha, Bravo, Charlie, etc) **frequency published on the sectional**

**Clearance Delivery:** Used at larger airports for requesting and copying departure clearances. **frequency published in the AF/D**

**Ground Control:** Handles all the traffic on the taxiways. **Published on back of legend**

**Tower:** Handles all the traffic on the runways **published on the sectional**

**Departure/Approach:** Handles all the traffic coming in and leaving the airspace surrounding the airport **published on the sectional**

**Note:** Below you will find sample communications for some of the most common situations. Little Rock (Adams Field) was used as the example airport.

### **Inbound to Adams**

**Atis** (*frequency on the map*) when you report having information be sure you know every detail of it or wrote it down!

#### **Approach**

**Aircraft:** "Little Rock Approach, Cessna seven one four whiskey papa"

**Approach:** "Cessna seven one four whiskey papa, Little Rock Approach"

**Aircraft:** "Cessna four whiskey papa, twenty miles north, 3,500 feet, landing Adams, solo for three full stops taxi back, with Alpha (ATIS ID)"

**Approach:** "Cessna four whiskey papa, squawk 2352"

**Aircraft:** "Cessna four whiskey papa, 2352"

**Approach:** "Cessna four whiskey papa , you are Radar Contact 20 miles north north west of adams expect left down wind for three six"(listen for)"

- Monitor Approach listening for your aircraft call sign and *further instructions/headings/altitude* until they tell you to contact the tower.

**Approach:** "Cessna four whiskey papa, airport is at your ten oclock, 3 miles. Report field in sight"

**Aircraft:** "Cessna four whiskey papa, field in sight"



**Approach:** "Cessna four whiskey papa, you are number two behind a baron.  
Enter left base for three six and contact the tower"

**Aircraft:** "Cessna four whiskey papa, left base, three six, tower"

**Tower**

**Aircraft:** "Adams Tower, Cessna seven one four whiskey papa, left base,  
runway three six"

**Tower:** "Cessna seven one four whiskey papa, wind zero three zero, at one  
three, altimeter 30.01, Cleared to land, runway, three six"

**Aircraft:** "Cessna four whiskey papa, cleared to land three six."

**Tower:** "Cessna four whiskey papa, turn left when able, contact ground point  
niner"

**Aircraft:** "Cessna four whiskey papa, wilco"

- **After the entire aircraft is over the hold short line and clear of the runway stop.**

**Ground Control 121.9**

**Aircraft:** "Adams Ground, Cessna seven one four whiskey papa, clear of  
three six. Request two full stops taxi back."

**Ground:** "Cessna seven one four whiskey papa, understand you would like  
depart again three six"

**Aircraft:** "Cessna four whiskey papa, affirmative"

**Ground:** "Cessna seven one four whiskey papa, taxi to runway three six"

**Aircraft:** "Cessna seven one four whiskey papa, taxi to runway three six"

- **After you reach the hold short line; stop; switch to tower freq (on the map and by now your knee board) and .....**

**Tower 118.7**

**Aircraft:** "Adams Tower, Cessna seven one four whiskey papa, holding short  
three six, ready for takeoff and for a full stop taxi back."

**Tower:** "Cessna seven one four whiskey papa, hold short of runway three six  
"

**Aircraft:** "Cessna seven one four whiskey papa, hold short of runway three  
six "

**Tower:** "Cessna seven one four whiskey papa, taxi into position and hold"

**Aircraft:** "Cessna seven one four whiskey papa, taxi into position and hold"

**Tower:** "Cessna seven one four whiskey papa, cleared for takeoff enter left  
down wind three six"

**Aircraft:** "Cessna four whiskey papa, cleared for takeoff runway three six,  
wilco."

- **After turning crosswind, turn downwind and remember... downwind is your clearance limit don't turn base till cleared to land!**

**Tower:** "Cessna four whiskey papa, you are cleared to land runway three six"



**Aircraft:** "Cessna four whiskey papa, cleared to land three six."

**Tower:** "Cessna four whiskey papa, turn left when able, contact ground point niner"

**Aircraft:** "Cessna four whiskey papa, wilco"

- **After the entire aircraft is over the hold short line and clear of the runway stop.**

### **Ground Control**

**Aircraft:** "Adams Ground, Cessna seven one four whiskey papa, clear of three six, request one more full stop taxi back "

**Ground:** "Cessna seven one four whiskey papa, understand you would like depart again three six"

**Aircraft:** "Cessna four whiskey papa, affirmative"

**Ground:** "Cessna seven one four whiskey papa, taxi to runway three six"

**Aircraft:** "Cessna seven one four whiskey papa, taxi to runway three six"

- **After you reach the hold short line; stop; switch to tower freq (on the map and by now your knee board) and .....**

### **Tower 118.7**

**Aircraft:** "Adams Tower, Cessna seven one four whiskey papa, holding short three six, ready for takeoff andfor a full stop taxi back.

