

# Western North Carolina Aviation Communication Worksheet (828) 650-6540

**ATIS (120.2)** Id \_\_\_\_\_ Time \_\_\_\_\_ Winds \_\_\_\_\_ Visibility \_\_\_\_\_ Sky Cond. \_\_\_\_\_ T/D \_\_\_/\_\_\_ Altimeter \_\_\_\_\_  
Runway \_\_\_\_\_

## Asheville Ground (121.9)

**YOU:** Asheville Ground Western \_\_\_\_\_ (Wait For Response)

**GND:** Western \_\_\_\_\_ Asheville

**YOU:** Western \_\_\_\_\_ with information \_\_\_\_\_, VFR to N, SE, or SW practice at \_\_\_\_\_ (altitude), ready to taxi.

**GND:** Western \_\_\_\_\_, taxi to runway 16/34.

**YOU:** Western \_\_\_\_\_ taxiing to runway 16/34

## Tower (121.1)

**YOU:** Asheville Tower Western \_\_\_\_\_, ready for takeoff 16/34.

**TWR:** Western \_\_\_\_\_ cleared for take off, or taxi into position and hold, or hold short.

**YOU:** Western \_\_\_\_\_ cleared for takeoff, or position and hold, or holding short.

**TWR:** Western \_\_\_\_\_ (TN) contact Departure.

**YOU:** Western \_\_\_\_\_ to Departure

## Departure (124.65)

**YOU:** Asheville Departure Western \_\_\_\_\_ climbing through \_\_\_\_\_ (current altitude).

**DEP:** Western \_\_\_\_\_ radar contact 3,500 (indicated altitude), turn on course, or other instruction.

**YOU:** \_\_\_\_\_ (TN) on course, or repeat other instruction.

## ATIS (120.2) Returning to Asheville

Id \_\_\_\_\_ Time \_\_\_\_\_ Winds \_\_\_\_\_ Visibility \_\_\_\_\_ Sky Cond. \_\_\_\_\_ T/D \_\_\_/\_\_\_ Altimeter \_\_\_\_\_ Runway \_\_\_\_\_

## Approach (124.65)

**YOU:** Asheville Approach, Western \_\_\_\_\_, \_\_\_\_\_ (current position) at \_\_\_\_\_ (current altitude), with information \_\_\_\_\_, in bound full stop/touch and go's.

**APP:** Western \_\_\_\_\_ squawk \_\_\_\_\_.

**YOU:** \_\_\_\_\_ (TN) \_\_\_\_\_ (repeat squawk code).

**APP:** Western \_\_\_\_\_ radar contact, altitude indicates 4,500 enter \_\_\_\_\_ (part of traffic pattern) for runway 16/34. Report the field in sight.

**YOU:** Western \_\_\_\_\_

**YOU:** Western \_\_\_\_\_ field in sight.

**APP:** Cessna \_\_\_\_\_ (TN) contact Tower now on 121.1.

**YOU:** \_\_\_\_\_ (TN) to the tower.

## Tower (121.1)

**YOU:** Asheville Tower, Western \_\_\_\_\_, \_\_\_\_\_ (current position in traffic pattern) runway 16/34.

**TWR:** Western \_\_\_\_\_ (current surface winds) cleared to land.

**YOU:** \_\_\_\_\_ (TN) cleared to land.

Or if requesting touch and go's.

**TWR:** Western \_\_\_\_\_ winds \_\_\_\_\_ (current surface winds) clear touch and go runway 16/34, after departure make left/right traffic at or below 3,600, squawk VFR while in the pattern.

**YOU:** Western \_\_\_\_\_ clear touch and go, left traffic at or below 3,600, will squawk VFR.

- When ATC shortens your tail number, you are expected to shorten it on your read backs.

- Read back anything with the word "clear" in it, any numbers, and anything requiring verification ("756 Say again").

Local area callsign is "Western" + last 3 of tail number, e.g., 53116 = Western 116. This call sign and these radio procedures are used only for flights to the local VFR practice areas in accordance with the letter of agreement with the Asheville Air Traffic Control Tower.