

## Radio Communication Examples Departing Raleigh-Durham GA Terminal to Franklin County Airport

Pilot reads back all essential numbers (headings, altitudes, frequencies) as well as “hold short”, “cleared to taxi”, “cleared for takeoff”, and “cleared to land” instructions. See the Pilot/Controller Glossary for additional terminology.

Facility	Freq	Speaker	Message
ATIS	123.80	Listen to Recording	Raleigh-Durham Information Zulu, 12:53Z, Wind 260 at 7 knots, Visibility 10, few clouds at 5000, 7500 broken, temperature 17, dewpoint 10, altimeter 30.02, visual approaches to runways 5L and 5R in use, simultaneous approaches to runway 32, combined control frequencies in effect, all tower traffic use 127.45, all ground traffic use 121.9, VFR departures contact clearance delivery on 120.1 and advise of intended heading, altitude and type aircraft, advise on initial contact you have Zulu
Clearance	120.1	Pilot	Raleigh Clearance, Cessna 5144L
		Controller	Cessna 5144L, go ahead
		Pilot	Cessna 5144L is a Cessna 152, VFR to Franklin County at 3000 with Zulu
		Controller	Cessna 5144L, maintain VFR at or below 2000, departure frequency will be 125.3, squawk 0473
		Pilot	VFR 2000, 125.3, 0473 for 5144L
		Controller	Readback is correct, ground point-niner
Ground	121.9	Pilot	Raleigh Ground, Cessna 5144L ready to taxi at November 5 (N5) with Zulu
		Controller	Cessna 5144L, taxi to runway 5-Right (5R)
		Pilot	Taxi 5-Right, 5144L (Pilot taxis to runway 5-Right. Since no specific taxiway route is given, pilot may select his/her own route, typically via taxiway Alpha to runway 5-Right)
Tower	127.45	Pilot	Raleigh Tower, Cessna 5144L ready for departure at 5-Right
		Controller	Cessna 5144L, hold short
		Pilot	Hold short, 5144L (Pilot stays in place)
		Controller	Cessna 5144L, position and hold, 5-Right
		Pilot	Position and hold, 5-Right, 5144L (Pilot taxis onto the runway and waits for a “cleared for takeoff” instruction)
		Controller	Cessna 5144L, fly runway heading, cleared for takeoff 5-Right <i>(NOTE: The takeoff clearance will always contain a heading to fly after takeoff. If “runway heading” is specified, fly the equivalent of the runway number i.e. 050 for runway 5R.)</i>
		Pilot	Runway heading, cleared for takeoff 5-Right, 5144L (Pilot takes off and flies the runway heading i.e. 050 and remains at or below 2000’ (see original clearance) until further instructions)
		Controller	Cessna 5144L, turn right heading 070, contact departure
		Pilot	Right 070, contact departure, 5144L (Pilot turns to 070 and remains at or below 2000’)
		Departure	125.3
Controller	Cessna 5144L, radar contact, climb and maintain 3000		
Pilot	3000, 5144L (Pilot climbs to 3000)		
Controller	Cessna 5144L, resume own navigation		
Pilot	Own navigation, 5144L (Pilot selects his/her own heading to Franklin County)		
Controller	Cessna 5144L, the airport is 12 o’clock and 5 miles, radar service terminated, frequency change approved, squawk 1200		
Pilot	1200, 5144L, good day (Pilot contacts Franklin County and follows non-towered airport procedures)		

## Radio Communication Examples Arriving Raleigh-Durham from Franklin County

Pilot reads back all essential numbers (headings, altitudes, frequencies) as well as “hold short”, “cleared to taxi”, “cleared for takeoff”, and “cleared to land” instructions. See the Pilot/Controller Glossary for additional terminology.

Facility	Freq	Speaker	Message
ATIS	123.80	Listen to Recording	Raleigh-Durham Information Bravo, 14:51Z, Wind 270 at 9 knots, Visibility 10, 4500 scattered, 7000 broken, temperature 19, dewpoint 11, altimeter 30.03, visual approaches to runways 23L and 23R in use, simultaneous approaches to runway 32, combined control frequencies in effect, all tower traffic use 127.45, all ground traffic use 121.9, VFR departures contact clearance delivery on 120.1 and advise of intended heading, altitude and type aircraft, advise on initial contact you have Bravo. Pilot contacts Raleigh Approach approximately 20 miles from RDU. <b>REMINDER: DO NOT ENTER CLASS C AIRSPACE</b> until the controller has established 2-way radio contact by responding with YOUR call sign. If ATC refers to “Aircraft calling Raleigh-Durham”, this does NOT constitute 2-way radio communication. And if ATC tells you to “Remain clear of the Class C airspace” – stay clear!
Approach	125.3	Pilot	Raleigh Approach, Cessna 5144L
		Controller	5144L, go ahead
		Pilot	5144L is a Cessna 152, VFR, 20 miles east at two thousand five hundred (2500), landing at Raleigh-Durham with Bravo
		Controller	5144L, squawk 0465
		Pilot	0465, 5144L
		Controller	5144L, radar contact 15 miles east of Raleigh-Durham, fly heading 240, expect runway 32
		Pilot	240, expect 32, 5144L (Pilot flies heading 240)
		Controller	Cessna 5144L, traffic at 2 o'clock is a 727 descending out of 3500
		Pilot	Negative contact, 5144L
		Pilot	Raleigh approach, 5144L has the traffic
		Controller	5144L, roger, maintain visual contact from the 727, fly heading 250, descend at pilot's discretion, enter right base for runway 32
		Pilot	250, descend pilot's discretion, right base 32, 5144L (Pilot flies heading 240 and makes a right-base entry, descending as necessary. Note that the pilot has not been cleared to land yet.)
		Controller	5144L, contact tower on 127.45
		Pilot	127.45, 5144L
Tower	127.45	Pilot	Raleigh Tower, Cessna 5144L with you
		Controller	5144L, cleared to land runway 32
		Pilot	Cleared to land, 32, 5144L (Pilot lands)
		Controller	5144L, turn right at next taxiway, hold short of runway 5-Right
		Pilot	Right at next taxiway, hold short of 5-Right, 5144L
		Controller	5144L, cross runway 5-Right, hold short of taxiway Alpha, contact Ground point-niner
		Pilot	Hold short of Alpha, Ground point-niner, 5144L (Pilot turns right and clears the runway)
Ground	121.9	Pilot	Raleigh Ground, Cessna 5144L with you to the North Ramp
		Controller	Roger, 5144L taxi to the ramp (Pilot taxis to the North Ramp via his/her own taxiway route. If the pilot is unfamiliar with the airport, he/she may ask for a “progressive taxi”, in which case the ground controller would provide specific instructions to the parking area.)