

## Monterey (MRY), Class C Radio Communications Guide

REF: AIM Chapter 4-2. The basic format of all radio calls is:

**Who** you're calling, **Who** you are, **Where** you are, **What** you want

Often, especially if you have a long request or the controller sounds busy, you'll make your first call with just their name and your call sign and wait for a reply before continuing with the full message. (note that once each controller uses a short version of your call sign, you can use it also). In the examples given below, don't say the frequency that is given in parentheses. Typical responses are shown in italics. Be ready to write down clearances.

### TYPICAL DEPARTURE

Listen to Monterey ATIS (**119.25**), and remember or write down the ATIS code (A in this example) after listening. (NOTE: MRY may use ground frequency **121.9** for Clearance Delivery. This is often stated in the ATIS).

Monterey Clearance (**135.45** or **121.9**), Cherokee 8879E, at Navy club, VFR to Watsonville, with Alpha

*Cherokee 79E, after departure proceed on course, Norcal Departure 127.15, squawk 0127*

After departure, on course, Norcal Departure 127.15, squawk 0127, Cherokee 79E

Monterey Ground (**121.9**), Cherokee 8879E, at Navy club, Ready to taxi

(You should read back the taxi instructions you are given, be sure to include any holds, followed by your call sign.)

Monterey Tower (**118.4**), Cherokee 8879E, Runway 28L, Ready for takeoff

The tower controller will respond with something similar to one of these instructions:

*Hold short, Taxi into position and hold, Cleared for takeoff*

You should read back any instructions you receive, followed by your call sign.

After takeoff, "*Cherokee 79E contact departure*" confirm with a readback, make the freq. change, then:

Norcal Departure, Cherokee 8879E, 800 Climbing (or whatever your altitude is during the call)

### TYPICAL ARRIVAL

Listen to Monterey ATIS (**119.25**) and remember, or write down the ATIS code (B in this example) after listening.

Norcal Approach (**127.15** or **133.0**), Cherokee 8879E\*

*Cherokee 79E, Norcal Approach, say request*

Norcal Approach, Cherokee 79E, Moss Landing, 2500, landing Monterey with Bravo

*Cherokee 79E, squak 2324, Monterey altimeter 30.02*

Squak 2324, 30.02, Cherokee 79E

*Cherokee 79E, Radar contact 2 miles south Moss Landing, continue over shoreline, expect 28R*

Continue over shoreline, expect 28R, Cherokee 79E

*Cherokee 79E, Contact tower on 118.4*

Contact Tower 118.4, Cherokee 79E

Monterey Tower ( **118.4**), Cherokee 8879E\*, inbound, with Bravo

*Cherokee 79E, enter right downwind runway 28R, report entering downwind*

Report entering right downwind 28R, Cherokee 79E

Monterey Tower, Cherokee 79E, downwind runway 28R

*Cherokee 79E, cleared to land runway 28R*

Cleared to land 28R, Cherokee 79E

(MRY tower may ask where you want to taxi) After landing instructions may be:

*Cherokee 79E, exit left nearest taxiway, hold short of runway 28L, contact ground (**121.9**)*

Hold short 28L, contact ground (**121.9**), Cherokee 79E

\* Student solo may wish to add "student pilot" when giving full call sign on initial call-up