

**DEPARTING**

**ATIS 123.9** Information \_\_\_\_\_  
Wind \_\_\_\_ @ \_\_\_\_ Vis/Clg \_\_\_\_ / \_\_\_\_  
Tmp/DP \_\_\_\_ / \_\_\_\_ Altimeter \_\_\_\_ . \_\_\_\_  
Departing Runway \_\_\_\_\_

**ARRIVING**

**ATIS 123.9** Information \_\_\_\_\_  
Wind \_\_\_\_ @ \_\_\_\_ Vis/Clg \_\_\_\_ / \_\_\_\_  
Tmp/DP \_\_\_\_ / \_\_\_\_ Altimeter \_\_\_\_ . \_\_\_\_  
Landing Runway \_\_\_\_\_

**F.S.S – (Boise) RADIO (Cessna 1891X)**  
Listening on (122.6) (Boise) - say your request  
- (RCO)

**PATTERN WORK** (usually squawk 1200)

**Remain in Left/Right closed traffic:** - stay in left / right pattern until told otherwise.

**Clear for touch and Go:** Expected to Touch (keep rolling, not stopping) and Go.

**Clear for the Option:** T&G, Low Pass, Go around, Stop & Go.

**Short Approach /Long Landing –** Enter Base leg as close as possible and land longer than normal.

**Clear to Land:** - will be making a full stop, not T&G

**PHRASEOLOGY – SHORT AND SWEET**

**AFFIRMATIVE –** Yes

**NEGATIVE –** No / that is not correct

**ROGER –** I have received your last transmission, don't use for yes and no questions.

**UNABLE –** Cannot comply with request, instruction, clearance.

**WITHOUT DELAY –** Proceed with a sense of urgency

**WILCO –** I have received your instruction, understand and will comply

**CLEARANCE DELIVERY 125.9**

\_\_\_\_\_ **CLEARANCE** \_\_\_\_\_  
Airport Model / Tail #  
**(VFR/IFR) TO \_\_\_\_\_ WITH \_\_\_\_\_**  
Destination ATIS  
Altitude Departing Freq. Squawk

**APPROACH 119.6 (South) 126.9 (North)**

\_\_\_\_\_ **APPROACH** \_\_\_\_\_  
Airport Model / Tail #  
\_\_\_\_\_ **AT \_\_\_\_\_ WITH \_\_\_\_\_**  
Location Altitude ATIS  
**REQUEST \_\_\_\_\_**  
Landing / T&G / Transition Space  
Altitude Restriction Squawk

**GROUND 121.7**

\_\_\_\_\_ **GROUND \_\_\_\_\_ AT \_\_\_\_\_**  
Airport Model / Tail # Location  
**READY TO TAXI WITH CLEARANCE AND \_\_\_\_\_**  
ATIS

**TOWER 118.1**

\_\_\_\_\_ **TOWER \_\_\_\_\_ WITH YOU**  
Airport Model / Tail #  
**(REMEMBER - GET CLEARANCE TO LAND.)**

**TOWER 118.1**

\_\_\_\_\_ **TOWER \_\_\_\_\_**  
Airport Model / Tail #  
**READY FOR TAKEOFF, RUNWAY \_\_\_\_ / \_\_\_\_**  
Intersection

**GROUND 121.7**

\_\_\_\_\_ **GROUND \_\_\_\_\_ OFF AT \_\_\_\_\_**  
Airport Model / Tail # RWY/INT  
**GOING TO \_\_\_\_\_ - (ask for progressive taxi if you don't know where to go)**  
**CLOSE FLIGHT PLAN 1-800-WXBRIEF**

**DEPARTURE 119.6 (South) 126.9 (North)**

\_\_\_\_\_ **DEPARTURE \_\_\_\_\_**  
Airport Model / Tail #  
**AT \_\_\_\_\_ CLIMBING \_\_\_\_\_**  
Altitude Alt. Restriction  
**OPEN FLIGHT PLAN**

- 121.5 EMERGENCY
- 122.6 /122.2 BOISE F.S.S
- 122.7 NAMPA/CALDWELL UNICOM
- 122.0 FLIGHT WATCH
- 123.9 BOI ATIS (388-4640 ASOS)
- 135.07 CALDWELL ASOS (454-3953)
- 118.05 SALT LAKE CENTER – EAST
- 128.05 SALT LAKE CENTER – N. / S. / W.