

Radio Procedures

The basic radio call consists of the 4Ws: Who you're calling, who you are, where you are, and what you want.

Airports with no control tower use a Common Traffic Advisory Frequency (CTAF). The CTAF calls at Lincoln are as follows: (Runway and tail numbers are pronounced with each letter/number individually, ex: Skyhawk four two sierra, or runway one five.)

Lincoln Traffic, Cherokee 012, ramp, taxi, 15, Lincoln

Lincoln Traffic Cherokee 012, Entering runway 15 for (type of departure), Lincoln

Lincoln Traffic, Cherokee 012, turning left crosswind, 15, Lincoln

Lincoln Traffic, Cherokee 012, turning left downwind, 15, Lincoln

Lincoln Traffic, Cherokee 012, turning left base, 15, Lincoln

Lincoln Traffic, Cherokee 012, turning final, 15, Lincoln

Lincoln Traffic, Cherokee 012, clear of 15, Lincoln

Entering the pattern: *Lincoln Traffic, Cherokee 012, inbound 45, 15, Lincoln*

When talking to NorCal Approach for VFR Flight Following your initial radio calls will follow the 4Ws. You'll start with a "cold call":

NorCal Approach, Cherokee 012 request.

When they say your tail number and go ahead, you say, using the 4Ws:

Cherokee 012, just off Lincoln, 1,600 climbing 3,000, practice area over Folsom.

They'll come back and say: *Cherokee 012 squawk 0326.*

You'll respond with: *zero three two six (0326) , 012.*

They'll come back and say: *012, radar contact, 5 miles south of Lincoln, say altitude. (sometimes they ask for altitude climbing to as well)*

You say: *3,000, 012.* If they ask for altitude climbing to, say: *"1,600 climbing 3,000, 012"*

Sometimes NorCal will give you traffic alerts:

Cherokee 012, traffic 10 o'clock, 3 miles, westbound, altitude 2,800, a Cherokee.

If you see the traffic, then say: *Traffic in sight, 012.*

If the traffic is not in sight, say: *Negative Contact, 012.*