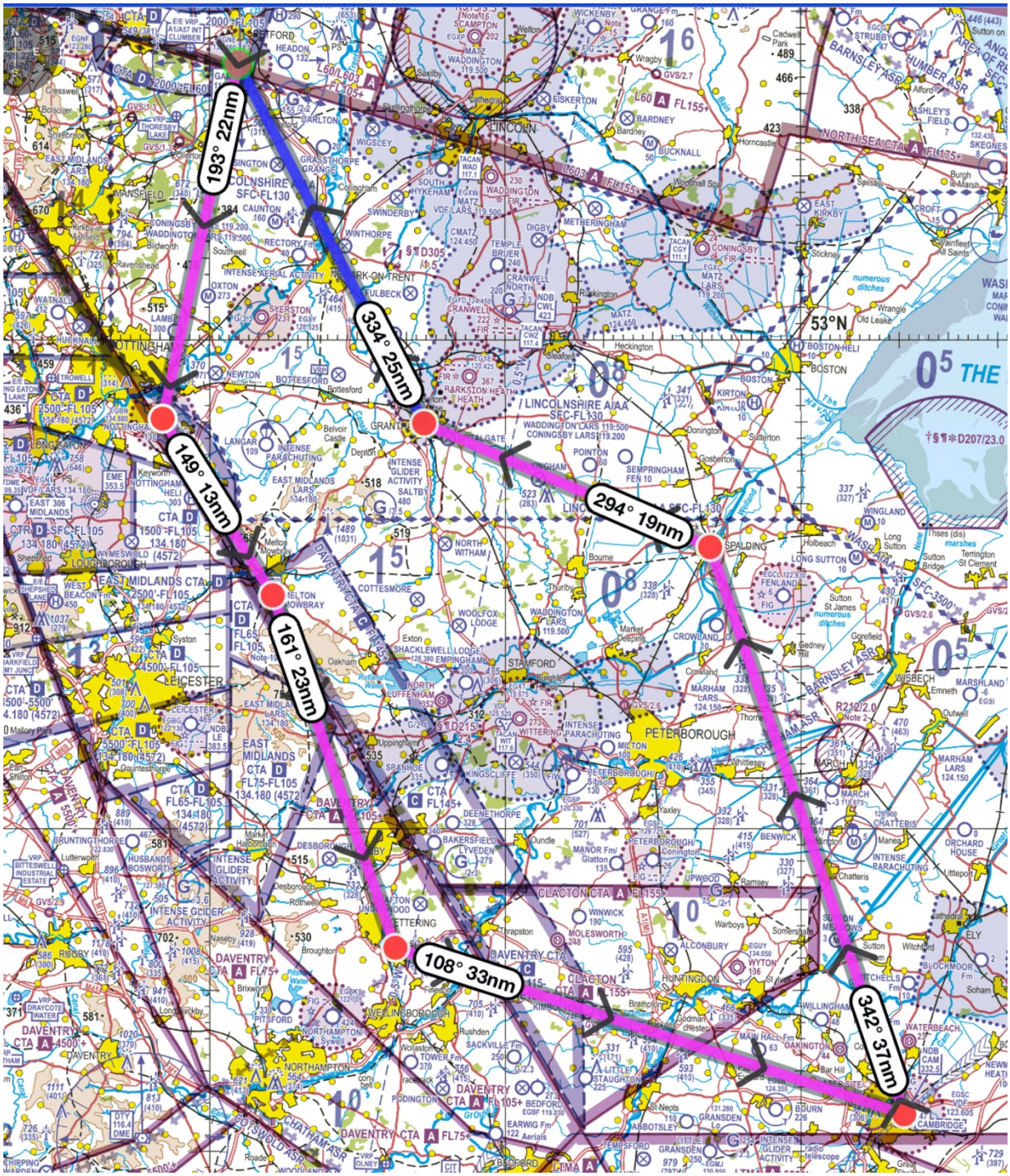
Qualifying Cross Country Flight Radio Example

This is an imaginary flight starting on the apron at Nottingham, routing to Melton, Kettering and Landing at Cambridge. Then departing Cambridge via Spalding and Grantham to land at Gamston. Then section from Gamston back to Nottingham is essentially a repeat of other sections so is not included.



