



Back to basics n°3

Standard operations

Radio communications

- G-GV, good morning, **pass your message**.
- Contact the **apron, 1-2-1 decimal 8-5-5**.
- Contact the **ground, 1-2-1 decimal 8**.
- **Station calling** say again the call sign?
- N500HL **go ahead**.
- G-KM, thank you, report when you **leave the frequency**.

Taxi

- GV for **radio check** and **taxi clearance** for a **local** to the west.
G-GV, **fives**, turn right to A, runway 2-5, **right circuit**, the QFE **1-0-0-8**.
- **Hold short** runway 2-8 **south** of E1, please.
- Taxi link 2, right F, **hold short of** link 4.
- Taxi to and **hold short of** runway 7 at G, contact **tower** when you are **ready for departure**, **caution** aircraft **in tow** ahead.
- Good afternoon, **give way to** the Aer Lingus A3-20 **parked** on your left-hand side on **stand 4-1-4**, taxi M1, **hold short of** runway 3-4.
- **Cross** runway 3-4, W2, right S, **hold short of** runway 1-0.
- G-CL taxi to the 2-5 **hold**.
- Tower for Delta **14-95**, which runway can we **expect**?
Runway 2-8 for Delta **14-95**.

Departure

- G-GV is **ready for departure**.
G-GV **hold position**, I'll call you ...
... G-GV **after the landing 1-5-2, line up**.
- Wind **2-8-0 degrees at 10 knots**, runway 2-8, **cleared to take off**.
- G-CL is **ready for departure**.
G-CL, **cleared for take-off, noise abatement**, the surface wind is **3-5-0 degrees 7 knots**.
Cleared for take-off, G-CL.

En route

- **GLAVE** your **flight plan** is **open** at 0-4 ... **correction** 0-8-4-5, squawk **0-4-3-1**.
- **Maintain VFR** and **clear of controlled airspace**, what's the **max altitude** en route?
- There is **parachuting** to the west of **your position** at Clonbulloge, the R2-3 is **active** as always, but nothing **apart** from that.
- **Descend** altitude **3000 feet** QNH **1-0-1-9** hectopascals.
- What's your **distance to run**, please, to Wickham Airpark?
Approximately 8 miles, 4-1F.
- **Turn left** heading 2-3-0, descend **5000 feet** QNH **1-0-0-9**.





Traffic information

- OK, thanks, **we are looking** for him.
- Traffic **2 miles** east of you, is a **twin** Cessna, **2500**, on a **left base** for runway 1-3 right.
- **Traffic in sight.**
- **N2-8-5SD** traffic at 10 o'clock, 3 miles, **eastbound**, descending at 7 th... I am sorry, **6000**.
- **Traffic not in sight**, requesting **suggestion for manoeuvre**.

Arrival

- **GBUZZ**, join **low level** point N, runway 2-5, right circuit, the QFE **1-0-0-8**.
- G-CF join **right base** runway 25, **look out for** an Archer **believed** to be **ahead**, joining.
- G-CH **extend downwind** over the sea, report **traffic in sight**.
- **Report final**, n°3, **following** a 1-5-2 on **base leg**.
- You are n°2, **continue approach**.
- Runway 1-2 left, **cleared to land**, traffic Cherokee **8 mile and a ½** -final for the **parallel**.
- G-CF on final for **touch and go**.
- G-VM **report final**, n°1.
- **GBEIZ** is **cleared to land** 2-6, surface wind **calm**.
- **Wind check** 2-8-0 degrees 7 knots.
- The wind **2-8-0 degrees at 9 knots**, runway 2-8, **cleared to land**.

