

VFR example

In this document, we use the following convention:

- VFR Pilot call sign is F-GLRA.
- This is a VFR flight from Jersey (EGJJ) to Rennes (LFRN).
- The sign [P] before the text means: this is the aircraft pilot transmission. ([P] for VFR, ✈ for IFR)
- The sign [H] before the text means: this is the helicopter pilot transmission.
- The sign [C] before the text means: this is the follow me car transmission.
- The sign [A] before the text means: this is the air traffic controller unit (ATC unit) transmission.

The ATC is the one that may start using the short call sign. Only thereafter the pilot shall use it as well.

VFR departure

VFR Initial Clearance

Outbound flight with no restrictions:

- [P] F-GLRA, Cessna C172, at the general aviation apron, with information Delta, request taxi for VFR flight destination Rennes
- [P] F-RA, squawk 7006, taxi holding point runway 08 via taxiway Alpha
- [P] Squawk 7006, taxiing holding point runway 08 via taxiway Alpha, F-RA

Outbound flight with a VFR departure published:

- [P] F-GLRA, Cessna C172, at the general aviation apron, with information Delta, request taxi for VFR flight destination Rennes
- [P] F-RA, exit via SE3 departure, squawk 7006, taxi holding point runway 08 via taxiway Alpha
- [P] Exit via SE3 departure, squawk 7006, taxiing holding point runway 08 via taxiway Alpha, F-RA

Flight for aerodrome circuit pattern :

- [P] F-RA, Cessna C172, at the general aviation apron, with information Delta, request taxi for circuit patterns
- [P] F-RA, squawk 7006, taxi holding point runway 08 via taxiway Alpha
- [P] Squawk 7006, taxiing holding point runway 08 via taxiway Alpha, F-RA

ATC can give the circuit parameters in the clearance :

- ☐☐ F-RA, right hand pattern, 1400 feet, squawk 7006, taxi holding point runway 08
- ☐☐ Right hand pattern, 1400 feet, squawk 7006, taxi holding point runway 08, F-RA

VFR Take off

When the VFR pilot approaches the holding point of the active runway:

- ☐☐ Holding point runway 08, ready for departure F-RA
- ☐☐ F-RA, contact Jersey Tower, 121,6
- ☐☐ Contacting Jersey Tower on 118.3 F-RA

Take-off after a line up :

- ☐☐ F-RA, Jersey Tower, holding point runway 08, ready for departure
- ☐☐ F-RA, line-up runway 08 and wait.
- ☐☐ Line-up runway 08 and wait, F-RA
- (after a moment)
- ☐☐ F-RA runway 08, cleared for take-off, wind 110 degrees 8 knots
- ☐☐ Runway 08, cleared for take-off, F-RA

Direct take-off with a report over VFR point:

- ☐☐ F-RA, Jersey Tower, holding point runway 08, ready for departure
- ☐☐ F-RA, report over SE, runway 08, cleared for take-off, wind 110 degrees 8 knots
- ☐☐ Runway 08, cleared for take-off, report over SE, F-RA

Direct take-off with a report in circuit pattern:

- ☐☐ F-RA, Jersey Tower, holding point runway 08, ready for departure
- ☐☐ F-RA, report left hand downwind, runway 08, cleared for take-off, wind 110 degrees 8 knots
- ☐☐ Runway 08, cleared for take-off, report left hand downwind, F-RA

Direct take-off with a report over airfield for an exercise:

- ☐☐ F-RA, Jersey Tower, holding point runway 08, ready for departure
- ☐☐ F-RA, report over airfield altitude 2000ft, runway 08, cleared for take-off, wind 110 degrees 8 knots
- ☐☐ Runway 08, cleared for take-off, report over airfield altitude 2000ft, F-RA

VFR Cruise

VFR Initial climb

When leaving the sector :

- ☐ F-RA, passing the control boundary
- ☐ F-RA, Contact Jersey Information 125.525
- ☐ Contacting Jersey Information, 125.525, F-RA

Or on VATSIM:

