

PilotController COMMUNICATIONS



VFR Flight Following is a valuable option for a pilot flying VFR. There are many times when the controller prefers the traffic to be on the frequency. Pilots should know what the controllers want to know in order to keep the transmissions to a minimum. Pilots operating in the vicinity of Class B airspace must receive a clearance to enter this airspace.



Every controller is different but there are some basic methods for radio calls that work for all. Pilots that are prepared make the system smoother and safer.



This card reviews what to do when airborne and on the ground prior to calling for taxi instructions.



Questions? Email safetytech@natcadc.org.

AIRBORNE VFR FLIGHT FOLLOWING



The pilot should know what to say prior to keying the microphone. Information such as present position, aircraft type/identification, altitude, and destination are key information points the controller will want to know.

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- Columbia Approach, Cherokee 13452, five miles west of Fairfield at 3,500 VFR to Myrtle Beach.
 - ATC: Cherokee 13452 Columbia Approach squawk 0322, Columbia altimeter 2992.
 - Once the pilot squawks the code, the controller will advise radar contact.
 - The pilot should advise the controller of any changes in altitude or route.
 - If the pilot would like to remain with ATC, they should ask the controller to be handed off to the next facility.
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REQUEST VFR SERVICES ON DEPARTURE

Many airports advise on their ATIS for VFR departures to contact clearance delivery and provide direction of departure and requested altitude. Departing from a Class B airport requires pilots receive flight following.

- Charlotte Clearance, N654GG, PA30, request VFR departure to the South at 8,500 with information Bravo.
- ATC: N654GG, Charlotte Clearance, cleared to depart the Class B to the south maintain VFR at 3,500 expect 8,500 one zero minutes after departure, departure frequency will be 120.05, squawk 0354.
- Pilot reads back the clearance.
- On departure, pilots can expect vectors to clear the traffic patterns at busy airports.
- Controllers may terminate services to the VFR pilot when they are clear of Class B.

• DISCLAIMER •

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NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION

