## VFR COMMUNICATION, HOW TO DO THIS (part 2)

Since we have practised now a circuit flight, let's go over an example where we will do a flight from Borg El Arab (HEBA) to Alexandria (HEAX) while using the VFR charts.

We will encounter different situations like:

- Departure from controlled airspace
- leaving the CTR for uncontrolled airspace
- arrive and land in controlled airspace
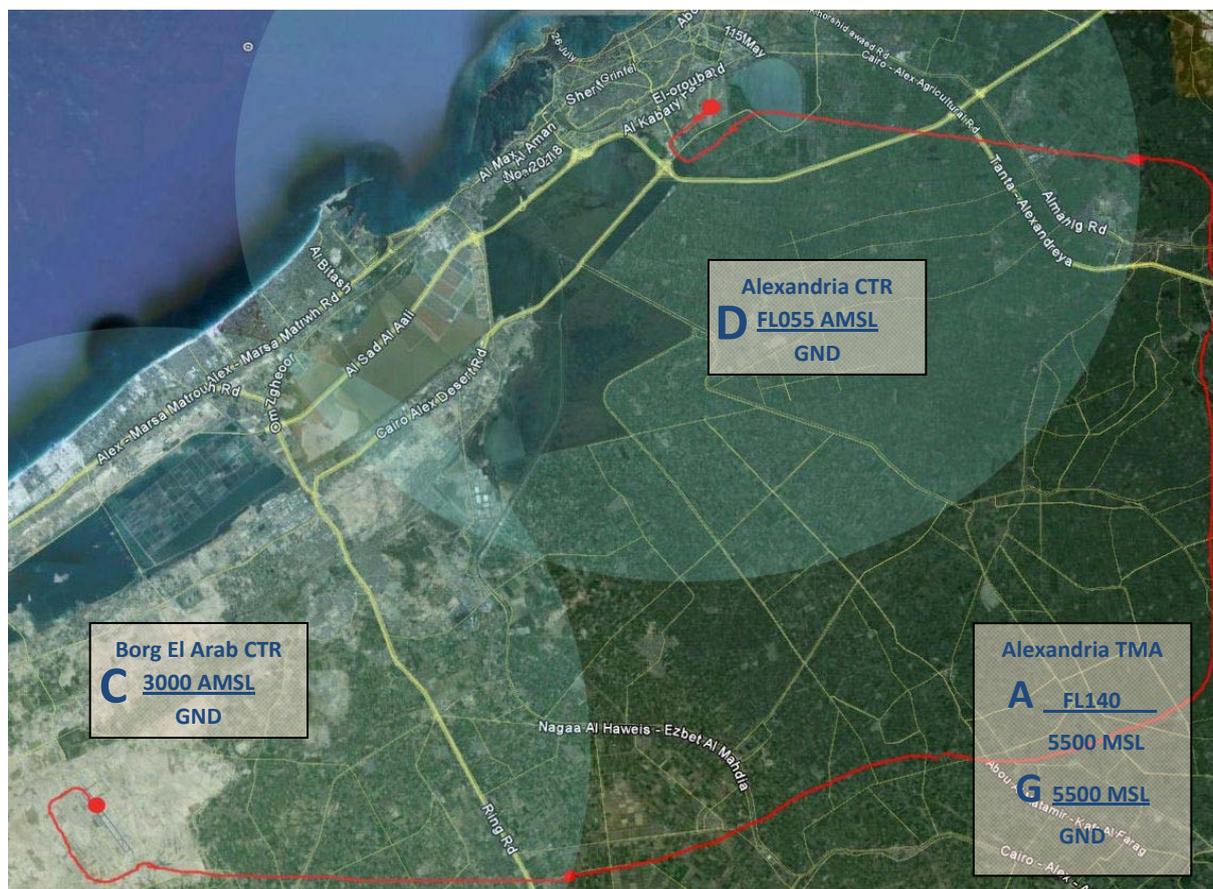
Departure from controlled airspace

In our previous example for the circuit flight we have already learned how to ask for proper clearance so let's go.

Radio check

Pilot	Borg El Arab tower, radio check at 119.10
TWR	SU-CAI, readability 5, go ahead

Start-up

Pilot	SU-CAI, Cessna 172, in front of tower, VFR to Alexandria, information Victor, request start-up.
TWR	SU-CAI, runway 32 in use, information victor correct, time three zero, start-up approved
Pilot	roger, start-up approved runway 32, time checked, SU-CAI

Enroute

TWR	SU-CAI, clearance.
Piloot	Go ahead , SU-CAI
TWR	SU-CAI, Cleared VFR Alexandria, ECHO departure , 1000ft , Squawk 7001
Piloot	Cleared VFR Alexandria , ECHO departure, 1000ft , Squawk 7001, SU-CAI

Taxi

Pilot	SU-CAI request taxi
TWR	SU-CAI taxi to holding point runway 32 via J, A
Pilot	taxi holding point runway 32 via J, A , SU-CAI

Departure

Pilot	Borg El Arab tower, SU-CAI at holding position runway32, ready for departure
TWR	SU-CAI, line up runway 32
Pilot	lining up runway 32, SU-CAI

TWR	SU-CAI , runway 32 cleared for takeoff, ECHO departure
Pilot	runway 32 cleared for takeoff, ECHO departure, SU-CAI
Pilot	SU-CAI, airborne time 42
TWR	roger, SU-CAI

Pilot	SU-CAI, overhead DELTA
TWR	SU-CAI, roger

Pilot	SU-CAI, passing ECHO
TWR	SU-CAI, roger, frequency approved
Pilot	frequency approved, SU-CAI

Leave controlled airspace for uncontrolled airspace

Reporting FIS (Flight Information Service)

note: A Flight information service is a form of air traffic service which is available within a Flight information region (FIR). It is NOT a controller! he or she provides purely information along your flight in uncontrolled airspace. You must report to them because they would like to know where you are and what you are doing.

Pilot	Cairo info, SU-CAI
FIS	SU-CAI, Cairo info, go ahead
Pilot	SU-CAI, Cessna 172, 15nm East of Borg El Arab , 1.000 ft , VFR, Borg El Arab to Alexandria, estimating Alexandria at 55
FIS	SU-CAI, roger, regional QNH 1014, no VFR reported
Pilot	Rgr, regional QNH 1014, SU-CAI

now this needs some explanation. As a general rule we mention the following items:

> *- Call sign,*
> *- Type aircraft*
> *- Position*
> *- Altitude*
> *- Rules (IFR/VFR)*
> - Departure + Destination or intention
> *- ETA*

As you can see from the example: the pilot is reporting the ETA (Expected time of arrival) in the number of minutes from the current hour he think he will arrive at the CTR of Alexandria

if the time is now 14:20z and the pilot says: estimating Alexandria at 55 he means he expects to arrive at the CTR at 14:55

another way for the pilot is just to say the number of minutes he expects to be there. ......estimating Alexandria in 35 minutes.

FIS	SU-CAI, Cairo info
Pilot	SU-CAI , go ahead
FIS	Heavy smoke and fires have been reported around MENKU, I advise you to stay clear from the Eastbound
Pilot	Rgr. Thanks for the info SU-CAI

now here you see the function of the FIS. He is giving us information and not instructions. The choice is ours...

Pilot	SU-CAI, approaching Alexandria CTR, leaving the frequency
FIS	PFR, frequency change approved, good day

DONT forget to report to FIS you are leaving his frequency otherwise all hell will break loose and they will think they have lost an aircraft!

Arrive and land in controlled airspace

Note:
When you are planning to enter controlled area, report yourself to the tower at least 10 minutes before entry!
Especially big airport like Cairo are sometimes extremely busy with IFR traffic and need time to figure out if it's safe for you to enter the CTR ! They may refuse you !

