



OMNI AVIATION CORPORATION

Sample Radiotelephony Script



Reference material for the subject
**Flight Environment, Airspace, and
Radiotelephony (PPL)**

Introduction

This guide is intended to familiarize the reader with communications on the radio. The document features several cases. The first case will introduce the reader to the basics of radio communication. Each succeeding case will have a learning objective to introduce new concepts and operating procedures.

It is highly recommended that the reader refer to ICAO document 9432 for a definition of terms and more detailed information on radio usage.

Definition of terms

Please refer to ICAO document 9432: Manual of Radiotelephony.

Tips to remember:

1. Accuracy
2. Brevity
3. Clarity
4. Do not get emotional on the radio
5. Follow the I-P-I format
6. When in doubt, ask!
7. Listen first before speaking

When communicating on the radio, it is important to remember the following:

- *Communication on the radio needs to be as accurate as possible, as clear as possible, and as short as possible. Make reports accurate by stating exactly where you are, or what you intend to do (e.g. if you are at 4,400 feet of altitude and not at an assigned altitude of 4,500 feet, you still report that you are at 4,400 feet.). When making communications as clear as possible, make sure you use standard phraseology and the proper words so as not to confuse anyone listening on the radio. Make your radio transmissions as short as possible, by avoiding any unnecessary additions to your transmission. This is especially important in busy airports.*

Remember these three guidelines:

1. *Clarity*
 2. *Brevity*
 3. *Accuracy*
- *Radio transmissions follow the basic Identification-Position-Intention format. (IPI) The reader will be familiarized with this format further into the document.*

Case 1: Charlie Area training flight: Introduction to Radio Communications

Learning Objectives

1. Familiarization with the radio procedures used during flight.
2. Familiarization with the Identification-Position-Intention format
3. Callsign abbreviation
4. Reading back instructions
5. Receiving information on traffic
6. Closing flight plans

In this situation, RP-C8832, a Cessna 152 airplane is about to depart Omni Aviation Complex for a flight to the training area “Charlie 4”. The pilot has completed his engine run-up, has checked the ATIS (which is now Information F) and is now waiting at the holding point for runway 02.

RP-C8832: “Clark tower, good morning, RP-C8832” (abbreviated as 832)

Tower: “RP-C8832 good morning, go ahead” (abbreviated as twr)

832: “RP-C8832, Cessna 152, with Foxtrot, holding point 02 Omni, VFR to Charlie 4

I P I

(RP-C8832 informed the tower he is a Cessna 152 aircraft, that he had received the ATIS; He informed the tower of his location – Holding point 02 Omni, and finally, his intention: VFR to Charlie 4)

Twr: “RP-C8832, QNH 1013, report airborne, 02 Omni”

832: “QNH 1013, Report airborne, 02 Omni RP-C8832”

(Notice the format when a pilot acknowledges or provides “Readback” to the controller. There is a repeat of the instructions, followed by his callsign)

RP-C8832 departs runway 02 Omni

832: “RP-C8832 airborne 02 Omni”

Twr: “832 right crosswind departure approved, report entering Charlie 4”

832: “Right crosswind departure approved, report entering Charlie 4 832”

(Notice that the control abbreviated RP-C8832s callsign 832. This is a common practice in radio communications to decongest the radio. The pilot also responds with the abbreviated callsign. The rule is that the pilot only abbreviates when the control does so, and he uses the abbreviation given to him. If for example, the controller says “8832”, the pilot responds with “8832” as well.)

RP-C8832 Enters the Charlie 4 Training Area

832: “832 entering Charlie 4, two thousand five hundred for airworks”

Tower: "Roger 832, maintain VFR"

(Here the tower uses the word "Roger". This means "I have understood what you have said. Pilots need to avoid using this, and readback instructions properly)

832: "Maintain VFR, 832"

After completing the training exercise, it is now time for RP-C8832 to return to Omni. Before calling tower once again, he listens to the ATIS. It has changed from Foxtrot to Golf. He takes note of the weather information before calling Clark Tower.

