PILOT COMMUNICATIONS AND THE AIRPORT ENVIRONMENT







WORKING THE RADIO IN THE AIRPORT ENVIRONMENT

Name
Class
OBJECTIVE
Demonstrate understanding of the concepts of pilot communications procedures in the airport environment.
PROCEDURE
Work in pairs to answer the following questions.
QUESTIONS
 You are flying Cherokee 1234W. You are currently 6 miles to the east of John Wayne Airport, and your plan is to enter the traffic pattern and practice a few landings. You've checked the ATIS and have information Charlie. What is your initial radio call to John Wayne Tower? Use the four W's concept to break out your call.
 John Wayne Tower tells you to "Report base for Runway 2 Left." What will your next radio call be? a. "Tower, Cherokee 34W, unable." b. "Tower, Cherokee 34W, downwind, 2 Left." c. "Tower, Cherokee 34W, right base, 2 Left."
3. John Wayne Tower sees you on base and tells you, "Cherokee 34W, winds 010 at 5, cleared for the option Runway 2 Left." Are you cleared to land? What type of landing are you allowed to do?
4. True or False: When cleared to "Taxi to" a runway "via" a set of taxiways, you are automatically cleared to cross all runways on your taxi route. Why or why not?



As a group, review the following scenario and discuss the question that follows.

You are flying your Cessna 172 to the local Gardner Municipal airport, which is nontowered. You are 5 miles to the west, and you plan to enter the traffic pattern via the 45-degree entry to downwind on the west side of the airport to fly a standard traffic pattern to runway 36. After you make your radio call, you hear this transmission:

"Gardner traffic, Cherokee 1234W, 5 miles to the east, will be overflying the field for downwind to 36, Gardner."

5. Describe how you would plan to enter the traffic pattern and any additional radio calls you might make. Consider that your Cessna 172 and the Cherokee fly at similar speeds, so without further action, you will both enter the downwind leg at the same time and place.

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