

## DEPARTURE FROM KEMBLE

**KEMBLE INFORMATION, (STUDENT) G-CWFS**  
**USE THE PREFIX "STUDENT" WHEN FLYING SOLO BEFORE PPL ISSUE**  
**(STUDENT) G-CWFS YOU ARE READABILITY 5 {strength of radio signal},**  
**PASS YOUR MESSAGE**

### FLIGHT DETAILS, AIRFIELD INFORMATION AND TAXY INSTRUCTIONS

**G-CWFS TECNAM SIRA, ("X" POB {people on board}), AT WOODSIDE,**  
**REQUEST AIRFIELD INFORMATION AND TAXY FOR LOCAL FLIGHT TO THE**  
**(DIRECTION) DURATION (Approx time away from airfield).**

#### **RUNWAY 08**

**G-FS RUNWAY 08 RIGHT HAND QNH 1020 TAXY TO NORTH APRON VIA**  
**DELTA FOR POWER CHECKS.**

**RUNWAY 08 RIGHT HAND QNH 1020 TAXY TO NORTH APRON VIA DELTA**  
**G-FS**

#### **RUNWAY 26**

**G-FS RUNWAY 26 LEFT HAND QNH 1020 TAXY TO HOLDING POINT**  
**ALPHA ONE VIA TAXIWAY GOLF AND ALPHA FOR POWER CHECKS.**

**RUNWAY 26 LH QNH 1020, TAXY TO ALPHA ONE VIA GOLF AND ALPHA.**  
**G-FS**

**OR IF THE ALPHA TAXIWAY IS CLOSED BETWEEN ALPHA 1 AND ALPHA 2**

**G-FS, RUNWAY 26 LEFT HAND, QNH 1020, TAXY TO D-SITE APRON VIA**  
**TAXIWAY GOLF FOR POWER CHECKS.**

**RUNWAY 26 LH, QNH 1020, TAXY TO D-SITE APRON VIA GOLF, G-FS**

**OR- IF TAXIWAY GOLF IS CLOSED... (THERE ARE TWO OPTIONS -**  
**POWER CHECKS ON NORTH APRON OR TO CROSS TO THE SOUTH SIDE**  
**VIA BRAVO 1 & CHARLIE 2)**

**1. G-FS, RUNWAY 26 LH, QNH 1020, TAXY TO NORTH APRON VIA DELTA**  
**FOR POWER CHECKS.**

**RUNWAY 26 LH, QNH 1020, TAXY TO NORTH APRON VIA DELTA, G-FS**

**2. G-FS, RUNWAY 26 LH, QNH 1020, TAXY TO HOLDING POINT BRAVO**  
**ONE VIA DELTA**

**RUNWAY 26 LH, QNH 1020, TAXY TO BRAVO ONE VIA DELTA, G-FS**

**ON REACHING BRAVO 1**

**KEMBLE, G-FS HOLDING AT BRAVO 1**

**G-FS, (+ANY TRAFFIC INFORMATION), VIA BRAVO 1 CROSS RUNWAY 26 TO CHARLIE 1 VIA TAXIWAY C {CARRY OUT POWER CHECKS IN THE VICINITY OF CRASH GATE 12 JUST BEFORE CHARLIE 1}.**

