

ADS Radio Communications

These samples illustrate communications at Addison. This airport is somewhat unique for a Class Delta airport, in that incoming traffic must contact approach at least 10 miles from Addison's airspace.

See the section TRL Radio Communications for examples of operations at an uncontrolled airport. See the section TKI Radio Communications for examples of operations at a more typical Class Delta airport.

Runway numbers are read as one-five (15) or three-three (33), altitudes are read as two-thousand five-hundred (2500).

Scenario: Prior to Requesting Taxi

Frequency 133.4 (Addison ATIS) - Obtain weather information

Scenario: Ready to Taxi

Frequency: 121.6 (Addison Ground)

- Pilot: Addison Ground, SportCruiser Thrust 215 (two-fifteen), at Thrust Flight, ready to taxi with information Bravo.
- Ground: Thrust 215, taxi to 15 (one-five) via Alpha.
- Pilot: Taxi to 15 via Alpha, Thrust 215.

Monitor Ground as you taxi. Be alert for your call sign and any "Hold short of Uniform" or "Give way to the Cessna" type instructions. Immediately comply with the instruction and then repeat back the instruction and your tail number.

Scenario: At the Run-up Area and Ready for Takeoff

Complete run-up and before takeoff checks

Frequency: 126.0 (Addison Tower)

- Pilot: Addison Tower, SportCruiser Thrust 215 holding short of 15 at Alpha, East VFR departure.
- Tower: SportCruiser Thrust 215, hold short of 15, landing traffic.
- Pilot: Hold short 15, Thrust 215.

Alternate Run-up Scenario:

Complete run-up and before takeoff checks

Frequency: 126.0 (Addison Tower)

- Pilot: Addison Tower, SportCruiser Thrust 215 holding short of 15 at Alpha, East VFR departure.
- Tower: Thrust 215, line up and wait runway 15.
- Pilot: Line up and wait runway 15, Thrust 215.

Taxi onto the runway centerline and wait for further instructions. Do not take off until cleared for takeoff.

Alternate Run-up Scenario:

Complete run-up and before takeoff checks
Frequency: 126.0 (Addison Tower)

- Pilot: Addison Tower, SportCruiser Thrust 215 holding short of 15 at Alpha, East VFR departure.
- Tower: Thrust 215, cleared for takeoff 15.
- Pilot: Cleared for takeoff, Thrust 215.

If you receive a “No delay”, “Expedite” or “Immediate departure” instruction, begin taxiing or takeoff run immediately and respond while rolling. If you are not ready or are uncomfortable with this procedure, respond with “Unable, Thrust 215 will hold short of runway 15”.

Remain on the Tower frequency until clear of ADS airspace (5 miles from the airport).

Scenario: Returning to Addison from the East

Frequency 133.4 (ATIS) - Obtain weather information, including a regional approach frequency to contact (124.25, 124.3, or other frequency as instructed in the ATIS).

Contact Regional Approach at least 10 miles out from Addison. Over Lake Ray Hubbard or Lake Lavon are good locations from which to contact Approach.

Be on a heading toward Addison and at an altitude of 2,500 feet before contacting Approach.

- Pilot: Regional Approach, SportCruiser Thrust 215, 17 miles East of Addison at 2500 (two-thousand five-hundred) inbound with Charlie.
- Approach: Thrust 215, squawk 4633.
- Pilot: Squawk 4633, Thrust 215.

Insert assigned squawk code into transponder.

- Approach: Thrust 215, Radar Contact, 17 miles East of Addison, maintain VFR 2,500, enter left base runway 15.
- Pilot: Maintain VFR 2,500, enter left base 15, Thrust 215.

Remain on the approach frequency until instructed to contact the tower.

- Approach: Thrust 215, contact Addison Tower, 126.0.
- Pilot: Contact Addison Tower, 126.0, Thrust 215.

Alternate Approach Scenario:

- Approach: Thrust 215, say aircraft type.
- Aircraft: Thrust 215 is a SportCruiser, Charlie Romeo Uniform Zulu (CRUZ).

Alternate Approach Scenario: In contact with Approach, heading towards Bravo Airspace

You will not normally need to enter Bravo airspace to return to Addison. If you are coming from a direction other than North or East, you may request a Bravo transition. When departing Addison, you should request Flight Following prior to taxi if you will need to transition through Bravo airspace on departure.

Student and Sport pilots MUST have an endorsement to enter Bravo airspace.

- Pilot: Approach, is Thrust 215 cleared into the Bravo?
- Approach: Thrust 215, cleared into Bravo.

Scenario: Handed off from Approach to Addison Tower

Frequency 126.0 (Addison Tower)

- Pilot: Addison Tower, Thrust 215, 2,500.
- Tower: Thrust 215, maintain 2,500, enter left downwind for 15.
- Pilot: 2,500, left downwind 15, Thrust 215.
- Tower: Thrust 215, descend at pilot's discretion.
- Pilot: Descend at pilot's discretion, Thrust 215.
- Tower: Thrust 215, extend downwind, I'll call your base, traffic you're following is a Cirrus on 3 mile final, 11 o'clock, 1,200 feet indicated.
- Pilot: Extend downwind, you'll call my base, looking for traffic, Thrust 215.
- Pilot: Traffic in sight, Thrust 215.

If you are on downwind or base, close to the airport, and have not been Cleared to Land or given a decent instruction, you may ask for lower with "Addison Tower, Thrust 215 requesting descent".

Scenario: Cleared to Land

Once cleared to land, you may descend. Fly a normal approach. You may have to descend faster than usual by using flaps sooner, slipping, etc. Maintain normal approach speed of 65 kts.

