



MetroAir Virtual Airlines

ATC GUIDE: COMMUNICATION EXAMPLE V 1.0

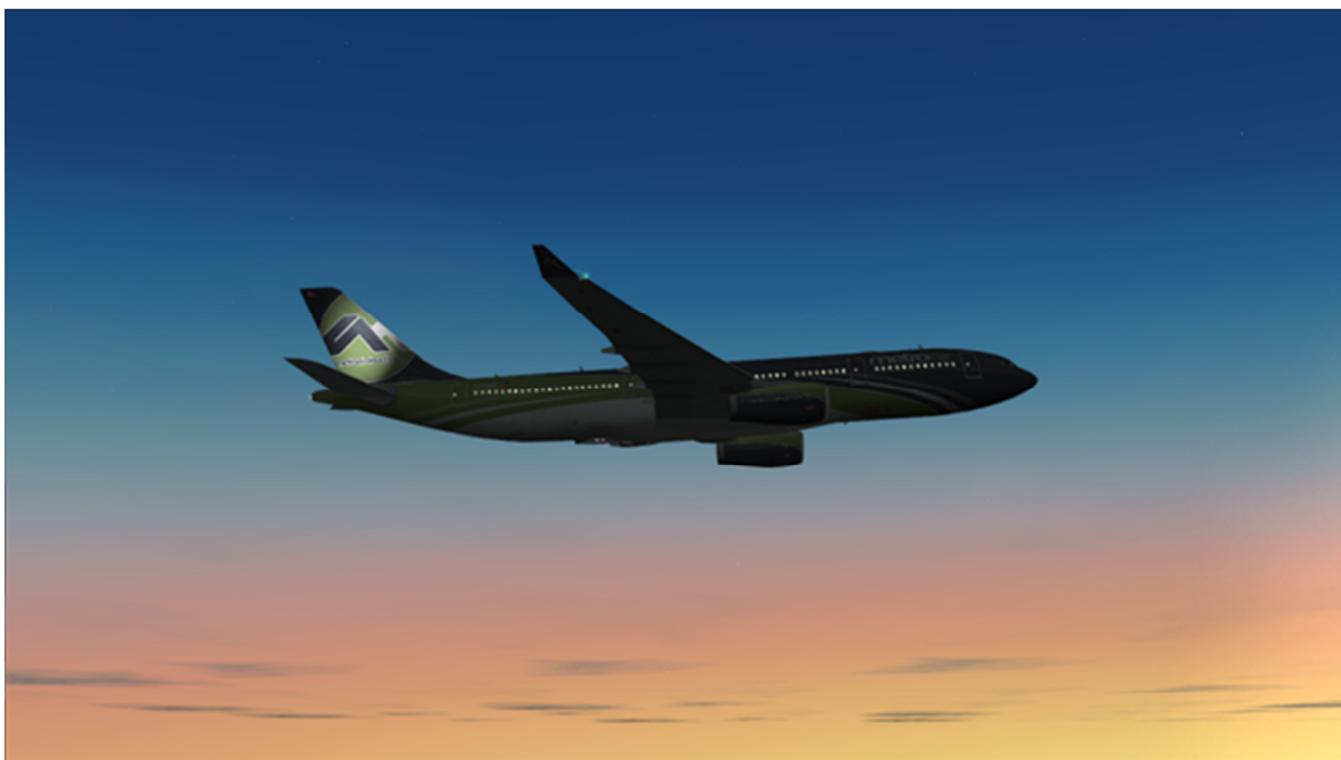


Photo by William Hogarth

NOT FOR REAL WORLD AVIATION

GETTING STARTED

In this document you will see some examples of ATC communications and pilot responses for each of the different ATC Controller positions. This will enable you to get a general idea of what you will hear from the Controller and what your response should be. For the purposes of this set of examples we will be doing a flight from Ontario Intl Airport (KONT) to Kansas City International Airport (KMCI).

CLEARANCE DELIVERY (DEL)

Pilot: Ontario Clearance Delivery MET123 ready to copy IFR clearance to Kansas City.

Controller: MET123 is cleared to Kansas City airport via the Pomona Seven Departure, DAG transition then as filed. Climb and maintain 5,000 feet, expect Flight Level 310 one zero minutes after departure. Departure frequency 125.80, squawk 4401.