The radio elements of the flight are:

- Radio check and airfield information and then departure from Nottingham Radio
- Basic Service and CTA transit from East Midlands
- Basic service and joining / landing / taxy instructions from Cambridge Radar
- Taxy / departure instructions and basic service from Cambridge radar
- Traffic service and MATZ penetration from Waddington Zone
- Arrival information from Gamston Radio
- *Departure information from Gamston Radio*
- *Basic service from East Midlands Radar*
- *Arrival information from Nottingham Radio*

Startup and departure from Nottingham

- Nottingham Radio G-RADI request radio check and departure information for training flight to Cambridge
- GRADI readability 5, runway in use 27 QFE 992 QNH 996 hectopascals
- Runway in use 27, QFE 992, QNH 996 hectopascals, G-DI

- GRADI taxying for runway 27
- G-DI

- G-DI holding at Alpha 1, ready for departure
- G-DI No known conflicting traffic

- G-DI entering, backtracking, lining up runway 27
- G-DI

- G-DI taking off
- G-DI surface wind 290 10 knots

- G-DI downwind, depart to the South East
- G-DI

- G-DI changing to East Midlands 134.180
- G-DI have good flight

Basic Service and CTA transit from East Midlands

- East Midlands Radar, G-RADI request basic service and zone transit
- G-DI, East Midlands radar, Squawk 4551, East Midlands QNH 997 hectopascals, pass your message

- G-DI, squawking 4551, is a PA28 from Nottingham to Cambridge via Melton and Kettering, 5 miles south east of Nottingham, altitude 1300ft on 997 hectopascals, VFR, request basic service and zone transit
- G-DI basic service, what altitude would you like for your transit of East Midlands Control Zone

- Basic service, transit altitude 3000ft G-DI
- G-DI you are identified 6 miles south east of Nottingham airport, cleared to transit the East Midlands Control Zone, VFR, not above altitude three thousand feet on 997 hectopascals on track Melton Mowbray disused
- Cleared to transit not above three thousand feet on 997 hectopascals, VFR, on track Melton Mowbray G-DI
- G-DI readback correct

- G-DI on entering controlled airspace it will be a Radar Control Service
- Radar Control Service on entering G-DI

- G-DI you have now left controlled airspace, Basic Service
- Basic Service G-DI

- G-DI you are still under a Basic Service but you have traffic, 1 o'clock, left to right, 500ft above
- Traffic not sighted, G-DI

Changing to Cambridge Radar

- G-DI request frequency change to Cambridge Radar 120.965
- G-DI squawk seven thousand, frequency change approved
- Squawk seven thousand, G-DI

At this point we tune into the Cambridge ATIS and listen to the message which will be something like:
"This is Cambridge Arrival Information Bravo, recorded at time 1050 zulu. Runway in use 21, runway surface wet wet dry, ILS approach to runway 21 in use, surface wind 230 degrees 10 knots, visibility 10 kilometres or more, Cloud Broken 2500 feet, Temperature Plus 15 Dewpoint Plus 5, QNH 1002. On first contact with Cambridge Radar, report Information Bravo received"

- Cambridge Radar, G-RADI inbound with Information Bravo, QNH 1002
- G-DI, Squawk 6160, basic service, report 5 miles , expect a crosswind join for runway 21
- Squawk 6160, basic service, report 5 miles, roger, G-DI

Once we are 5 miles west…

- G-DI, 5 miles
- G-DI, circuit is active, contact Cambridge tower 125.905
- Tower 125.905 G-DI

