

Class D Radio Calls

Notes from flying N27AP at AEG by Terrel Sandberg with Frank Dempsey on 28 Dec 2009

Frank says at AEG the ramp isn't included in Class D at Double Eagle airport (KAEG), you can maneuver anywhere on the ramp without contacting ground. This varies from airport to airport.

First, get the ATIS (KAEG uses November through Zulu, it was Uniform in this case & indicated Runway 35 was in use), then tune to Ground Control. Sometimes ground and tower is combined on tower frequency. Check ATIS. Taxi out near the taxiway where the aircraft can be seen from tower, then...

Me: Double_Eagle ground, Trike 27AP ready to taxi to Runway 35, staying in the pattern for the option with information Uniform

Ground: Trike 27AP, taxi to 35 via Bravo

Me: Trike 27AP, taxi to 35 via Bravo

Park in the run-up area, make sure not to cross the hold-short line. Complete run-up and pre-takeoff checklist. When ready to go, tune to Tower, then...

Me: Double_Eagle Tower, Trike 27AP ready for takeoff Runway 35, staying in the pattern for the option

Tower: Trike 7AP hold short landing traffic

Me: Trike 7AP, holding short

Tower: 7AP cleared for takeoff, use left downwind, report midfield

Me: 7AP, cleared for takeoff, will report left midfield downwind 35

At midfield downwind...

Me: Trike 7AP reporting left midfield downwind 35 for the option
Tower: 7AP cleared for the option, runway 35, winds calm
Me: 7AP cleared for the option 35

After touchdown...

Tower: 7AP turn left on Bravo2, taxi to ramp via Bravo with me
Me: 7AP left on Bravo2, but we would like to taxi back to 35 for options
Tower: 7AP taxi back to Runway_35 approved
Me: 7AP taxiing to Runway 35

Tower might have instructed to “contact Ground” or “monitor Ground” at this point – otherwise remain on Tower frequency. After taxi back & when ready to depart...

Me: Trike 27AP ready for takeoff Runway 35, staying in the left pattern for the option
Tower: 7AP cleared for takeoff, use right pattern, report midfield downwind
Me: 7AP, cleared for takeoff, will report right midfield downwind

At midfield downwind...

Me: 7AP reporting right midfield downwind 35
Tower: Trike 7AP continue downwind, you'll be number 3 following a Centurion & a Diamond star
Me: Trike 7AP roger, continuing downwind, we'll be number 3
Tower: 7AP start your base, cleared for the option following the Diamond star just touching down
Me: 7AP, turning base, cleared for the option, traffic in sight

After touchdown...

Tower: 7AP turn right on Bravo2, taxi_back to Runway 17 via Bravo

Me: 7AP left on Bravo2, request taxi_back to Runway 35

Tower: 7AP we're switching runways, taxi_back to Runway 17 via Bravo

Me: 7AP, taxiing to Runway 17 for departure via Bravo

Tower might have instructed to “contact Ground” or “monitor Ground” at this point – otherwise remain on Tower frequency. After taxi back & when ready to depart...

Me: Trike 7AP ready for takeoff Runway 17, departing your airspace to the south

Tower: 7AP cleared for takeoff and straight_out departure

Me: 7AP, cleared for takeoff

Tower might have indicated “frequency change approved” when we left the airspace, although I don't think they did in this case. If they did, they would say Trike 27AP, frequency change approved and I would reply, 27AP frequency change approved. When ready to re-enter ClassD, check the ATIS (still Uniform in this case), then...

Me: Double_Eagle Tower, Trike 27AP is 8 mi to the south at 6300 inbound for 17, request right pattern for 17

Tower: Trike 27AP continue inbound, report 1 mi Southwest of pattern

Me: Trike 27AP, will report 1 mi Southwest of pattern

When ~1 mi southwest of pattern...

Me: Trike 27AP reporting 1 mi southwest of pattern

Tower: Trike 7AP continue right downwind , I'll call your base, traffic is a Cessna on your right. Winds 270 at 5.

Me: Trike 7AP continuing downwind, you'll call my base, looking for the Cessna

Tower: Trike 7AP start your base, cleared to land Runway 17

Me: Trike 7AP turning base, cleared to land 17

After touchdown...

Tower: 7AP turn right on Bravo2, hold short at Bravo1

Me: 7AP right on Bravo2, hold short at Bravo 1

We used Bravo2 to Bravo and held short at Bravo1 before taxiing to the ramp.

Tower: 7AP, continue taxiing to ramp

Me: 7AP taxi to ramp

Notes: In the text you'll see a subtlety. When you initially call to the tower, say "Trike 27AP". At some point, the tower may decide to abbreviate that to 7AP. Then you are 7AP. They could start calling you Trike 7AP. Then you are Trike 7AP. What ever they abbreviate to, that is who you are. Also, if you are inbound, it doesn't hurt to tell the tower that you are a 40 knot experimental. They'll start wondering where you are if you don't. Generally, Class D airports don't have radar and can't provide separation so they expect you to have Cessna like airspeeds (90 knots). Also, controllers sometimes don't know what a trike is. As a general rule, tell them what you want, don't leave it open for them to decided. You probably won't get what you want. 10 knot downwind crosses are scary.