832: "Clark Tower, 832 with Golf, Charlie 4 at 2,500, VFR inbound Omni"

Twr: "832 runway 20 Omni in use, report Magalang"

832: "Report Magalang, 832"

RP-C8832 now flies over Magalang

832: "832 over Magalang, 1,500"

Twr: "832 [garbled]"

(There was a problem hearing the tower give his last instructions)

832: "Tower, say again for 832"

(RP-C8832 now requested the tower to repeat his transmission)

Twr: "832 report Feliciano"

832: "Report Feliciano, 832"

RP-C8832 now flies over Feliciano

832: "832 over Feliciano, 1,200"

Twr: "832 join downwind, 20 Omni, traffic is turning final"

(Tower just informed the pilot that there is another airplane in the area, and where the airplane was. If you receive this information, it is important to notify whether or not you see the other airplane)

832: "Join downwind 20 Omni, traffic in sight, 832"

(RP-C8832 saw the other airplane.)

RP-C8832 turns into downwind

832: "832 downwind, 20 Omni"

Twr: "832 report base"

832: "Report base, 832"

RP-C8832 is turns into base leg

832: "832 now on base 20 Omni"

Twr: "832 report landed"

(Tower asked the pilot to report when he lands and clears the runway)

832: "Report landed, 832"

RP-C8832 now lands and exited the runway.

832: "832 runway vacated, terminating my flight plan, good day"

(The pilot reported that he vacated the runway, and that he was closing his VFR flight plan. It is important for the pilot to close his flight plan after landing so that Air Traffic Controllers know that he has arrived safely at your destination)

Review of Learning Objectives

1. The standard IPI Format
 - a. Identification:
 - i. Callsign
 - ii. Aircraft Type
 - iii. Weather Information: ATIS received.
 - b. Position
 - i. Area: Where you are.
 - ii. Altitude: How high you are flying.
 - c. Intention
2. Readback
 - a. Format: Instruction, Identification
 - b. Read back all instructions to the air traffic controller to verify.

- c. When in doubt, ask again.
3. Callsign abbreviation
 - a. Abbreviate your callsign only after ATC does so.
 - b. Use the exact same abbreviation that ATC used.
4. Traffic
 - a. When notified of traffic, it is proper to notify the controller whether or not you have the aircraft in sight.
 - i. Aircraft in sight: "Traffic in sight"
 - ii. Aircraft not in sight: "Traffic not in sight"
5. Closing Flight Plans
 - a. Closing a flight plan is important so that ATC is informed that you have arrived safely at your destination.
 - b. When closing your flight plan via radio is not possible at your location, you may close the flight plan via a telephone call to the nearest Flight Service Station (FSS) or ATC unit.

Case 2: Omni to Lingayen

Learning Objectives:

1. Position reports while climbing or descending
2. The Line-up clearance
3. Use of a multicom frequency
4. Use of unicom frequency
5. Altitude reporting in the pattern
6. Querying other aircraft when unsure of their location

In this next scenario, RP-C8864 is about to depart OMNI Aviation Complex for a flight to Lingayen, Pangasinan. The preflight planning was completed earlier, and the flight will cruise at 4,500 feet.

RP-C8864: "Clark tower good morning RP-C8864"

Tower: "RP-C8864 good morning, go ahead"

864: "RP-C8864, Cessna 152, with Juliet, Holding short 20 Omni, VFR to Lingayen"

Twr: "864, behind the landing traffic, line up behind, report airborne, 20 omni"

864: "Behind the landing traffic, line up behind, report airborne 20 Omni, 864"

(Tower notified 64 that there is an airplane just about to land at Omni. 864 was advised to line up after the traffic lands, and report airborne.)

RP-C8864 is airborne

864: "864 airborne 20 Omni"

Twr: "864 left downwind departure approved, report 10 miles out"

864: "left downwind departure approved, report 10 miles out"

RP-C8864 is now 10 miles out

864: "864 is now 10 miles out, passing 2,300 climbing 4,500"

(Note how the position report is made while in a climb: The current altitude is mentioned and status – climbing or descending to the final altitude)

Twr: "864, frequency change approved"

864: "Frequency change approved, good day."