Pilot: MET123 is cleared to Kansas City airport as filed via the Pomona Seven Departure, DAG transition. Climb/maintain 5,000 ft, expect FL310 10 minutes after departure, departure frequency is 125.80 squawk 4401.

Controller: MET123, read back correct. Contact Ground on 121.90.

Note: Some locations use abbreviated read back procedures. For example, Ontario may ask for only the squawk read back unless there are questions especially during fly in events, or amendments to your route.

Example:

Controller: MET123 is cleared to Kansas City airport via the Pomona Seven Departure, DAG transition then as filed. Climb and maintain 5,000 feet, expect Flight Level 310 one zero minutes after departure. Departure frequency 125.80, squawk 4401. Read back squawk only.

Pilot: MET123 Squawk 4401.

Controller: MET123, read back correct, contact Ground 121.90

GROUND (GND)

Pilot: Ground, MET123, ready for push and start with information Alpha.

Controller: MET123, Ontario Ground, push and start at pilot's discretion, advise this frequency when ready for taxi.

Pilot: Push and start at pilot's discretion and call when ready for taxi, MET123.

Pilot: Ground, MET123 ready for taxi.

Controller: MET123, runway 26R, taxi via hotel, whiskey, whiskey1, altimeter is 2994.

Pilot: Taxi to Runway26R via hotel, whiskey and whiskey1, MET123

At some point when you are taxiing, the ground controller will determine he no longer needs to retain communications with you and will issue instructions for you to contact/monitor the tower controller.

Controller: MET123, Contact Tower 119.80.

Pilot: Roger going to Tower 119.80, MET123.

TOWER (TWR)

Pilot: Ontario Tower MET123 holding short 26R ready to go

Controller: MET123 Runway 26R Line-up and wait

Pilot: Line-up and wait, MET123

When the runway is clear the controller will then issue you with your take-off clearance.

Controller: MET123, wind 220 @ 5, runway 26R, cleared for takeoff.

Pilot: Cleared for takeoff runway 26R

After you have departed and are on your way to your first waypoint the Tower Controller will then hand you over to the Departure Controller.

Controller: MET123, Contact Departure, 126.80.

Pilot: 126.80, MET123

DEPARTURE (DEP)

Pilot: Ontario Departure, MET123 passing 3,000 for 5,000, runway heading.

Controller: MET123, Ontario Departure, Radar contact, climb and maintain FL210.

Pilot: Climb and maintain FL210, MET123

Controller: MET123, turn right heading 030, fly direct DAGGET (DAG)

Pilot: Right turn heading 030, direct DAGGETT, MET123

Controller: MET123, contact Los Angeles Center, 125.80.

Pilot: Switching to center now, MET123.

CENTER (CTR)

Pilot: LA Center, MET123, with you through 16000, for FL210.

Controller: MET123, LA Center good evening, climb and maintain FL310, resume own navigation.

Pilot: Resume own navigation and maintain FL310, MET123.

Your communication will continue passing through Center controllers for some time before you are finally given descent instructions and handed off to an approach controller.

APPROACH (APP)

Controller: MET123, Fly heading 030 vectors for visual approach, report the airport in sight.

Pilot: Heading 030, report airport in sight, MET123.

Pilot: we have the airport in sight, MET123.

Controller: MET123 Altimeter 3005, Winds 190 @ 12, cleared visual approach runway 19L

When the controller sees that you are on the right course or you have established on the ILS they will then pass you onto the Tower Controller.

Controller: MET123 contact tower on 128.20, so long

Pilot: switching to 128.80 good day MET123

TOWER (TWR)

Pilot: Tower MET123 with you visual runway 19L

Controller: Roger MET123 cleared to land runway 19L winds 180 @ 6

Pilot: Cleared to land 19L MET123

After you have landed, as you are slowing down, the tower will give you further instructions on which side of the runway to exit.

Controller: MET123, exit left when able.

After you have cleared the runway the tower will hand you over to the Ground controller.

Controller: MET123 contact ground on 121.80

Pilot: Going to ground 121.80 MET123

GROUND (GND)

Pilot: Kansas Ground MET123 holding Echo 6 ready to taxi to the gate.

Controller: Good afternoon MET123 taxi to gate A23 via E6, F, C, C8, D, L

Pilot: Roger taxi gate A23 via E6, F, C, C8, D, L MET123

That will be your last conversation with the ground controller and once you reach the gate you can shut down and disconnect or prepare to fly another flight and do it all over again.