Radiotelephony at Son Bonet Airport (LESB)

	Frequency:
ATIS – LESB	**128.275**
ATIS – LEPA	**119.250** (if desired)

After Start Up:

LESB Circuit: 122.705

- "Son Bonet Traffic, EC-NZS, request radio check"

  "Read you five"
- "Read you five also. EC-NZS, taxiing to stand 66 / 67 for power checks"
  (No read back expected)

After Power Checks:

- "EC-NZS, taxiing to holding point S1 / S3 for runway 23 / 05

During Taxi:

LEPA Operations: 130.250

- "Palma Operations, EC-NZS"

  "EC-NZS, Palma Operations, go ahead"
- "EC-NZS, request activate flight plan"

  "EC-NZS, we activated / opened your flight plan at time 10:20. Please contact us when back on the ground"
- "EC-NZS. Wilco"

At Holding Point:

LESB Circuit Frequency: **122.705**

- "EC-NZS, holding short at S1 / S3, is there any traffic on base or final"
- "EC-ETC, right base, runway 23"
- "EC-NZS, holding short runway 23 at S1"
- "EC-ETC, runway vacated"
- "EC-NZS, lining up and back tracking runway 23 at S1"

Takeoff:

- "EC-NZS, taking off runway 23"
- "EC-NZS, upwind runway 23"
- "EC-NZS, crosswind runway 23, departing via NN, climbing 1,400 feet"
- "EC-NZS, downwind runway 23, departing the circuit via E"
- "EC-NZS, changing frequency to 123.500"

Leaving / Outside Circuit:

LESB / Mallorca frequency: **123.500**

- "EC-NZS, over-head NN, at 1,400 feet, climbing 3,000 feet, en-route November"
- *Make general position calls, before changing back to SB Circuit at NN / Santa Maria*

Crossing Palma CTR

LEPA Approach: **118.905**

- "Palma Approach, EC-NZS"

  "EC-NZS, Palma Approach, go ahead"
- "EC-NZS, request zone transit NA to SA" (**as required)*

  "EC-NZS, for zone transit contact Tower on **118.305**"
- "Contact Tower, **118.305**, EC-NZS"

LEPA Tower: **118.305**

- "Palma Tower, EC-NZS, abeam SW, request zone transit SA to NA"

  "E-ZS, remain below 1000 feet AGL, QNH 1021, squawk 7025"
- "Remain below 1000 feet AGL, QNH 1021, squawk 7025, E-ZS"

  "E-ZS, Radar contact, proceed SA"
- "Proceed SA, E-ZS"

  "E-ZS, hold at SA, right turns"
- "Hold at SA, right turns, E-ZS"

  "E-ZS, join left downwind runway 24L, cleared to cross both runways toNA, north of the threshold, advise when clear of both centerlines"
- "Join left downwind runway 24L, cleared to cross both runways to NA, north of the threshold E-ZS"
- "Clear of both centerlines, E-ZS"

  "E-ZS, continue en-route, traffic 12 o'clock landing at Son Bonet"
- "Traffic in sight, request frequency change to Son Bonet, E-ZS"

  "E-ZS, contact Son Bonet on 122.705"

Re-joining the Circuit

	Frequency
LESB ATIS	**128.275**
LESB Circuit	**122.705** **"Son Bonet Traffic"**

- "Son Bonet Traffic, EC-NZS, overhead NN / Santa Maria, at 1400 feet, is there any traffic in the circuit"
- "With nothing heard, EC-NZS, joining right downwind / base, runway 23"
- "EC-NZS, final runway 23"
- "EC-NZS, runway vacated at S3, taxiing to the apron via C2 / C1"

LEPA Operations: **130.250**

- "Palma Operations, EC-NZS"

  "EC-NZS, Palma Operations, go ahead"
- "EC-NZS, request close flight plan"

  "EC-NZS, we close your flight plan at time"
- "EC-NZS, roger"

Change back to **LESB Circuit**: **122.705**

If unable to close flight plan via radio, call PALMA OPERATIONS on:

+34 971 789 286

Radio Call Format

Generally, pilot radio calls follow the 5 W format: **Who, Where, What, When, With**

WHO are you talking to:

"**SON BONET TRAFFIC**" or "**DELIVERY**" or "**GROUND**" or "**TOWER**" or "**PALMA APPROACH**"

i.e., the name of the Air Traffic Control (ATC) service unit

At uncontrolled airfields with no ATC, for e.g., SON BONET Airport, it is up to the Pilot-In-Command (PIC) to make the radio calls, so other aircraft know about you and your intentions. While operating at airfields where the tower is unmanned, the PIC must inform other aircraft about their decisions and intentions.

- What runway will I use?
- What taxiways will I use to get there?
- Am I going to make a radio call while I am taxiing?