(At this point, the pilot is free to switch frequencies to which is appropriate. For this case, the pilot is entering uncontrolled airspace, and switches to the multicom frequency of 121.90)

864: "Traffic advisory, RP-C8864 is 3 miles south of Concepcion, passing 2,700 climbing 4,500, tracking direct concepcion"

RP-C8864 overflies Concepcion, and is beginning to turn towards the next waypoint, Tarlac.

864: "Traffic Advisory, RP-C8864, Cessna 152 Concepcion, passing 3,000 climbing 4,500, tracking direct Tarlac"

(Note that when calling on multicom, the pilot does not abbreviate his callsign)

RP-C8864 now passes Tarlac and is beginning to turn towards the next waypoint, Paniqui

864: "Traffic Advisory, RP-C8864, Tarlac, 4,500, tracking direct Paniqui."

(In succeeding multicom calls, there is no need to mention aircraft type. Aircraft type is only mentioned on the initial call)

RP-C1094: "RP-C1094 over malasiqui [garbled]..."

(864's pilot did not fully understand the position report of RP-C1094)

864: "RP-C1094 query position and next waypoint"

(864 asked RP-C1094 to repeat his position and his next waypoint)

Thirty minutes later, RP-C8864 is now 10 miles away from Lingayen, and preparing to descend into Lingayen airport. He then switches from multicom to the Unicom for Lingayen Airport. The pilot intends to use the standard overhead join for the uncontrolled airfield.

864: "Lingayen traffic, RP-C8864 Cessna 152, 10 miles south of Lingayen, 4,500, will fly overhead at 1,200 to join the downwind for the active runway, Lingayen Traffic"

(Note that in this position report, RP-C8864 begins and ends the sentence with the addressee, Traffic. This is a safety measure, which allows other traffic to be aware of traffic in case they did not hear the first part of the radio transmission)

RP-C8864 overflies the airfield. The pilot determines that runway 26 is in use.

864: "Lingayen traffic, RP-C8864 midfield 1,200 descending 700 feet to join right downwind runway 26 Lingayen Traffic"

RP-C8864 joins right downwind runway 26 at 700 feet

864: "Lingayen traffic, RP-C8864 on right downwind, runway 26, full stop Lingayen Traffic"

(Note that the altitude is no longer mentioned when the 864 is in the pattern. It is understood that all aircraft are at traffic pattern altitude. Only mention altitude if altitude in the traffic pattern is non-standard. Also notice that the intention for a full stop landing is mentioned. If the pilot intends to make a touch and go, mention "touch and go".)

RP-C8864 turning to right base

864: "Lingayen traffic, RP-C8864, turning base, , runway 26, full stop , Lingayen Traffic"

RP-C8864 turning to final

864: "Lingayen traffic, RP-C8864, final runway 26, full stop, Lingayen Traffic"

RPC8864 lands in Lingayen, and vacates runway 26

864: "Lingayen traffic, RP-C8864 runway vacated. Lingayen Traffic"

Review of Learning Objectives

1. Position reports while climbing or descending
 - a. Always mention your:
 - i. present altitude,
 - ii. whether climbing or descending
 - iii. the desired altitude
2. Line up clearance

- a. A line-up clearance is a clearance to enter the runway and wait for clearance to depart.
3. Use of a multicom frequency
 - a. A multicom frequency is a common frequency where aircraft broadcast their position and intentions to all other aircraft.
4. Use of Unicom frequency
 - a. A Unicom frequency is an agreed frequency for a specific airport, where aircraft broadcast their position and intentions to other aircraft.
5. Altitude reporting in the pattern
 - a. When flying in the pattern, there is no need to report altitude unless you are flying at an altitude not prescribed for the pattern.
6. Querying other aircraft when unsure
 - a. Always ask when in doubt!



