RADIO PROCEDURES
Albuquerque International

Automatic Terminal Information Service (ATIS)-118.0

For local weather: altimeter setting, runway in use, and NOTAMs.

For this discussion, information “ECHO” is current.

**Clearance Delivery** – 119.2

Call to obtain a transponder code and departure control frequency prior to taxing.

NOTE: Always listen to frequency for a few seconds before transmitting to prevent blocking an “in-progress” communication.

NOTE: Always use your full call sign (Skylane 9849 Charlie) on your initial contact with ATC, Clearance, Ground, Tower, Approach or Center. If the controller abbreviates the call sign (Skylane 49 C or Cessna 49 Charlie) you may use the abbreviated call sign after that. If you change to another frequency/service, use the full call sign until the controller abbreviates it. The call sign can be any of the following:

- Skylane 9849 Charlie – Controller knows make and model and approximate speed capabilities.
- Cessna 9849 Charlie – Controller knows make but not model and will probably ask for type of aircraft.
- N9849 Charlie – has no idea of what kind of aircraft you are and will ask.

NOTE: *If frequency is totally quiet, initiate contact before blurting out your request.

Pilot:* Clearance, Skylane 9849 Charlie

Clearance:* Skylane 9849 Charlie, Albuquerque Clearance, say your request.

Pilot: Clearance, Skylane 9849 Charlie, a Cessna 182, VFR, N Southwest practice area, 190 degrees, 8 thousand 500 feet, with ECHO.

Clearance: Skylane 49 Charlie, Departure Control frequency will be 123.9 SQUAWK 0425.

Pilot: 127.4, 0425 Skylane 49 Charlie

Clearance: Skylane 49 Charlie, read back correct, have a nice flight.
At this point, you would start the engine and perform the engine runup. Once you have completed the runup and accepted the aircraft, you may want to activate your flight plan. Doing so now eliminates the hassle of asking to leave the frequency to activate the flight plan as you transition to the practice area or on your cross country. You have two options. You can activate at the time you contact Flight Services in which case, the “time enroute” you filed starts immediately or you can have flight plan activate data at specific time.

**Albuquerque Radio**- (ABQ AFSS) 122.55 Use to open or close your flight plan.

Pilot: Albuquerque Radio, Skylane 9849 Charlie, Albuquerque, 122.55

ABQ AFSS: Skylane 9849 Charlie, Albuquerque Radio, go ahead

Pilot: Albuquerque Radio, Skylane 9849 Charlie, please activate my VFR flight plan at this time.

ABQ AFSS: Skylane 49 Charlie, flight plan activated at this time.

Pilot: ROGER Skylane 49 Charlie

You can also activate on what is called an “assumed departure.”

Pilot: Albuquerque Radio, Skylane 9849 Charlie, Albuquerque 122.55


Pilot: Albuquerque Radio, Skylane 9849 Charlie, please activate my VFR flight plan at 14:25 Z; time now is 14:17 Z.

**NOTE:** By specifying the current time in reference to the activation time, the flight service specialists understand what you’re asking for. Otherwise, (s)he would assume you’re trying to activate “at this time” and that your watch was fast.

ABQ AFSS: Skylane 49 Charlie, flight plan will be activated at 14:25

Pilot: ROGER Skylane 49 Charlie.

**Ground Control**-121.9

**NOTE:** you are required to read back all “hold short,” “position and hold,” “takeoff,” and “landing” clearances. If you advise Ground Control you have completed your runup, Ground Control may be able to expedite your departure.

Call to obtain taxi clearance and related instruction.
Pilot: Ground, Skylane 9849 Charlie, Flight Center, runup complete, taxi, for take off, with ECHO.

Ground: Skylane 9849 Charlie, taxi to runway 9 intersection Delta, HOLD SHORT RUNWAY 8.

Pilot: Runway 8, Intersection Delta, HOLD SHORT RUNWAY 8, Skylane 9849 Charlie.

**Tower** 120.3

Call to obtain clearance for takeoff.

Pilot: Tower Skylane 9849 Charlie, ready for take off on runway 8 at Delta.

NOTE: You are required to read back all “hold short,” “takeoff,” and “landing” clearances.


Pilot: Holding short of runway 8, Skylane 9849 Charlie.

Tower: Skylane 9849 Charlie, cleared for takeoff runway 8 Delta.

Pilot: Cleared for takeoff runway 8, Skylane 9849 Charlie.

After you have taken off and departed the traffic area:

Tower: Skylane 9849 Charlie, contact departure.

Pilot: Skylane 9849 Charlie.

**Departure Control** – Frequency assigned by Clearance Delivery

Use to proceed through class C airspace.

Pilot: Albuquerque Departure, Skylane 9849 Charlie passing 6 thousand 500 for 8 thousand 500.

Departure: Skylane 9849 Charlie, radar contact, fly heading 170 for traffic, maintain 7 thousand.

Pilot: 170 maintain 7 thousand, Skylane 9849 Charlie.

Departure: Climb on course, Skylane 9849 Charlie *
Pilot: Climb on course (you turn to 190 and continue climb to 8 thousand 500), Skylane 9849 Charlie

Departure: Skylane 49 Charlie, traffic 1 o’clock, 3 miles, southeast bound at 8 thousand.

Pilot ROGER, Skylane 49 Charlie.

NOTE: It is not necessary to say, “looking,” “no joy,” etc. The controller assumes you are looking. You need only to acknowledge the call.

If, after a few moments, you don’t see the traffic:

Pilot: Negative contact, Skylane 49 Charlie

If you do see traffic:

Pilot: Traffic in sight, Skylane 49 Charlie.