- Cambridge tower, G-RADI, 5 miles west inbound
- G-DI, join and report crosswind for runway 21 , traffic is a Cessna 152 downwind
- Wilco G-DI

- G-DI crosswind
- G-DI roger, report final, number two
- Wilco G-DI

- G-DI final
- G-DI runway occupied, continue approach
- Continue Approach G-DI

- G-DI cleared to land
- Cleared to land G-DI

Once we have landed and come to a controlled / slow speed:

- G-DI vacate at Bravo, taxi via Bravo and Alpha to GA parking
- Vacate at Bravo, taxi via bravo and alpha to parking, G-DI

Approaching the parking area

- G-DI park on row Yankee
- Park row Yankee, G-DI

Departing Cambridge

Once we have started our engines and are ready to taxy, first we tune into the Cambridge ATIS and listen to the message

- Cambridge Tower, G-RADI, PA28 with Information Charlie, QNH 1003, parked on row Yankee, request taxy
- G-DI, information correct, Squawk 6160, taxy to Alpha via Alpha

We now taxy along the alpha taxiway, do our runup checks in the runup area before A and then taxy to the A hold sign

- G-DI holding at A ready for departure
- G-DI lineup and wait runway 21
- Lineup and wait runway 21, G-DI

We taxy onto the runway and line up

- G-DI, standard noise abatement, right turn out approved, cleared for takeoff
- Wilco, Cleared for Takeoff, G-DI

Once we are a mile or so from the runway…

- G-DI, contact Cambridge Approach 120.965
- Approach 120.965, G-DI

- Cambridge approach, G-RADI
- G-DI, basic service, report changing en route
- Basic service, Wilco G-DI

Once we are half way or so to Grantham….

- G-DI request frequency change to Waddington Zone 119.5
- G-DI squawk seven thousand, frequency change approved
- Squawk seven thousand, G-DI

Traffic service and MATZ penetration from Waddington

- Waddington Zone, GRADI request traffic service and MATZ penetration
- G-DI Waddington Zone, pass your message
- G-DI is a PA28 from Cambridge to Gamston via Spalding and Grantham, currently overhead Spalding, 2000ft QNH 1003, VFR, request traffic service and MATZ penetration
- G-DI, squawk 3750, Barnsley 999 hectopascals
- Squawk 3750, Barnsley 999 hectopascals, G-DI
- G-DI, report your level on the Barnsley 999 hectopascals
- 1900ft on 994 hectopascals, G-DI
- G-DI you are identified 2 miles north east of Spalding, traffic service
- Traffic service, G-DI

- G-DI traffic 2 o'clock, range 4 miles, no height information, possibly radar clutter
- Traffic not sighted, G-DI

- G-DI further traffic 10 o'clock, range 5 miles, one thousand feet above, fast moving, working this station
- Traffic not sighted, G-DI

Hopefully as we get closer Grantham we get the following. If not, ask again for MATZ penetration

- G-DI penetration of the Barkeston MATZ approved at height 2000 ft on Barkeston QFE 992 hectopascals, VFR
- MATZ penetration approved height 2000ft Barkeston QFE 992 hectopascals, VFR, G-DI

Approaching Gamston

- G-DI, request frequency change to Gamston Radio on 130.480
- G-DI frequency change approved, squawk 7000
- Squawk 7000, G-DI

- Gamston Radio, G-RADI

- G-RADI, Gamston Radio, Pass your message
- G-RADI is a PA28 inbound from Cambridge, 8 miles to the South East, request airfield information
- G-DI we are using runway 21 with a right hand circuit, Gamston QFE 998 hectopascals
- Runway in use 21 right hand, QFE 998 hectopascals, G-DI

- G-DI joining overhead
- G-DI

- G-DI dead-side descending
- G-DI

- G-DI downwind runway 21 right hand to land
- G-DI

- G-DI final to land runway 21
- Surface wind 240 degrees at 7 knots

- G-DI runway vacated