Cross Country Case 2: San Fernando to Vigan

Learning objectives

1. Operating in a controlled airport
2. Readbacks, advanced
3. The use of “clear for takeoff”
4. Reporting to FSS
5. Requesting traffic information
6. Reporting
7. Round Robin Flight Plans

In this scenario RP-C1051 is about to start at San Fernando for a flight to Vigan. The pilot is operating on a round-robin flight plan.

051: “San Fernando, good morning, RP-C1051”

Twr: “051 good morning, go ahead”

051: “051 at the apron, request to move forward for engine runup.”

(In a controlled airport, aircraft need to request permission to move from place to place on the apron. Typically, airports have a ground traffic controller, but in San Fernando, Tower handles the duties of ground control because of low traffic density.)

(Omni Aviation is an uncontrolled airport. Therefore, aircraft may move freely on the ground without a controlling agency’s permission.)

Twr: “051 approved”

051: "Approved, 051"

RP-C1051 performs the engine run-up.

051: "051 on the taxiway, ready for departure"

Twr: "051 line up and wait runway 01 via south taxiway, QNH1009, winds 030 at 20 knots."

051: "line up and wait, runway 01 via south taxiway, QNH1009."

(Notice that 051 did not read back the wind information. In a readback, the pilot only needs to readback certain pieces of information. These are the (1) Clearance limit, and (2) Pressure setting. More is discussed below)

RP-C1051 lines up on runway 01

051: "051 ready for departure"

(Notice that RP-C1051 did not say "ready for takeoff". Avoid saying the word "Takeoff" unless you are actually cleared for takeoff. This is a safety precautionary measure to prevent any other aircraft listening on the radio from believing you are cleared to takeoff when you are not.)

Twr: "RP-C0151 winds 020 at 5, runway 01 cleared for takeoff"

051: "Cleared for takeoff, 051"

(This time, the pilot may say "cleared for takeoff", because he was given takeoff clearance)

RP-C1051 departs runway 01

Twr: "051 straight out departure approved, report 5 miles out"

051: "straight out departure approved, report 5 miles out, 051"

RP-C1051 passes 5 miles out

051: "051 now 5 miles out, 2,500"

Twr: "051 cleared to leave this frequency, good day"

051: "Cleared to leave the frequency, good day, 051"

Thirty minutes later, RP-C1051 is now 10 miles to the southeast of Vigan. He contacts Vigan Flight Service Station (FSS) based on the field.

051: "Vigan Radio, good morning RP-C1051, Cessna 152, 10 miles southeast of your station, 2,500, VFR inbound"

Vigan Radio (now abbreviated as FSS): RP-C1051, good morning, runway 02 is currently in use, wind 030 at 15, gusting to 20.

(Notice that Vigan radio did not abbreviate RP-C1051's callsign for some reason. The pilot of RP-C1051 must use his full callsign on the radio.)

051: "Runway 02 in use, RP-C1051"

(A readback of the winds is not required when given instructions, or information)

RP-C1051 is unaware of the traffic situation in Vigan. He queries FSS for information.

051: "Vigan Radio, RP-C1051, query the traffic information for Vigan"

FSS: "RP-C1051, one Cessna 182 on left downwind runway 02"

051: "Copy traffic, negative visual, RP-C1051"

FSS: "RP-C1051, fly overhead to join the left downwind runway 02, report established"

051: "Fly overhead to join left downwind runway 02, report on right base, RP-C1051"

(In this case, the air traffic controller instructed RP-C1051 to do 3 things: 1.) Fly overhead the airfield, (2) Join the left downwind, and 3.) Report when turning on base.)

RP-C1051 sees the other airplane in the pattern, and the airplane is turning to join final.

051: "051 has traffic turning final in sight"

RP-C1051 proceeds to fly overhead, joins downwind, and left base 02.

051: "051, on left base 02, full stop"

FSS: 051 winds 030 at 15 gusting to 20 you may land runway 02.