**G-FS CROSSING RUNWAY 26 VIA BRAVO 1**

**G-FS, RUNWAY 26 VACATED (ONCE PAST HOLDING POINT C2)**

**G-FS, REPORT HOLDING POINT CHARLIE 1 READY FOR DEPARTURE**

**WILCO, G-FS**

**ONCE CHECKS COMPLETE, MOVE TO CLEARANCE LIMIT CHARLIE 1**

**POWER CHECKS COMPLETE AND READY FOR DEPARTURE**

**RUNWAY 08**

**KEMBLE G-FS READY FOR DEPARTURE**

**G-FS TAXI TO HOLDING POINT DELTA 1 (DO YOU REQUIRE A BACKTRACK?)**

**TAXI AND HOLD DELTA 1, BACKTRACK REQUIRED, G-FS**

**G-FS KEMBLE (+ANY TRAFFIC INFORMATION), VIA DELTA 1 BACKTRACK RUNWAY 08, REPORT LINED UP.**

**BACKTRACK RUNWAY 08, WILCO. G-FS**

**G-FS, LINED UP**

**G-FS, (+ANY TRAFFIC INFORMATION), RUNWAY 08, WIND XXX DEG/XX KT, TAKE OFF AT YOUR DISCRETION**

**TAKING OFF, G-FS**

**OR, IF NO BACKTRACK REQUIRED AND DEPARTURE IS FROM DELTA 1...**

**G-FS, (+ANY TRAFFIC INFORMATION) VIA DELTA 1, RUNWAY 08, WIND XXX DEG/XX KT, TAKE OFF AT YOUR DISCRETION**

**TAKING OFF, G- FS**

**RUNWAY 26**

**KEMBLE, G-FS, HOLDING POINT ALPHA 1, READY FOR DEPARTURE**

**G-FS, (+ANY TRAFFIC INFORMATION), RUNWAY 26, WIND XXX DEG/XX KT, TAKE OFF AT YOUR DISCRETION**

**TAKING OFF , G-FS**

**OR, (IF THE RUNWAY IS OCCUPIED WITH TRAFFIC ROLLING FOR DEPARTURE OR TO VACATE)**

**ATC - G-FS, VIA ALPHA 1 REPORT LINED UP RUNWAY 26... RUNWAY OCCUPIED WITH DEPARTING/LANDED TRAFFIC**

**TRAFFIC COPIED, LINING UP, G-FS**

**G- FS, LINED UP**

**G-FS, (+ANY TRAFFIC INFORMATION), RUNWAY 26, WIND XXX DEG/XXX KT, TAKE OFF AT YOUR DISCRETION**

**TAKING OFF, G-FS**

**IF PRE-FLIGHT CHECKS WERE CARRIED OUT ON DELTA APRON OR TAXIWAY C ON THE SOUTH SIDE...**

**G-FS, (+ANY TRAFFIC INFORMATION), VIA ALHA 3 (OR CHARLIE 1), RUNWAY 26, WIND XXX DEG/XX KT, TAKE OFF AT YOUR DISCRETION**

**TAKING OFF G-FS**

**APPLY FULL POWER AND DEPART**

**ON LEAVING KEMBLE AERODROME TRAFFIC ZONE (ATZ)**

**KEMBLE, G-FS LEAVING THE ZONE TO THE SOUTH, CHANGING TO BRISTOL 125.65, OR, G-FS, REQUEST BASIC SERVICE**

**G-FS ROGER, CHANGE TO ENROUTE FREQUENCY, COTSWOLD 1018, OR, G-FS, BASIC SERVICE (ANY TRAFFIC INFORMATION/LOCAL AIRSPACE ACTIVITY) COTSWOLD 1018**

**COTSWOLD 1018, G-FS OR BASIC SERVICE COTSWOLD 1018 G-FS**

**WHEN ON RECOVERY TO KEMBLE**

**KEMBLE INFORMATION G-CWFS, INBOUND FROM THE SOUTH (OR AN AIRFIELD OF DEPARTURE)**

**G-CWFS PASS YOUR MESSAGE**

**G-FS, TECNAM SIRA, 8 MILES SOUTH, MAINTAINING 2500FT REQUEST AIRFIELD INFORMATION AND JOINING INSTRUCTIONS**

**G-FS, KEMBLE RUNWAY 08 RIGHT HAND, QFE 1005, REPORT OVERHEAD (+ANY TRAFFIC INFORMATION)**

**RUNWAY 08 RH, QFE 1005, WILCO, G-FS**

**KEMBLE, G-FS IS OVERHEAD DESCENDING DEADSIDE**

**G-FS ROGER, REPORT DOWNWIND (AN EXTRA CALL TO REPORT FLYING "CROSSWIND" IS OFTEN REQUESTED IF THE CIRCUIT IS BUSY), (+ANY TRAFFIC INFORMATION)**

**REPORT DOWNWIND, G-FS**

**IF INBOUND FROM THE NORTH, AND IT IS NOT TOO BUSY, AFTER GETTING THE RUNWAY AND QFE, ADVISE THE TOWER YOU WILL BE JOINING CROSSWIND.**

**THEN, WHEN REACHING THE ZONE BOUNDARY, DESCEND STRAIGHT AHEAD TO THE UPWIND THRESHOLD, LOOKING FOR ANY TRAFFIC THAT MAY ALREADY BE DESCENDING AND CALL:-**

**G-FS ATZ BOUNDARY, DESCENDING DEADSIDE.**

**G-FS, ROGER, (+ANY TRAFFIC INFORMATION... on traffic known to be descending deadside) REPORT CROSSWIND (OR DOWNWIND)**

**ONCE ESTABLISHED IN THE CIRCUIT FROM OVERHEAD OR CROSSWIND JOIN. KEEP GOOD LOOKOUT WHILE JOINING**

**G-FS DOWNWIND FOR FULL STOP (OR LATE DOWNWIND IF FREQ TOO BUSY TO GET IN A CALL).**

**IF YOU WANT TO DO A CIRCUIT CALL:**

**G-FS, DOWNWIND TOUCH AND GO**

**G-FS, ROGER, (+ANY TRAFFIC INFORMATION... REPORT FINAL**

**G-FS WILCO VISUAL WITH THE 2 AHEAD (ONLY IF YOU ARE, IF NOT LOOK HARD FOR THEM) this could be "No reported traffic" or information on number of acft ahead i.e. "G -FS, 2 AHEAD", or more specific acft positions if the circuit is busy i.e. "Traffic is a PA28 late downwind, a PA28 on base leg and a Cessna 172 on final"),**