WHO you are:

Full callsign: "**E**C-N**ZS**" (After initial contact, after ATC has replied with your abbreviated call sign, your call sign may then be shortened to: **E-ZS**)
Type of aircraft: **TECNAM** / Cessna 152 / PA28 Piper Cherokee / PA28 Piper Warrior
Flight rules: **VFR** or IFR
Pilot qualification: **Student pilot**
Squark code: "**Squawk 2000**"
You do NOT need to pass all this information every time. Initially introduce yourself and then use your abbreviated callsign.

WHERE you are:

Departure and destination airfields: "Departed SON BONET. Destination LEMH / Menorca Airport"
On ground: "**Stand** (No.)" or "**Holding Point Runway 05**" i.e., state your exact position
In the air: Provide a 3-point position report with direction, to include:
Estimated Position, Altitude or Flight Level (FL) and Heading

CURRENT ESTIMATED POSITION: Choose a significant point. For example:
"**5 miles WEST Son Bonet Airport**" or "**3 miles SOUTH-WEST ABEAM November November**" or "**OVER NN**" or "**LEFT DOWN-wind, runway 23**" or "**RIGHT base, runway 05**" or "**We are departing runway 23**" or "**Coasting out**" (When you leave land and start to fly out over the sea water)

LEVEL or ALTITUDE (or level band for a training flight while carrying out general handling):
"**At 1500 feet**" or "**Operating between 3000 down to 500 feet**" or "**Passing 1200 feet. Climbing 3000 feet**" or "**Passing 4500 feet, descending 1000 feet**"

HEADING / BEARING / DIRECTION:
"**Heading NORTH-EAST-bound**" or "**Heading 360**"

NEXT REPORTING / TURNING POINT:

"**Routing via VOR PAPA OSCAR SIERRA** (POS), **CDP and MHN**" or "**Routing ADX NDB**" / Waypoint / NDB / Airport"

WHAT do you want / **WHAT** is your request / **WHAT** are your Intentions:

Request:

- Departure information
- Special VFR
- Engine start / Taxi instructions / back track runway 23
- "**READY FOR DEPARTURE**". Pilots must never say **XX** "*Request take off clearance*" **XX**
- Circuit joining instructions
- Landing clearance / Touch and go / Full stop landing
- VFR Zone Transit
- MATZ penetration
- Air Traffic Control Service
- Alerting service When coasting out from land out over the sea, for example, leaving the Mallorca coastline for Menorca/Ibiza, you should say: "**E-ZS, COASTING OUT. REQUEST AN ALERTING SERVICE**"
- Flight Information Service (FIS)
- Radar Information Service (RIS)
- Radar Advisory Service (RAS)

Note: In the UK, the UK FIS comprise the following ATS:

- Basic Service
- Traffic Service
- Deconfliction Service
- Procedural Service

See: CAP 1434: UK Flight Information Service

WHEN

When is your Estimated Time of Arrival (ETA)

WITH any additional important information

For example: "With information ZULU"

What is information ZULU? Watch video

Be kind to the Air Traffic Controller (ATC), give them an easy day. Tell ATC you have 'Information X-RAY,' otherwise the controller will have to read out the entire ATIS information to you.

Top 10 Radio Tips for student pilots

1. Before flight, write down the planned radio calls and have the script ready on your pilot knee pad ready to read verbatim. Know what you are going to say before you transmit (engage brain before operating mouth!). Good airmanship includes good RT. Air Traffic Controllers (ATCO) and other pilots will judge your piloting skills on your radio work.
2. During flight, write down clearances and instructions, taking note of all numbers and letters. Have your pen ready to write down the information given to you. Your short-term memory will retain only a few pieces of information for a few seconds, and then it is forgotten. In practice, the controller (ATCO) will generally not give more than 3-4 instructions in one radio call, otherwise the readback becomes too long and error-prone.
3. Do NOT speak to fast. Speak clearly at a medium pace.
4. Avoid Stepping-On Other Pilots and Controllers. After switching frequencies, before you press the mic, wait 2-3 seconds to listen out on frequency, to make sure nobody is in the middle of a transmission or copying instructions.
5. Study local geographical marks and waypoints. If you know local landmarks and procedures, ATC will have an easier time giving you instructions for an arrival or departure procedure.
6. Keep Conversations Off-Frequency. There is nothing worse than getting trapped on the other side of a mic, unable to speak because a pilot is having a conversation on-air. Keep unnecessary conversations on separate frequencies, for example, **122.75** MHz which is, legally, the only authorised frequency for air-to-air communications between private, fixed-wing aircraft.

   Note: **123.45** MHz is Air-to-Air Communications channel. **123.45** MHz is a designated air-to-air VHF communications frequency used between aircraft, usually when out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.
7. Avoid Long Explanations. Before you key the mic, think about the most concise way to make your radio call. ATC does not need a long, drawn-out explanation of why you are requesting a new altitude. A quick "Requesting 4,000 feet due to turbulence" is sufficient.
8. Follow “Unable” with what you can do.
9. Add a personal touch, controllers are people too. Say “Good morning” or G’ day,” as appropriate. Try to relax. Do not feel stressed.
10. Get weather information early. Before you contact Tower or the Approach controller, get the local weather information. They will want to know whether you have the ATIS, and pre-emptively let them know you have it, as it reduces ATC’s workload.