(FSS does not clear an aircraft to land or takeoff. FSS does not control airspace)

051: "We may land 02, 051"

RP-C1051 lands, and vacates the active runway.

051: "051 clear of the active runway, will call later for a departure, good day"

FSS: "roger 051, have a good day"

(In this case, RP-C1051 did not close his flight plan because he was operating on a round robin flight plan. A round robin flight plan is a type of flight plan where a pilot intends to stay at his destination for less than one hour before proceeding to another airport. It saves the pilot the effort of having to file another

flight plan.)

Review of Learning Objectives

1. More on Readbacks
 - a. When given an instruction, all that is required to readback are:
 - i. Clearance limits – or instructions
 1. Headings
 2. Altitudes
 3. Specific instructions
 - ii. Pressure Settings
2. The use of “takeoff”
 - a. The word “takeoff” is never used unless you are actually cleared for takeoff. Use the word “departure” instead.
3. Reporting to FSS
 - a. A Flight Service Station (FSS) is not an air traffic control facility. It is simply there to aid pilots by providing information to pilots.
4. Requesting traffic information
 - a. You may request traffic information when you want to be aware of any traffic in the area.
5. Round Robin
 - a. A round robin flight plan is a type of flight plan where a pilot intends to stay at his destination for less than one hour before proceeding to another airport. It saves the pilot the effort of having to file another flight plan
 - b. The pilot does not close the flight plan when flying on a round robin flight plan, until he reaches the airport of his final destination.



Case 3: Manila to Subic

Learning objectives:

1. Operations in a controlled airport
2. Operations in busy airspace
3. Monitoring a frequency
4. Operations in a radar monitored environment
5. The “Taxi to runway” instruction
6. The “ready” and “terminating” abbreviations

In this case, RP-C8847, a Cessna 152 is flying from Manila to Subic. He is currently in the Air Ads Hangar, located at “GA4” apron. Manila airport is a large and busy airport with full air traffic control facilities. It is also an airport highly congested with traffic, so making transmissions as short and clear as possible is of the utmost importance.

RP-C8847 is at GA4, after having just started the engine.

847: “Domestic Ramp, RP-C8847, Cessna 152, Golf-Alpha 4, VFR to Subic”

(GA4 is under the control of an air traffic control facility known as “domestic ramp”. Notice that “good morning” has been forgone, as it is not a necessary part of radio communication procedures)

Domestic Ramp (abbreviated as DOM): “847, taxi to Sierra 26, behind the Airbus QNH1013”

847: “Taxi Sierra 26, behind the airbus, QNH1013, 847”

RP-C8847 now taxis to Sierra 26 following an Airbus A320. He is positioned there now.

DOM: “847 switch to Tower 118.1, good day”

847: “118.1 good day, 847.”

(RP-C8847 is now being “handed off” to Manila tower.)

847:” Manila tower, RP-C8847 with Charlie, Sierra 26, VFR to Subic”

(Notice that when RP-C8847 switches to tower, he uses his full callsign again. Also, he mentions he has the ATIS information Charlie, and that he intends to takeoff for Subic.)

Twr: “847, continue holding position”

847: “Continue holding position, 847.”

Several minutes pass, and the pilot of RP-C8847 begins to wonder what his “Sequence” for takeoff is.

847: “847, requesting sequence for runway 13”

Twr: “847 now number 5 for departure”

847: “number 5, 847.”

(Tower informed RP-C8847 that he was the fifth aircraft in line for takeoff for runway 13.)

After several aircraft ahead of RP-C8847 depart, he is finally given instructions to taxi further on.

Twr: “847, taxi to runway 13 via Sierra 25”

847: “taxi to runway 13 via Sierra 25”

(A taxi to runway clearance means this: You may taxi TO a position just SHORT of the runway. When you are cleared to taxi to a runway, you are NOT cleared to enter it.)

RP-C8847 taxis to Sierra 25, just short of runway 13

847: "Tower, 847 Sierra 25, ready"

(Ready is an acceptable method of saying "ready for departure" in a short manner.)