- ☐ F-RA, passing the control boundary
- ☐ F-RA, Frequency change approved, monitor UNICOM 122.8
- ☐ Unicom 122.8, F-RA

Special VFR will be cleared to leave the control zone in accordance with established procedures:

- ☐ F-RA, Leave control zone special VFR via route Whiskey, 3000 feet or below, report W1
- ☐ Leave control zone special VFR, via route Whiskey, 3000ft or below, will report W1, F-RA
- (When reaching W1)
- ☐ Reaching W1, F-RA,
- ☐ F-RA, Contact Jersey Information 125.525
- ☐ Contacting Jersey Information, 125.525, F-RA

VFR Altitude

Level change:

- ☐ F-RA, climb altitude 2000 feet
- ☐ Climbing altitude 2000 feet, F-RA

Reported flight level requested by ATC:

- ☐ F-RA, report passing 1500 feet
- ☐ Will report passing 1500 feet, F-RA
- (after some time)
- ☐ F-RA, passing 1500 feet

Level change using conditional clearance:

- ☐ F-RA, after passing JSY VOR, climb altitude 3000 feet
- ☐ After passing JSY VOR, climbing altitude 3000 feet, F-RA

Once having been given an instruction to climb or descend, a further overriding instruction may be given to a pilot:

- ☐ F-RA, continue climb to altitude 4000 feet
- ☐ Climbing to altitude 4000 feet, F-RA

Usually at first contact in cruise, ATC can request pilot to maintain current altitude:

- [] F-RA, maintain altitude 4000 feet
- [] Maintaining altitude 4000 feet, F-RA

Occasionally, for traffic reasons, a higher than normal rate of descent (or climb) may be required in order to free the higher flight level left:

- [] F-RA, expedite descent to altitude 1000 feet
- [] Expediting descent to altitude 1000 feet, F-RA

As a pilot if you are unable to follow the expedite clearance you shall report that to ATC:

- [] Unable to expedite, F-RA

Once having been given an instruction to climb or descend, a further overriding instruction may be given to a pilot:

- [] F-RA, Stop descent altitude 2000 feet
- [] Stop descent altitude 2000 feet, F-RA

VFR Transit

The aircraft has now been transferred to Dinard Tower to transit via the class D CTR:

- [] Dinard Tower, F-GLRA, a Cessna C172 from Jersey to Rennes, Mike information, 2000ft, 1 minute over SE, requesting to transit via SE
- [] F-RA, transit approved altitude 2000 feet via SE, SA, over airfield then WA, report over airfield
- [] Will transit at altitude 2000 feet via SE, SA, over airfield, WA, and will report over airfield, F-RA

When pilot is over airfield:

- [] Over airfield, F-RA
- [] F-RA, traffic Cessna 208 at 1 o'clock 1 miles from left to right 1400feet, report WA
- [] Cessna 208 in sight, will report over WA, F-RA

VFR Arrival

VFR Arrival in terminal area (APP)

- [] Rennes approach, F-GLRA
- [] F-GLRA, Rennes approach, hello
- [] F-GLRA, C172 VFR from Jersey to Rennes, 2000ft, over NW, information Golf
- [] F-RA, cleared to Rennes VFR QNH 1012, traffic southbound Cherokee 2000 feet, 4 miles, 2 o'clock
- [] Cleared to Rennes VFR QNH 1012, traffic in sight, F-RA

- [] F-RA, report airport in sight
- [] Will report airport in sight, F-RA
- (after a while)
- [] F-RA, airport in sight
- [] F-RA, contact Rennes Tower 118.5
- [] Contacting Rennes Tower on 118.5, F-RA

VFR Arrival in aerodrome circuit (TWR)

Join VFR point from another at the request of ATC:

- [] Rennes Tower, F-GLRA Cessna C172, over NW, 2000 feet, information Golf, for landing
- [] F-RA, report over N
- [] Will report over N, F-RA

Join aerodrome circuit from VFR entry point:

- [] Rennes Tower, F-GLRA, over N
- [] F-RA, join right hand downwind runway 28, wind 330 degrees 10knots, QNH 1012
- [] Will join right hand downwind runway 28 QNH 1012, F-RA

VFR straight-in approach:

- [] Rennes Tower, F-GLRA Cessna C172, over NW, 2000 feet, information Golf, for landing
- [] F-RA, make straight-in approach runway 28, wind 330 degree 10 knots, QNH 1012
- [] Will make straight-in runway 28 QNH 1012, F-RA

VFR in aerodrome circuit

Join final from end of downwind:

- [] End of Downwind runway 28, F-RA
- [] F-RA, report on final runway 28, number 1
- [] Will report on final runway 28, number 1, F- RA

Traffic information when performing pattern:

- [] Downwind runway 28, F-RA
- [] F-RA, number 2, behind Cessna 172 on right hand base leg, report end of downwind runway 28
- [] Number 2, Cessna 172 in sight, will report end of downwind runway 28

Traffic information with integration number and final report:

- [] Downwind runway 28, F-RA
- [] F-RA, number 2, follow Cherokee on base
- [] Number 2, traffic in sight, F-RA
- [] F-RA, report final runway 28

Traffic information with incoming traffic on final:

- [] Downwind runway 28, F-RA
- [] F-RA, B737 4NM final runway 28, report in sight
- [] B737 in sight, F-RA
- [] F-RA, number 2, behind B737, report on final runway 28
- [] Number 2, behind 737, will report on final runway 28

In case of effluence or runway occupation, ATC can request pilot to extend his downwind:

- [] Downwind runway 28, F-RA
- [] F-RA, extend downwind, number 2, follow Cherokee 4 miles final runway 28
- [] Will extend downwind, number 2, Cherokee in sight, F-RA
- [] F-RA, report final runway 28
- [] Will report final runway 28, F-RA

ATC can also issue a holding clearance (orbit in VFR):

- [] F-RA, orbit right due traffic on the runway
- [] Orbiting right, F-RA

VFR Landing

Full stop landing:

- [] Final runway 28, F-RA
- [] F-RA, Runway 28, cleared to land, wind 270 degrees, 10 knots
- [] Cleared to land Runway 28 F-RA

Touch and go:

- [] Final runway 28 for touch and go, F-RA
- [] F-RA, Runway 28, cleared touch and go, wind 270 degrees, 10 knots
- [] Cleared touch and go runway 28 F-RA

Low pass:

- [] Final runway 28 for a low pass, F-RA
- [] F-RA, Runway 28, cleared low pass, wind 270 degrees, 10 knots
- [] Cleared low pass runway 28 F-RA

Stop and go:

- [] Final runway 28 for stop and go, F-RA
- [] F-RA, Runway 28, cleared stop and go, wind 270 degrees, 10 knots
- [] Cleared to land runway 28 F-RA
- (After the traffic is immobilized on the runway)

- ☐ F-RA, report ready for departure
- ☐ Will report ready for departure, F-RA

VFR Go around procedure

ATC requests a go around:

- ☐ F-RA, go around runway 28, wind 270 degrees 10 knots, aircraft on the runway
- ☐ Going around runway 28 F-RA

Pilot performs a go around:

- ☐ Going around, F-RA
- ☐ F-RA, Roger, wind 270 degrees, 10 knots, report downwind
- ☐ Will report downwind, F-RA

After landing

Hand-Off with Ground Controller:

- ☐ Runway 28 vacated, F-RA
- ☐ Contact Rennes Ground, 121.725
- ☐ Contacting Rennes Ground, 121.725

After vacating, the pilot in command shall ask a taxi clearance to continue:

- ☐ Rennes Ground, runway 28 vacated on Delta, F-RA
- ☐ F-RA, taxi to general aviation apron
- ☐ Taxiing to general aviation apron, F-RA

Usually, the VFR pilot monitors the ATC frequency during taxi and quit.

If the pilot wants to give an acknowledgement to ATC, just do it like this:

- ☐ Ground, leaving frequency, F-RA
- ☐ F-RA, good day

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