

GENERAL COMMUNICATIONS CONCEPTS

- Try and make all radio communications in a clear, concise, and to-the-point manner
- Verbatim read back of a radio communication should be avoided
- When in doubt about understanding a radio transmission, get the controller to repeat what was said, "Say Again."
(if on a solo flight, you can also mention you are a "Student Pilot")
- Use an abbreviated N# (call sign) only after ATC has.
- If you include "Skyhawk" it will indicate you are a Cessna 172, and shorten your transmission.
- When initiating contact with any facility, the following general outline should be used:
 1. Address the facility (Who you are calling),
 2. Identify yourself (Who you are),
 3. State your position (Where you are), and
 4. State your request (What you want).

COMMON PILOT BRIEFINGS

Passenger Briefing

1. Seats & Seat Belts
2. Head Sets
3. Doors & Evacuation
4. Traffic, Vents, Motion Sickness

TAKEOFF BRIEFING

1. Type of takeoff (normal, soft, short)
2. Runway & Departure instructions
3. Wind/Crosswind conditions
4. Applicable V-speeds
5. Emergency Procedures

APPROACH BRIEFING

- (10 miles out and with ATIS)
1. Runway in Use & winds
 2. Type of pattern entry
 3. Traffic Pattern Altitude
 4. Type of landing planned
 5. V-speeds
 6. Safety considerations

OTHER IN-FLIGHT RADIO CALLS (often only used in stage 2, for cross country flights)

Flight Service Station (FSS) – 122.2

YOU: _____ Radio, Skyhawk _____, Give your position in relation to a VOR or an airport

THEM: RESPONSE

YOU: Skyhawk _____, Request open VFR flight plan from Islip to Groton at 1533z

Flight Following - Air Route Traffic Control Center (ARTCC), Approach, or Departure

YOU: _____ Approach, Skyhawk _____

THEM: RESPONSE

YOU: Skyhawk _____, 1560E, Give your position & Altitude, Request flight following to your destination

THEM: RESPONSE

YOU: Skyhawk _____, squawk _____, (often you are asked to "Ident" on your transponder)

THEM: RESPONSE

Automated Terminal Information Service (ATIS) - 120.72

Info _____
Wind ____@___ Gust: ____
Visibility ____sm
Sky/Clouds CLR/F/S/B/O _____ft
Temp/Dew ___/___
Altimeter _____.____
Runway _____
Remarks

LEAVING THE AIRPORT:

Clearance Delivery - 121.85

YOU: "Long Island Clearance, Skyhawk _____"
THEM: RESPONSE
YOU: "Clearance, Skyhawk _____ requesting
VFR to the _____ practice area at _____ feet with information _____."
THEM: RESPONSE
YOU: "Fly runway heading, maintain at or below _____ feet, Departure on _____, squawk _____"
THEM: RESPONSE
YOU: "Contact _____ for taxi, Skyhawk _____"

Ground Control - 135.30 (sometimes Tower 119.3)

YOU: "Ground/Tower, Skyhawk _____ on the West Side, taxi with clearance."
THEM: RESPONSE
YOU: "Taxi Runway _____ via. Whiskey, _____, Skyhawk _____."

6 via Whiskey, (Golf)
24 via Whiskey, rwy 15R
15R via Whiskey
33L via Whiskey, Sierra, Bravo 4, cross rwy 6/24 (run-up position may vary)
33R via Whiskey, Sierra, cross rwy 6/24

Tower - 119.3

YOU: "Tower, Skyhawk _____ holding short of runway _____, ready for takeoff"
THEM: EITHER "Hold Short" OR "Cleared for takeoff"
YOU: "Hold Short, Skyhawk _____"
"Cleared for takeoff, Skyhawk _____"
"Line up and wait, Skyhawk _____"
THEM: on upwind "Contact Departure"
YOU: "Going to Departure, Skyhawk _____"
SWITCH FREQUENCIES

Departure - Usually 120.05 (Frequency given by clearance delivery)

YOU: "Departure, Skyhawk _____ climbing through _____ feet" (say heading, if not runway heading)
Departure: RESPONSE (usually assign heading and alt)

RETURNING FROM PRACTICE AREA WITH TRANSPONDER (DISCREAT SQUAWK)