**Tower:** "Cessna seven one four whiskey papa, hold short of runway three six "

**Aircraft:** "Cessna seven one four whiskey papa, hold short of runway three six "

**Tower:** "Cessna seven one four whiskey papa, taxi into position and hold"

**Aircraft:** "Cessna seven one four whiskey papa, taxi into position and hold"

**Tower:** "Cessna seven one four whiskey papa, cleared for takeoff enter left down wind three six"

**Aircraft:** "Cessna four whiskey papa, cleared for takeoff runway three six, wilco."

- **After turning crosswind turn downwind and remember that is your clearance limit don't turn base till cleared to land**

**Tower:** "Cessna four whiskey papa, you are cleared to land, runway three six"

**Aircraft:** "Cessna four whiskey papa, cleared to land, three six."

**Tower:** "Cessna four whiskey papa, turn left when able, contact ground point niner"

**Aircraft:** "Cessna four whiskey papa, wilco"

- **After the entire aircraft is over the hold short line and clear of the runway and stopped.**



### **Ground Control**

**Aircraft:** "Adams Ground, Cessna seven one four whiskey papa, clear of three six, request departure to Conway."

**Ground:** "Cessna seven one four whiskey papa, understand you would like to go to Conway"

**Aircraft:** "Cessna four whiskey papa, affirmative"

**Ground:** "Cessna seven one four whiskey papa, taxi to runway three six"

**Aircraft:** "Cessna seven one four whiskey papa, taxi to runway three six"

- **After you reach the hold short line; stop; switch to tower freq (on the map and by now your knee board) and .....**

### **Tower 118.7**

**Aircraft:** "Adams Tower, Cessna seven one four whiskey papa, holding short three six, ready for takeoff."

**Tower:** "Cessna seven one four whiskey papa, hold short of runway three six "

**Aircraft:** "Cessna seven one four whiskey papa, hold short of runway three six "

**Tower:** "Cessna seven one four whiskey papa, taxi into position and hold"

**Aircraft:** "Cessna seven one four whiskey papa, taxi into position and hold"

**Tower:** "Cessna seven one four whiskey papa, cleared for takeoff, turn left two seven zero

**Aircraft:** "Cessna four whiskey papa, cleared for takeoff runway three six, two seven zero."

## **Departing Adams**

### **Clearance Delivery 118.95 AF/D, panel**

**Aircraft:** "Adams Clearance, Cessna seven one four whiskey papa."

**Clearance:** "Cessna seven one four whiskey papa, Adams Clearance"

**Aircraft:** "Cessna seven one four whiskey papa, VFR 090 to Conway, altitude 2,500 with whiskey"

**Clearance:** "Cessna seven one four whiskey papa, maintain at or below 2000, Squawk 0235, departure frequency will be 119.5."

**Aircraft:** "Cessna seven one four whiskey papa, at or below 2000, 0235, 119.5." "

**Clearance:** "Cessna seven one four whiskey papa, read back correct, contact ground for taxi."

### **Ground Control 121.9**

Monitor ground control until you are ready to takeoff then switch to the tower frequency.

**Aircraft:** "Adams Ground, Cessna seven one four whiskey papa."

**Ground:** "Cessna seven one four whiskey papa, Adams Ground"



**Aircraft:** "Cessna four whiskey papa, at Central ramp, taxi with information Alpha,"

**Ground:** "Cessna seven one four whiskey papa, taxi to runway three six"

**Aircraft:** "Cessna seven one four whiskey papa, taxi to one eight"

### **Tower**

**Aircraft:** "Adams Tower, Cessna seven one four whiskey papa, short three six, ready for takeoff. "

**Aircraft:** "Adams Tower, Cessna four whiskey papa, holding short three six, ready for takeoff."

**Tower:** "Cessna four whiskey papa, hold short of runway three six "

**Aircraft:** "Cessna four whiskey papa, hold short of runway three six "

**Tower:** "Cessna four whiskey papa, taxi into position and hold"

**Aircraft:** "Cessna four whiskey papa, taxi into position and hold"

**Tower:** "Cessna four whiskey papa, cleared for takeoff runway three six, turn left two seven zero

**Aircraft:** "Cessna four whiskey papa, cleared for takeoff runway three six, two seven zero."

- **After takeoff tower will tell you when to contact departure. You will contact departure on the frequency that you received from Clearance Delivery.**