Leaving Class C airspace: (and you wish to terminate VFR Traffic Advisories)

Pilot: Albuquerque Departure, Skylane 49 Charlie request frequency change.

Departure: Skylane 9849 Charlie, Radar Service Terminated, SQUAWK 1200, frequency change approved.

Pilot: WILCO, Skylane 49 Charlie

Albuquerque Radio- (ABQ AFSS) 122.55 Use to open or close your flight plan. (Not necessary if you activated on the ground.)

Pilot: Albuquerque Radio, Skylane 9849 Charlie, 122.55

Pilot: Albuquerque Radio, Skylane 9849 Charlie, please activate my VFR plan at ______ Z.

ABQ AFSS: Skylane 49 Charlie, flight plan activated at ______ Z.

Pilot: ROGER, Skylane 49 Charlie.

Leaving Class C airspace: (You want to open your flight plan but continue VFR Advisories in the practice area.)

Pilot: Departure, Skylane 9849 Charlie, request off frequency to open our flight plan.
Departure: Skylane 49 Charlie, off frequency approved, report back up.

Pilot: WILCO, Skylane 49 Charlie.

At this point, you change to 122.55 (ABQ AFSS) and open your flight plan as explained above. When you are done, you switch back to the Departure frequency.

Pilot: Albuquerque Departure, Skylane 49 Charlie is back on frequency.

Departure: Skylane 49 Charlie, ROGER.

When you are finished with your air work and are ready to proceed to Belen Alexander Airport:

Pilot: Departure, Skylane 49 Charlie is proceeding to Belen Alexander Airport for pattern work.

Departure: Skylane 49 Charlie, ROGER, there appears to be two aircraft’s in the pattern at Belen, SQUAWK 1200, change to advisory frequency approved.

Pilot: ROGER, Skylane 49 Charlie.

**BELEN ALEXANDER AIRPORT** – 122.9 (Standard UNICOM frequency)

Use to find out the favored runway, winds, and traffic. If the runway can be determined without calling the UNICOM, i.e. listening to other traffic in the pattern, an initial contact may be omitted.

Pilot: Belen UNICOM, Skylane 9849 Charlie 15 miles northwest at 7 thousand request airport advisory Belen.

UNICOM: Skylane 49 Charlie, winds are southwest at 5 to 10, traffic is using runway 21.

Pilot: ROGER, Skylane 49 Charlie.

Traffic pattern calls used at uncontrolled airports; i.e. Belen- Alexander:
Belen Traffic, Skylane 49 Charlie, 45 degree entry to downwind for runway 21, Belen.
Belen Traffic, Skylane 49 Charlie, right downwind, runway 21, Belen.
Belen Traffic, Skylane 49 Charlie, right base runway 21, Belen
Belen Traffic, Skylane 49 Charlie, final, (type landing) runway 21, Belen.
Belen Traffic, Skylane 49 Charlie, clear runway 21, Belen.
Belen Traffic, Skylane 49 Charlie, departing runway 21, Belen
Belen Traffic, Skylane 49 Charlie, right crosswind runway 21, Belen Returning to Albuquerque requires a reverse sequence from departing.
ATIS – 118.0

Use to obtain winds, runway, altimeter, and NOTAMS. (Information GOLF is current).

**Approach Control**- 127.4/124.4(N) 134.8/123.9(S). (Normally the same frequency you used when you departed.)

Use to re-enter Class C airspace to return to Albuquerque International.


**Approach:** Skylane 9849 Charlie, SQUAWK 0435, plan a left base for a runway 8.

Pilot: WILCO, Skylane 9849 Charlie.

**Approach:** Skylane 49 Charlie, radar contact, verify altitude.

Pilot: Level 7 thousand, Skylane 49 Charlie.

**Approach:** Skylane 49 Charlie, **ROGER**, proceed left base runway 8.

Pilot: WILCO, Skylane 49 Charlie.

**Approach:** Skylane 49 Charlie, contact the tower 120.3.

Pilot: WILCO, Skylane 49 Charlie.

**NOTE:** Controller may delay the runway assignment until he obtains and states he has radar contact.

**Tower** – 120.3

Use to obtain final landing clearance.


Tower: Skylane 49 Charlie, cleared to land runway 8.

Pilot: Cleared runway 8, Skylane 9849 Charlie.

Tower: (after you land), Skylane 49 Charlie, exit next taxiway, contact Ground point niner when off (Ground control frequencies almost always begin with “121” so controllers abbreviate it to “point and the last number”).

Pilot: WILCO Skylane 49 Charlie.
**Ground- 121.9**

Use to obtain clearance to taxi to parking.

Pilot: Albuquerque Ground, Skylane 9849 Charlie, clear runway 8, taxi to the Flight Center.

Ground: Skylane 49 Charlie, taxi to parking.

Pilot: WILCO, Skylane 49 Charlie.

When operating on military ramp, Flight Center parking area you do not need permission to move aircraft. However, this does not apply when in the General Aviation area at International or at other airports.

When returning to the ramp area after a flight, contact Albuquerque Radio to close a flight plan.


Pilot: Skylane 9849 Charlie, on ground at Albuquerque, please close our flight plan.

FSS: Skylane 9849 Charlie, flight plan closed.

NOTE: If you cannot or forget to close the flight plan while in the plane, you may call the AFSS on the phone (1-800-WX-BRIEF) to close. They will call the Flight Center 30 minutes after your scheduled arrival if the plan is not closed to determine if you are on the ground. If you are overdue and the Flight Center does not know why, AFSS will initiate search & rescue Procedures.