ATIS 120.72 (Listen while monitoring approach)
CALL APPROACH

YOU: "Approach, Skyhawk _____ would like to return to Islip for [a full stop/touch n'go's] with information _____"

THEM: RESPONSE (usually heading and altitude)

YOU: RESPOND TO CONFIRM

THEM: Contact Tower

YOU: "Going to Tower, Skyhawk _____"

Tower 119.3

YOU: "Tower, Skyhawk _____ inbound at _____ feet"

THEM: PATTERN ENTRY INSTRUCTIONS

YOU: RESPOND TO CONFIRM

Ground 135.3

YOU: "Ground, Skyhawk _____ clear of runway ____, taxi to the west side"

THEM: TAXI INSTRUCTIONS

YOU: "Taxi to the west side via. _____, Skyhawk _____"

RETURNING TO ISLIP WITH 1200 (VFR SQUAWK)

ATIS 120.72
CALL APPROACH

YOU: "Approach, Skyhawk _____"

THEM: RESPONSE

YOU: "Approach, Skyhawk _____ is _____ miles to the _____ of Islip at _____ feet, inbound for [a full stop/touch n'go's] with information _____"

THEM: RESPONSE (usually a squawk code, possibly ident)

YOU: RESPOND TO CONFIRM AND ENTER SQUAWK

THEM: HEADING AND/OR ALTITUDE + ENTRY INSTRUCTIONS

YOU: RESPOND TO CONFIRM

THEM: Contact Tower

YOU: "Going to Tower, Skyhawk _____"

Tower 119.3

YOU: "Tower, Skyhawk _____ inbound at _____ feet"

THEM: PATTERN ENTRY INSTRUCTIONS

YOU: RESPOND TO CONFIRM

Ground 135.3

YOU: "Ground, Skyhawk _____ clear of runway ____, taxi to the west side"

THEM: TAXI INSTRUCTIONS

YOU: "Taxi to the west side via. _____"

TRAFFIC PATTERN @ ISP

Keep Transponder on STANDBY (occasionally you will be asked to squawk VFR and/or Altitude)
Ground 135.3/Tower 119.3

YOU: "Ground/Tower, Skyhawk _____"

THEM: RESPONSE

YOU: "Ground/Tower, Skyhawk _____ on the west side with information _____ requesting touch and goes"

THEM: RESPONSE

YOU: "Taxi Runway _____ via. Whiskey, _____, Skyhawk _____."

33L via Whiskey, rwy 10, cross rwy 6/24

33R via Whiskey, Sierra, cross rwy 6/24

15R via Whiskey

24 via Whiskey, rwy 15R

6 via Whiskey, (Golf)

28 via Whiskey, rwy 15R

10 via Whiskey

After Run-up and Hold Short Checklists are complete

Tower 119.3

YOU: "Tower, Skyhawk _____ holding short of runway _____, ready for takeoff"

THEM: EITHER "Hold Short" OR "Cleared for takeoff" OR "Line up and wait"

YOU: "Hold Short, Skyhawk _____"

OR

"Cleared for takeoff, make _____ traffic, report downwind, squawk standby, Skyhawk _____"

Downwind Call

YOU: "Tower, Skyhawk _____ downwind runway _____"

YOU: "Tower, Skyhawk _____ downwind runway _____, requesting full stop"

CLASS D AIRPORT OPERATIONS

Obtain ATIS or ASOS

Call Tower 8-10nm out

YOU: "_____ Tower, Skyhawk _____"

THEM: RESPONSE

YOU: "Skyhawk _____ is _____ miles to the _____ at _____ feet, inbound for _____ (with information _____)"

THEM: PATTERN ENTRY INSTRUCTIONS

YOU: REPEAT INSTRUCTIONS

(If asked about aircraft type, the Skyhawk is a Charlie Hotel Two Tango)

LEAVING CLASS D, 4NM AWAY

YOU: "_____ Tower, Skyhawk _____ is clear to the _____"

17117 AIRPORT DIAGRAM

AL-948 (FAA)