**G-FS FINAL TO LAND 08 (ONLY CALL IF THE RUNWAY IS CLEAR)**

**G-FS, RUNWAY 08, WIND XXX DEG/XX KT, LAND AT YOUR DISCRETION**

**LANDING, G-FS**

**IF YOU ARE DOING A TOUCH AND GO, AFTER THE CLEARANCE SAY:**

**TOUCH AND GO, G-FS**

**OR IF YOU ARE TOLD:**

**G-FS RUNWAY OCCUPIED**

**CONTINUING, G-FS**

**OR YOU DECIDE TO GO AROUND:**

**GOING AROUND G-FS**

**AFTER LANDING**

**G-FS, VACATE NEXT CONVENIENT LEFT/RIGHT ONTO TAXIWAY  
XXXXX**

**WILCO, G-FS**

**RUNWAY VACATED, G-FS (ONCE PAST THE HOLDING POINT)**

**G-FS, TAXY TO WOODSIDE APRON VIA TAXIWAY XXXXX**

**TYPICAL RADIO CALLS TO A LARS UNIT WHEN ON NAVEX  
ROUTING KEMBLE, GREENHAM COMMON AND  
CHIPPENHAM**

**BRIZE RADAR, G-CWFS REQUEST BASIC SERVICE**

**G-CWFS, BRIZE RADAR PASS YOUR MESSAGE**

**G-CWFS TECNAM SIRA, NAVEX FROM KEMBLE TO KEMBLE ROUTING  
VIA GREENHAM COMMON AND CHIPPENHAM, FIVE MILES NORTH OF  
SWINDON MAINTAINING 2500 FEET, REQUEST BASIC SERVICE.**

**G-FS SQUAWK 3712, QNH 1021**

**SQUAWK 3712 QNH 1021, G-FS**

**G-FS IDENTIFIED 5 MILES NORTH OF SWINDON, BASIC SERVICE,  
REPORT TURNING AT GREENHAM COMMON. (Under Basic Service  
"Identification" does not imply the flight will be continuously**

monitored... you only get that under a radar service (+ANY TRAFFIC Service))

**BASIC SERVICE, WILCO, G-FS (OR YOU CAN REPEAT THE TURNING INSTRUCTION IF YOU WISH)**

**IF YOU WANT A TRAFFIC SERVICE YOU WILL BE ADVISED OF TRAFFIC IN YOUR VICINITY AND THE CALLS WILL GO SOMETHING LIKE THIS:**

**G-FS, TRAFFIC... RIGHT TWO O'CLOCK, CROSSING RIGHT TO LEFT INDICATING 500 FEET ABOVE.**

**TRAFFIC SIGHTED (OR LOOKING FOR TRAFFIC), G-FS**

**LATER WHEN YOU WISH TO CHANGE ENROUTE TO ANOTHER ATC UNIT**

**G-FS, REQUEST CHANGE TO BRISTOL 125.65**

**G-FS SQUAWK 7000, CHANGE TO ENROUTE FREQUENCY.**

**SQUAWK 7000, G-FS**

**THEN PASS YOUR MESSAGE TO BRISTOL IN THE SAME FORMAT AS BEFORE, BUT YOU DO NOT NEED TO SAY WHERE YOU HAVE BEEN. AFTER YOU HAVE MADE CONTACT THE CALL WOULD BE LIKE THIS:**

**G-FS, TECNAM SIRA, NAVEX KEMBLE TO KEMBLE ROUTING CHIPPENHAM KEMBLE, THREE MILES SOUTH OF MARLBOROUGH MAINTAINING 2500, REQUEST BASIC SERVICE.**

**THE REST OF THE CALLS WILL BE SIMILAR TO THE PREVIOUS ONES... JUST LISTEN OUT FOR CALLS TO YOU, AND IF THERE IS SOMETHING YOU DO NOT UNDERSTAND SAY THE FOLLOWING:**

**SAY AGAIN G-FS. (ask them to repeat the message slowly if necessary),**

*With thanks to Cal Waite, FISO Kemble.*