

## Radio Calls Uncontrolled Airports

When making radio calls, remember this order; (this works for all airports controlled or uncontrolled)

- **Who;** who do you want to talk to
- **Who;** who are you.....full registration and aircraft type on initial call
- **Where;** where are you
- **What;** what do you want to do *or* what are you going to do

Radio calls from start up to departing the airport (Uncontrolled Airport)

### Radio Check;

- *Owen Sound Unicom this is Cessna 172 GFWQ requesting radio check and airport advisory com 1*
- *Roger.... (repeat the most important part of the reply...E.G wind, altimeter setting) .....FWQ*
- *Owen Sound Unicom this is FWQ requesting radio check com 2*
- *Roger.... (repeat the strength and clarity numbers) .....FWQ*

this example is using 18 as the runway in use as the radio calls are more in-depth, if using 36 then the backtrack call is omitted

### Taxiing to Runway;

- *Owen Sound Traffic Cessna 172 GFWQ is on the apron taxiing to hold short 18.*
- *Owen Sound Traffic FWQ is backtracking runway 18 for departure*
- *Owen Sound Traffic FWQ is departing runway 18.... (include altitude and heading if known E.G "for the circuit" or "climbing to 4000' to the SE practice area for upper Airwork 4000 and below" or "climbing to 5500' enroute to Goderich")*

### **Clearing the Circuit;**

- *Owen Sound Traffic FWQ is climbing through 2000' for.... (include target altitude E.G 5500') clear of the circuit (now round if known e.g. Goderich next or enroute to Goderich)*

### **Arrival at an Uncontrolled Airport**

- Initial radio calls should be made 5min prior to entering the airport zone (5nm perimeter roughly from the center of the airport. If you are flying at a ground speed of 90Kts then this call should be made 11min out from the airport)
- If this call can not be made then make the call 5NM from the airport

*This example will cover an approach to the South East of the field as the calls are more complicated*

### **Initial call to Unicom for the advisory; (this call should be made well in advance of the**

- *Owen Sound Unicom Cessna 172 FWQ request airport advisory*
- *Roger .....(repeat runway in use)..... FWQ*

This now helps you to formulate your plan to land

### **Initial call 11 min out;**

- *Owen Sound Traffic Cessna 172 GFWQ is... (based on the above performance)... 16nm South East of the field at.... (state your altitude e.g at 4500 or descending through 4500 for 2000...whatever you are doing)..... in bound for landing will crossover the field on the turnaround for mid downwind runway... (18 or 36)*

### **Overhead the field ;**

- *Owen Sound Traffic FWQ is overhead the field on the turnaround for mid downwind runway.. (18 or 36)*

Once you have descended to circuit altitude and have turned around you will require another call over the field prior to the downwind

- *Owen Sound Traffic FWQ is overhead the field to join mid downwind runway... (18 or 36)*

*We will use runway 36 as there are more calls to be made..if using runway 18, omit the backtrack call that will be discussed 3 points down*

### **Joining down wind;**

- *Owen Sound Traffic FWQ is joining mid downwind runway 36*

It is worth noting that if you are at an MF airport the the base leg call is required “..... *radio FWQ is turning base for runway .....*” however Owen Sound is an ATF therefore this call is not required. (More MF procedure stuff to come during your training)

### **Turning Final Approach;**

- *Owen Sound Traffic FWQ is turning final approach... (full stop or touch and go whatever you are doing)*

### **Backtracking the runway for the taxiway;**

- To clear the Runway for the Apron
  - *Owen Sound Traffic FWQ is backtracking runway 36 for the....(Apron, Ramp, or taxiway.... if you know the letter of the taxiway your are going to turn onto then include it...E.G ....36 for taxiway Alpha....Owen Sound only has one so no need)*
- To take-off again
  - *Owen Sound Traffic FWQ is backtracking runway 36 for departure*

**Clearing the runway;**

- *Owen Sound Traffic FWQ is clear of runway....(18 or 36 whichever is the runway in use)*

**Taxi call once clear of the runway (maneuvering area call);**

- *Owen Sound Traffic FWQ is taxiing to.....(north east side of the apron or hangars depending on where you are going)*
- *If at an airport where there are multiple taxiways then use the taxiway you are on and the designation on the field eg.....FWQ is taxiing Bravo to the fuel pumps....etc.*