Twr: "847, winds 160 at 10, runway 13 cleared for takeoff"

RP-C8847 is airborne

847: "847 airborne runway 13"

Twr: "847, cross the threshold of runway 06 behind the landing Airbus."

847: "cross threshold runway 06 behind the Airbus, 847."

Continuing on with the departure, RP-C8847 leaves the jurisdiction of the Tower's airspace.

Twr: "847, frequency change approve, monitor approach on 119.70 for further traffic, good day"

847: "Frequency change approved, monitor 119.70, good day"

(When instructed to monitor a frequency, there is no need to call the air traffic controller on the frequency. You may listen in on the frequency to be aware of other traffic in the area.)

Several minutes into the flight, RP-C8847 is cruising at 4,500 feet and approach airspace that is controlled by Subic Approach. After monitoring the ATIS for Subic, which is on information Yankee, the pilot contacts Subic Approach.

847: "Subic Approach, RP-C8847, Cessna 152, with Yankee, 5 miles south of Dinalupihan, 4,500. VFR inbound"

Subic Approach (abbreviated as APP): "847, squawk 1301, and ident"

847: "Squawk 1031 and ident, 847"

(Approach requested RP-C8847 to switch his transponder code to 1301 and press the ident button. This allows air traffic controllers with radar facilities to positively identify the aircraft on radar.)

APP: "847, radar contact, 4,500, report 10 miles out"

(When a controller makes radar contact, he is able to see your exact location and altitude if the transponder has altitude reporting capability (mode c) He then reads out altitude, just to confirm with you if what he is reading is correct.)

847: "Radar contact, report 10 miles out, 847"

RP-C8847 now reaches a point 10 miles out of Subic.

847: "847 10 miles out."

APP: "847 contact Tower 118.2"

847: "118.2 847"

847: "Subic Tower, RP-C8847, 10miles out, 4,500 descending 700"

Twr: "847, runway 07 in use, join left downwind. Report established"

The pilot of RP-C8847, however, prefers to land on the opposite end of the runway – runway 25"

847: "Traffic and workload permitting, 847 would like to use runway 25"

Twr: "847, request approved, report final runway 25"

847: "report final, runway 25, 847."

RP-C8847 now is on final runway 25

847: "847 on final runway 25"

Twr: "847 winds calm, runway 25 cleared to land"

847: "Cleared to land, 847"

RP-C8847 lands and vacates the runway

847: "847 runway vacated"

Twr: "847 taxi to ramp via Charlie."

847: "taxi to ramp via Charlie."

RP-C8847 enters the ramp

847: "847 entering the ramp now, terminating here, good day"

(Terminating is an accepted abbreviation for "closing VFR flight plan".)

Twr: "847, good day"

The tower controller did not confirm that the VFR flight plan was closed. RP-C8847 wants to confirm that it was indeed closed.

847: "Tower, 847, confirm flight plan closed?"

Twr: "847 flight plan closed, have a good day"

847: “flight plan closed, good day, 847”

(Always confirm whether or not the flight plan has been closed at the end of the flight.)

Review of Learning Objectives

1. Operations in a controlled airport
 - a. Clearance is required to move on the ground
 - b. Some airports have different controlling agencies for different parts of the airport – Check the AIP for airport information.
2. Operations in busy airspace
 - a. Make transmissions as clear, and as short as possible.
3. Monitoring a frequency
 - a. Monitoring a frequency does not require a pilot to call in. He may simply listen on the frequency for information.
4. Operations in a radar monitored environment
 - a. In a radar environment, it is possible that Air Traffic Control request you to switch your transponder code.
5. The “Taxi to runway” instruction
 - a. A “Taxi to runway” instruction means taxiing SHORT of the beginning of the runway.
 - b. It does not clear a pilot to enter the runway.
6. The “ready” and “terminating” abbreviations
 - a. “Ready” is an accepted abbreviation for “Ready for Departure”
 - b. “Terminating” is an accepted abbreviation for “Terminating VFR Flight Plan.”