LONG ISLAND MAC ARTHUR (ISP)
NEW YORK, NEW YORK

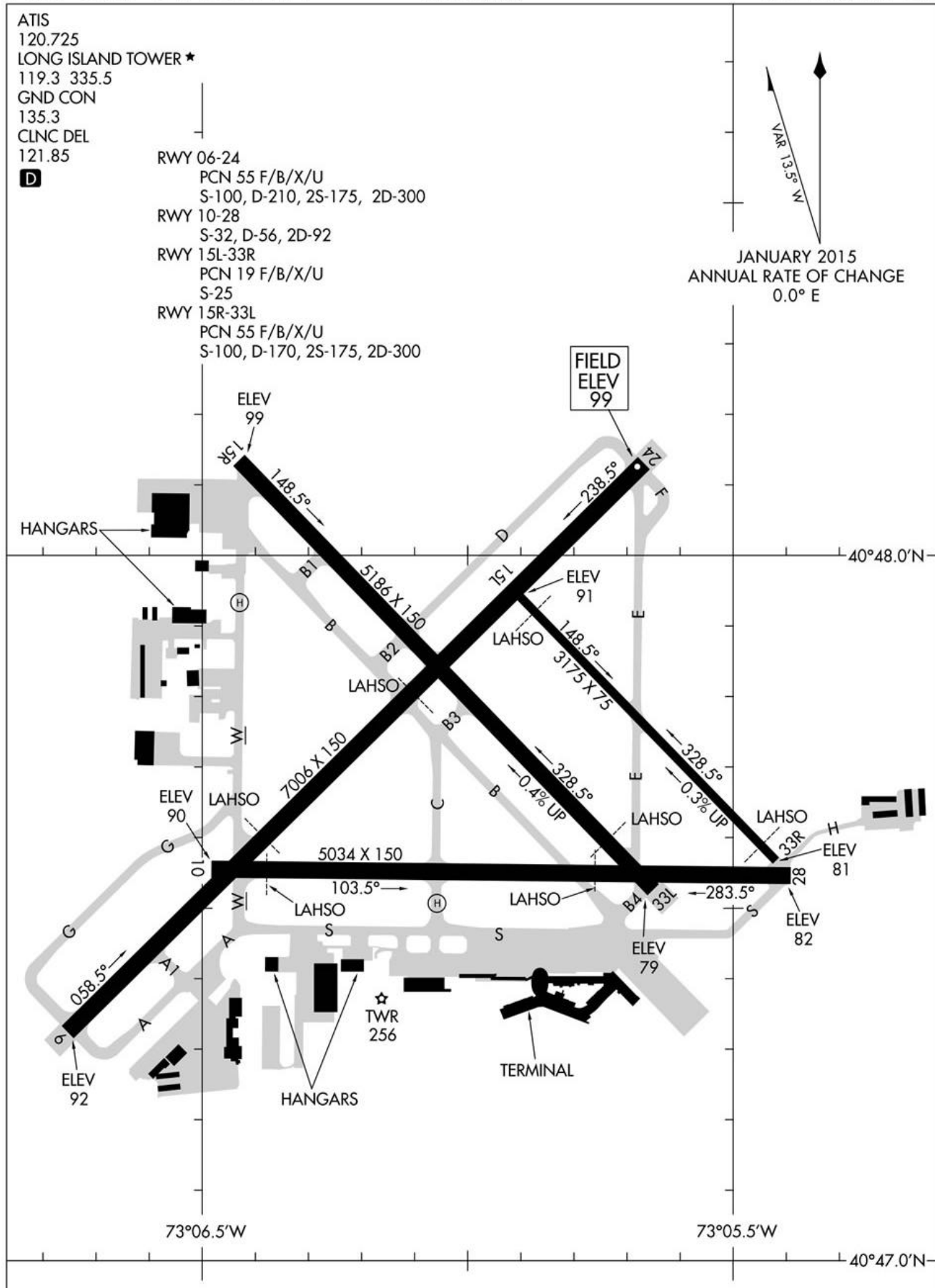
ATIS
120.725
LONG ISLAND TOWER ★
119.3 335.5
GND CON
135.3
CLNC DEL
121.85

D

RWY 06-24
PCN 55 F/B/X/U
S-100, D-210, 2S-175, 2D-300
RWY 10-28
S-32, D-56, 2D-92
RWY 15L-33R
PCN 19 F/B/X/U
S-25
RWY 15R-33L
PCN 55 F/B/X/U
S-100, D-170, 2S-175, 2D-300



JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° E



NE-2, 01 FEB 2018 to 01 MAR 2018