LOST Procedure

If LOST

Aviate, Navigate, Communicate, and then manage the problem *(Airbus / Boeing)*

First, always fly the aeroplane. Keep the aeroplane sunny side up! Stay in VMC. Climb to MSA i.e. a safe altitude

Follow 6 C's = Circle, Climb, Confess, Conserve, Communicate, Comply

1. Circle: If able, as you want to minimize your travel distance so you can orient yourself, in your location, without anything changing. You should try to avoid flying further off track.

2. Climb to Minimum Safe Altitude (MSA). Fly above obstacles + terrain

3. Confess: Admit that you are lost and need some form of assistance.

Transmit on **121.5** MHz

4. Conserve

Conserve fuel

5. Communicate

Pilots are encouraged to monitor while inflight the emergency frequency **121.5** MHz

If LOST, transmit on the VHF radio **121.5**. Even if you are completely lost with absolutely no idea where you are, the act of transmitting on **121.5** will illuminate your position on the Air Traffic Controller's (ATCO) Radar screen. ATC will see your exact position on radar and they will give you a heading to follow to get back to an airport where you can land safely.

6. Comply

Comply with ATC instructions.

How to transmit a Distress Call

In case of emergency, the Pilot should act as follows, in this order:

Aviate – Navigate – Communicate - Then Manage the Problem

How to Communicate a distress call to Air Traffic Control

✈ If time permits and conditions allow, inform Air Traffic Control (ATC)
Declare May-Day (Distress) or Pan-Pan (Urgency) on **121.5**

Initial Radio Call
PALMA Approach - Your Callsign - I have a problem – Standby

Follow up Radio Call
MAYDAY, MAYDAY, MAYDAY or PAN-PAN, PAN-PAN, PAN-PAN
Station called
- *E.g. Palma Approach / Tower / Ground*

Your Callsign
Your present Position / Level / Heading
- *e.g. 10 miles East of Son Bonet Airport descending through 2,000 feet, Heading 090*
- *Position Unknown*

Nature of the urgency / distress
- *e.g. Engine Failure / Rough running engine / Total Electrical failure / Partial Power Loss / Smoke in Cockpit / Restricted Elevator control / Low fuel / Low fuel pressure / Fuel exhausted / Bird Strike - engine vibrating / Pilot incapacitated / Partial Radio Failure / Landing gear indication unsafe / GPS failure / Unable maintain VMC / Canopy not fully secured / Low oil pressure indication / Instrument light failure / Trim system failure / Cylinder Temperature Limit Exceedance / Oil Pressure exceedance / Low Oil Pressure*

Your intentions
- *e.g. Gliding for Forced Landing,*

2 persons on board
Student / PPL Pilot
Your Request
- *E.g. Priority Landing / Immediate Landing / Vectors and Direct routing to SON BONET Airport (or Nearest airfield) / Forced landing in a field / Light signals / Immediate descent and diversion / Low pass inspection /*

UK Airspace

130.490 MHz = Low Level VHF Common Frequency *AIC (Pink) 047/2023*

For use at or below 2,000 ft AMSL in class G airspace in UKLFS, when NOT in receipt of LARS or ATC service.
Make blind calls giving relevant information.
Not to be used as a chat frequency.

Useful Reading

UK CAA CAP 413

https://publicapps.caa.co.uk/docs/33/CAP413%20E23%20A1%2026Nov2020.pdf

Air Pilot's Manual Book 7

https://www.amazon.co.uk/gp/search?ie=UTF8&tag=19710205gpj-21&linkCode=ur2&linkId=5b881d3eb01c50106767bd7646cef8ba&camp=1634&creative=6738&index=books&keywords=AIR PILOT'S MANUAL VOLUME 7 COMMUNICATIONS BOOK

Useful articles:

A Guide to Phraseology for General Aviation Pilots in Europe

https://www.easa.europa.eu/en/document-library/general-publications/egast-radiotelephony-guide-vfr-pilots

AOPA

https://www.aopa.org/news-and-media/all-news/2016/january/flight-training-magazine/technique

Watch videos:

Radio Communication and ATC - Radio Operations and Phraseology (Part 1 of 3)

https://youtu.be/kCSyI8IpvSg

Radio Communication and ATC - Scenario 1 (Part 2 of 3)

https://youtu.be/cYTkz0yKKOs

Radio Communication and ATC - Scenario 2 (Part 3 of 3)

https://youtu.be/CkDQ5hk_5Yk

Lost procedure

https://www.youtube.com/watch?v=_7DEHNLBY_Y

https://www.cfinotebook.net/notebook/flight-hazards-and-safety/lost-aircraft-procedures