Pilot	Alexandria tower, SU-CAI
TWR	SAI, go ahead
Pilot	SAI, C172, 30 DME East of the airport , 2000ft , VFR, information Alpha received, for landing.
TWR	SAI, roger, cleared Mike arrival, 1500ft, runway 04 , information alpha correct, QNH 1014
Pilot	cleared Mike arrival, 1500ft, runway04 , QNH 1014, SAI

Pilot	SAI, passing Mike
TWR	SAI, roger

Pilot	SAI, passing Kilo
TWR	SAI, roger, number two, number one is on final
Pilot	roger, number two, SAI

Pilot	SAI, final runway 04
TWR	SAI, winds calm, runway 04 ,cleared to land
Pilot	roger, runway 04, cleared to land, SAI

Pilot	SAI, runway 04, vacated at B
TWR	SAI, roger, taxi to park in front of tower via B and W
Pilot	taxi to park in front of tower, via B and W, SAI

Pilot	SAI, in front of tower,
TWR	SAI, Flight plan closed at 15, switch off approved
Pilot	switch off approved. SAI

Note:
Maybe you already noticed that when we contacted Alexandria tower with our full name call sign (SU-CAI), the tower gave us a new name (SAI)
As soon as a controller abbreviates our name, we must use that name until we contact a new controller.

Request crossing a CTR

There comes a moment that you start making longer flights and you will have to cross/overfly a CTR. For example we fly from Cairo to Borg El Arab via Alexandria coastline.
We have just flown over MENKU and are approaching Alexandria

Pilot	Alexandria Tower, SU-CAI
TWR	SU-CAI, Alexandria tower, Go ahead,
Pilot	SU-CAI, C172, 15 mile EAST of Alexandria CTR, VFR, Cairo to Borg El Arab, request crossing your CTR from the east via overhead the field to the South-West at 3000ft.
TWR	SU-CAI, roger, cleared to cross at Alexandria CTR at 3000ft, QNH 1014, from the East via overhead the field to the South-West.
Pilot	cleared to cross Alexandria CTR at 3000ft, QNH 1014, from the East via overhead the field to the South-West, SU-CAI

The pilot in this example specifically asks permission to overfly the airport. (overhead the field)

Pilot	SU-CAI, entering CTR
TWR	SU-CAI, roger

Pilot	SU-CAI, leaving CTR
TWR	SU-CAI, frequency change approved
Pilot	frequency change approved, SU-CAI.

Difficult??? It's just a matter of practise

Let me give you an overview of a few basic communication rules :

Start-up	Enter FIS	Cross CTR	Enter CTR
Call sign	Call sign	Call sign	Call sign
Aircraft type	Aircraft type	Aircraft type	Aircraft type
Position	Position	Position	Position
	altitude		altitude
Rules (IFR/VFR)	Rules (IFR/VFR)	Rules (IFR/VFR)	Rules (IFR/VFR)
Destination or intention	Departure + Destination or intention	-	-
ATIS letter	-	-	ATIS letter
-	-	-	-
-	-	-	-
Request start-up	-	Request crossing (route)	Request Full stop/touch and go
	-	altitude	
	ETA		

one last note:

In Europe you have different types of airfields.

In the green fields (uncontrolled fields), we use the name RADIO, the other fields have their own names so it changes nothing.
Example: uncontrolled fields are referred to as Lelystad Radio ", or" Hoogeveen Radio ", etc.

When you arrive at a green field....(like in real life) keep up the communication on UNICOM. Other pilots who want to enter the traffic pattern also would like to know where you are and what you are doing!

FINALLY

The above is only a guideline and may vary from controller to controller.
What we have tried to do is to provide you with the basics in good communication between you and ATC and the corresponding read back whether you do a VFR flight from Borg El Arab to Alexandria or a flight in the Netherlands from Rotterdam to Amsterdam...it doesn't matter. Prepare your flight well. Study the VFR charts, Check the control zones and airspaces so you know what you can expect and what is allowed.