**Tower:** "Cessna four whiskey papa, contact departure"

**Aircraft:** "Cessna four whiskey papa, contacting departure"

### **Departure**

**Aircraft:** "Little Rock Departure, Cessna seven one four whiskey papa, leaving one thousand two hundred for two thousand"

**Departure:** "Cessna four whiskey papa, cancel altitude restriction, fly 270

**Aircraft:** "no restriction; 270; Cessna four whiskey papa"

**Departure:** "Cessna four whiskey papa, fly on course

**Aircraft:** "Cessna four whiskey papa, fly on course

- Monitor Departure listening for your aircraft call sign until they tell you that you are terminated and can change frequencies.

**Departure:** "Cessna four whiskey papa, there's no observed traffic in your area; Radar services terminated; squawk VFR; frequency change approved



## Time to relax and have a good laugh. Too funny not to pass around

Actual exchanges between pilots and control towers

**Tower:** "Delta 351, you have traffic at 10 o'clock, 6 miles!"

**Delta 351:** "Give us another hint! We have digital watches!"

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**Tower:** "TWA 2341, for noise abatement turn right 45 Degrees."

**TWA 2341:** "Center, we are at 35,000 feet. How much noise can we make up here?"

**Tower:** "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

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**From an unknown aircraft waiting in a very long takeoff queue:** "I'm f...ing bored!"

**Ground Traffic Control:** "Last aircraft transmitting, identify yourself immediately!"

**Unknown aircraft:** "I said I was f...ing bored.....not f...ing stupid!"

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**O'Hare Approach Control to a 747:** "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."

**United 329:** "Approach, I've always wanted to say this: I've got the little Fokker in sight."

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A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

**Student:** "When I was number one for takeoff."

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A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down. San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are able.

If you are not able, take the Guadeloupe exit off Highway 101; make a right at the lights; and return to the airport."

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There's a story about the military pilot calling for a priority landing because his **single-engine** jet fighter was running "a bit peaked".

Air Traffic Control told the fighter jock that he was number two....behind a B-52 that had one engine shut down.

"Ah," the fighter pilot remarked, "The dreaded seven-engine approach."

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A Pan Am 727 flight, waiting for start clearance in Munich, overheard the following:

Lufthansa (in German): "Ground, what is our start clearance time?"

Ground (in English): "If you want an answer, you must speak in English."

Lufthansa (in English): "I am a German; flying a German airplane; in Germany.....Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent):!

"Because you lost the bloody war!"



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One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway...while a DC-8 landed. The DC-8 landed; rolled out; turned around; and taxied back....past the Cherokee. Some quick-witted comedian, in the DC-8 crew, got on the radio and said, "What a cute little plane. Did you make it all by yourself?" The Cherokee pilot, not about to let the insult go by, came back with: "I made it out of DC-8 parts. Another landing like yours....and I'll have enough parts for another one."

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The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them.

So, it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control....and a British Airways 747, (call sign Speedbird 206).

Speedbird 206: "Frankfurt, Speedbird 206 clear of active runway."

Ground: "Speedbird 206....Taxi to gate Alpha One-Seven."

The BA 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."

Ground (with quite arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"

Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark....And I didn't land."

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While taxiing at London's Gatwick Airport, the crew of a US Air flight, departing for Ft. Lauderdale, made a wrong turn....and came nose-to-nose with a United 727.

An irate female ground controller lashed out at the USAir crew....screaming:

"US Air 2771, where the hell are you going?! I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there! I know it's difficult for you to tell the difference between C and D....but get it right!"

Continuing her rage to the embarrassed crew, she was now shouting hysterically:

"God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there....and don't move till I tell you to! You can expect progressive taxi instructions in about half-an-hour....and I want you to go exactly where I tell you...when I tell you...and how I tell you! You got that, US Air 2771?!!"

"Yes, ma'am," the humbled crew responded.

Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller...in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high.

Just then, an unknown pilot broke the silence...and keyed his microphone, asking:

"Wasn't I married to you once?"