Case 5: The Special VFR Clearance

Learning Objective:

1. Familiarization with radio phraseology for requesting special VFR operations.

A special VFR clearance is one which allows a pilot to operate under conditions which are lower than VFR minimums to depart or arrive into an airport.

In this case, RP-C8862, a Cessna 152 receives information that Clark has suspended VFR operations. He is unable to proceed to his alternate as it has also suspended VFR operations.

862: “Clark tower, 862, over Concepcion, 2,500, request special VFR to Clark”

Twr: “862, squawk 3011, and ident”

862: "3011 and ident, 862"

Twr: "862, cleared special VFR into Clark via the northeast quadrant, maintain 1,500"

862: "cleared special VFR to Clark via the northeast quadrant, maintain 1,500"



Case 6: Requesting Vectors

Learning Objective:

1. Familiarization with the radio phraseology used with vectors.

When a pilot is operating in a radar monitored environment, it is possible to request directions from Air Traffic Controllers known as "vectors". These vectors consist of a heading, and most usually, an altitude.

In this case, RP-C8840 is became disoriented while operating in haze. He is in Charlie 2.

840: "Clark Tower, RP-C8840, Charlie 2, request vectors to Clark"

Twr: "840, switch to approach 119.2"

840: "119.2 840"

840: "Approach RP-C8840 Cessna 152, Charlie 2, 2,500, request vectors to Clark"

APP: "RP-C8840 squawk 2001 and ident."

840: "2001 and ident, RP-C8840."

APP: "RP-C8840 radar contact, Charlie 2, 2,500. Fly heading 260, descend and maintain 1,500"

840: "radar contact, heading 260, descend and maintain 1,500, 840."

Several minutes later

APP: "840, fly heading 220, report airfield in sight"

840: "heading 220, report airfield in sight, 840"

RP-C8840 has Clark International in sight

840: "840 has the field in sight"

APP: "840, contact tower 118.7, good day"

840: "118.7 good day"

Review of Learning Objectives

1. Familiarization with the radio phraseology used in vectors
2. Vectors can be requested by a pilot in case he is disoriented

Case 6: Emergency Situations

Learning Objectives

1. Familiarization with an emergency transmission
2. Familiarization with an urgent transmission
3. Knowledge on situations which require the declaration of an urgent situation or an emergency.

Sub-case 1: Engine Failure

RP-C8835, a Cessna 152, suffers an engine failure over the town of Concepcion, Tarlac. Observe the usage of the word “mayday”.

RP-C8835: “Mayday, mayday, mayday, RP-C8835, declaring an emergency, engine failure over Concepcion, landing in a field below”

Sub-case 2: Passenger emergency

RP-C8834, a Piper Seneca, has a passenger aboard who is suffering from a heart attack while inflight.

RP-C8834: “Mayday, mayday, mayday, RP-C8834, Pinatubo, declaring an emergency, 1 passenger suffered heart attack, returning to Omni”

Transponder Usage

When declaring an emergency, the declaration should be accompanied by switching the transponder to the emergency code 7700. This notifies all air traffic controllers that have radar contact with you that you have an emergency situation.

Review of Learning Objectives

1. Familiarization with emergency phraseology
 - a. Precede each transmission with the words “mayday, mayday, mayday”
 - b. State you are in an emergency by using the words “declaring an emergency”
2. Transponder usage
 - a. Set the transponder to 7700 when declaring an emergency

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Urgent Situations

In this case, RP-C8836, a Cessna 152 is running low on fuel while on approach to OMNI Aviation. Observe the use of the word “pan”.

RP-C8836: “Pan pan pan, pan pan pan, pan pan pan, RP-C8836, low fuel, request straight in 20 Omni”

Twr: “RP-C8836, fly straight in, 20 Omni”

Review of Learning Objectives

1. “Pan pan pan, pan pan pan, pan pan pan” precedes a transmission when it is an urgent situation.

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