

Normal Radio Calls at Untowered Airports

The below example uses Cherokee County airport, however, it's no different at any other non-towered airport except for the substitution of the airport. Remember, unless an airport is designated in the Airport/Facility Directory (A/FD) that a runway has right traffic, entering as such is never acceptable! This example assumes left traffic.

Always listen to what others are doing at that airport. Merge into that traffic on the downwind. If you need to cross midfield at a 1000 feet about the Traffic Pattern Altitude (TPA) and fly away from the airport for 2 to 3 miles and then make a right descending turn and enter the pattern at a 45 degree angle (at the the TPA) then do so. All too often you see pilots that choose to enter on the crosswind, but that crosswind is really not the crosswind but more like midfield. Safety is every pilot's responsibility. Do it the right way every time as the norm and you'll be welcomed at any airport.

CROSSING AIRPORT TO ENTER FROM TEARDROP TO LEFT DOWNWIND

1st CALL: You about 8 to 10 miles out from the airfield. You've listened to the AWOS and hear what other pilots are doing. Remember calm winds or direct crosswinds make a situation that requires extreme caution. Pilots could choose to use either runway. Always listen to what the others are doing and enter the pattern accordingly. In this example we will say the aircraft is to the south of the airport. CHEROKEE TRAFFIC, ARCHER 05V 10 MILES TO THE SOUTH, WE WILL CROSS MIDFIELD 3,200 FOR A TEARDROP ENTRY TO DOWNWIND RWY 05. CHEROKEE TRAFFIC

2d CALL: You are about 4-5 miles from the airfield. CHEROKEE TRAFFIC ARCHER 05V 4 TO THE SOUTH. WE WILL BE CROSSING MIDFIELD 3200 TEARDROP FOR LEFT DOWNWIND RWY 05 CHEROKEE.

3d CALL: You are at 3200, crossing midfield. CHEROKEE TRAFFIC, ARCHER 05V CROSSING THE CENTER LINE MIDFIELD, 3200 FOR TEARDROP ENTRY TO LEFT DOWNWIND RWY 05 CHEROKEE

You've now flown perpendicular to the runway out about 2 to 3 miles and make a descending right turn to be at TPA and a 45 degree angle to the left downwind.

4th CALL: CHEROKEE TRAFFIC, ARCHER 05V ON THE 45 FOR LEFT DOWNWIND RWY 05 CHEROKEE.

You've now reached midfield and are turning downwind.

5TH CALL: CHEROKEE TRAFFIC, ARCHER 05V MIDFIELD, LEFT DOWNWIND RWY 05 CHEROKEE.

You're now turning base.

6th CALL: CHEROKEE TRAFFIC ARCHER 05V LEFT BASE, RWY 05 CHEROKEE.

You're now turning final.

7TH CALL: CHEROKEE TRAFFIC, ARCHER 05V FINAL RWY 05, FULL STOP, CHEROKEE.

You're now clear of the runway.

8TH CALL: CHEROKEE TRAFFIC, ARCHER 05V CLEAR OF RWY 05

Example for pattern work or closed traffic

You've completed your runup and pretakeoff checklists and are holding short of the runway and ready for takeoff and have visually checked both directions and been monitoring the frequency.

CHEROKEE TRAFFIC, ARCHER 05V DEPARTING RWY 05 LEFT CLOSED TRAFFIC CHEROKEE

You're airborne and climbing out.

CHEROKEE TRAFFIC, ARCHER 05V CLIMBING OUT RWY 05, LEFT CLOSED TRAFFIC CHEROKEE

You've climbed to 700 ft AGL and you make a left turn perpendicular to the runway.

CHEROKEE TRAFFIC, ARCHER 05V CROSSWIND RWY 05 CHEROKEE

You leveled off at 2200 MSL and now turned downwind.

CHEROKEE TRAFFIC, ARCHER 05V LEFT DOWNWIND RWY 05 CHEROKEE.

You're turning base.

CHEROKEE TRAFFIC, ARCHER 05V LEFT BASE RWY 05 CHEROKEE.

You're turning final and intend on touch and go.

CHEROKEE TRAFFIC, ARCHER 05V FINAL RWY 05 TOUCH AND GO, CHEROKEE.

... AND YOU REPEAT IT AGAIN.