



ROUGH DRAFT

(DRAFT means I can still change my mind about some of this, but for now it's what I'll be saying and teaching. As with previous learning, the emphasis is on learning the rules so that you understand what is required, not just learning the radio calls by memory.)

This is just for those who want to get prepared – What we tell you on the 29th will be the actual procedures.

CLASS D RADIO CALLS (Camden as of 3rd June 2010.)

PILOT	TOWER (Examples Only)
<p><u>TAXI :</u> Camden Ground Cessna JBC Received A Scout Hangar Training Area Dual (or Solo - training flights only) Request Taxi</p> <p><u>READBACK:</u> Holding Point A, Runway 06, JBC.</p>	<p>JBC, Taxi to Holding Point A, Runway 06</p>
<p><u>READY :</u> Camden Tower Cessna JBC Ready Runway 06 Crosswind Departure To the Training Area</p> <p><u>READBACK :</u> Traffic sighted, clear for take off, Runway 06, JBC.</p>	<p>JBC, follow the Cessna on upwind, Runway 06, Clear For Take Off.</p>

<p><u>INBOUND :</u> Camden Tower Cessna JBC Mayfield 3000 Received A Inbound</p> <p><u>READBACK :</u> Left base, Runway 06, 1800', JBC.</p> <p>JBC 2 miles</p> <p><u>READBACK :</u> Cleared Visual Approach, number 3, JBC.</p>	<p>JBC, Join left base Runway 06, report at 2 miles at 1800'</p> <p>JBC, cleared Visual Approach, you're number 3, follow the Citabria turning final.</p> <p>(Please note the authorisation to descend is now from the words "<u>Cleared Visual Approach</u>" or "<u>Descend to 1300</u>" or "<u>Descend to circuit height</u>" not the sequencing.) They may say "Make a Visual Approach", this is also a clearance to descend.</p> <p>If they just say "You're number 3....." stay at 1800.</p>
<p>Cessna JBC downwind (or mid or late downwind if appropriate) Full Stop (or touch and go)</p> <p><u>READBACK :</u> Visual approach, number 3 (or traffic sighted), JBC.</p> <p><u>READBACK :</u> Cleared to land, JBC.</p>	<p>JBC, Make visual approach RWY 06 , you're number 3, follow the Citabria turning base.</p> <p>JBC Cleared to land (or touch and go)</p>

Circuits remain unchanged. Your "Ready Call" that says "For Circuits" constitutes an airways clearance to fly circuits at 1300 and climb and descend as normal. Just give your normal downwind call.

CASA stated that all radio calls are still in the form {Aircraft Type}{Call Sign}.

For those who have drifted away from this and are saying "JBC, A Cessna....." this might be a good opportunity to get back on track.