- Tower: Thrust 215, wind 180 at 6, cleared to land runway 15.
- Pilot: Cleared to land runway 15, Thrust 215.

Scenario: After landing

- Tower: Thrust 215, turn left on Golf, taxi to Romeo via Alpha, monitor ground on 121.6.
- Pilot: Left on Golf, Romeo via Alpha, monitor ground on 121.6, Thrust 215.

Switch to ground control frequency (121.6) when past the hold short lines and monitor the radio calls for any hold short instructions. Continue taxiing to Romeo.

Alternate Scenario: Handed off from Tower to Ground

- Tower: Thrust 215, turn left on Golf, taxi past the hold short lines and contact ground on 121.6.
- Pilot: Left on Golf, contact ground on 121.6, Thrust 215.

Once past the hold short lines (including the tail), switch to ground control frequency.

- Pilot: Addison Ground, Thrust 215 off at Golf, parking at Romeo.
- Ground: Thrust 215, taxi to Romeo via Alpha.
- Aircraft: Romeo via Alpha, Thrust 215.

TRL (Uncontrolled) Radio Communications

These samples illustrate communications at Terrell airport. However, they may be used at any uncontrolled airport. The examples assume left traffic. Adjust entry and exit procedures accordingly for right traffic.

Scenario: Approaching the Airport from the Non-Pattern Side (In these examples, Landing to the South – Runway 18 – Left traffic)

Frequency 119.275 (ASOS) - Obtain weather information

Frequency 122.8 (CTAF – Terrell Traffic) - Make position and intention radio calls

1. At least 10 miles out from the airport
 - Terrell traffic, SportCruiser Thrust 215 is 10 miles west, inbound for runway 18; will cross midfield at 2,000 feet for tear-drop entry to left downwind for 18, Terrell.
2. 5 miles out from the airport
 - Terrell traffic, Thrust 215, 5 miles west, inbound for touch and goes runway 18, will cross midfield at 2,000 feet for tear-drop entry to left downwind for 18, Terrell.
3. Over midfield if entering teardrop or entering downwind
 - Terrell traffic, Thrust 215 crossing midfield at 2,000 feet for tear-drop entry to left downwind for 18, Terrell.
4. Two mile past the airport - entering teardrop to the downwind
 - Terrell traffic, Thrust 215 entering right tear-drop for the left downwind 18, Terrell.
5. Established on the 45° entry to downwind – at pattern altitude
 - Terrell traffic, Thrust 215 entering the forty-five to left downwind for 18, Terrell.
6. Turning base or established on base
 - Terrell traffic, Thrust 215 on left base for 18, touch and go, Terrell.
7. Turning final or established on final
 - Terrell traffic, Thrust 215 on final for 18, touch and go, Terrell.

Scenario: Exiting The Runway after a Full Stop Landing

Taxi off the runway and past the hold short lines.

- Terrell traffic, Thrust 215 is clear of runway 18, taxiing to the ramp, Terrell.

Scenario: Taking off (other than from touch and goes)

- Terrell traffic, Thrust 215 is taxiing from the ramp to runway 18 for departure, Terrell.

After run up is complete and you are sure the runway and approach areas are clear of traffic:

- Remaining in the pattern
 - Terrell traffic, Thrust 215 is departing runway 18 for left closed traffic, Terrell.
 - Continue with downwind, base and final radio calls
- Departing the area
 - Terrell traffic, Thrust 215 is departing runway 18 for departure to the north, Terrell.
 - Continue with the “Exiting the Pattern” senario

Scenario: Exiting The Pattern

The AIM recommends departing the pattern either straight out or at a 45° turn towards the pattern (to the left with left-hand traffic, to the right with right-hand traffic) beyond the departure end of the runway after reaching pattern altitude.

- Terrell traffic, Thrust 215 departing the pattern to the west, will fly upwind to 2,000 before right turn to the west, Terrell.
- Terrell traffic, Thrust 215 south of the airport, 2,000 feet and climbing, departing to the west, Terrell.

Scenario: Approaching from the Pattern Side

(In these examples, Landing to the South – Runway 18 – Left traffic)

Frequency 122.8 (CTAF – Terrell Traffic)

When approaching from the south (departure end of the active runway), maneuver right to enter on a normal 45° downwind entry.

1. 10 Miles out from the Airport
 - Terrell traffic, Thrust 215 is 10 miles south east, inbound for touch and goes on runway 18, will enter on the forty-five for left downwind 18, Terrell.
2. 5 Miles out from the Airport - on a 45° entry to Downwind at pattern altitude
 - Terrell traffic, Thrust 215 is entering left downwind for 18, Terrell.
3. Continue with downwind, base and final radio calls

TKI (Typical Class Delta) Radio Communications

These samples illustrate communications at Collin County Regional Airport (“McKinney”). However, they may be used at most Class D airports. The examples assume left traffic for runway 18. However, McKinney normally uses right traffic when 36 is active. As with all controlled airports, follow controller instructions as to runway, pattern, etc.

Scenario: Approaching McKinney Airspace

About 15 Miles out from the Airport

- Obtain weather information - Frequency 119.925 (ATIS)

Frequency 118.825 (McKinney Tower)

At least 10 Miles out from the Airport

- Pilot: McKinney Tower, Thrust 215, 10 miles east at 2,500, inbound for touch and goes with information Oscar.
- Tower: Thrust 215, enter left downwind runway 18.
- Pilot: Left downwind 18, Thrust 215.

Wait for additional instructions from the tower

- Tower: Thrust 215, cleared touch and go runway 18.
- Pilot: Cleared touch and go 18, Thrust 215.