

## Gold Coast Class-C Arrival and Departure Sample Radio Calls:

### INBOUND

Check ATIS well before arrival procedure

Well short of Gold Coast airspace boundary, contact Brisbane Centre for identification and code.

**Student:** *Brisbane Centre, Yankee Romeo Echo, Cessna 172, Jacobs Well, one thousand five hundred, To Gold Coast*

(in order to gain clearance into any Class-C airspace, your aircraft must be assigned a unique transponder code and then identified on Radar. Brisbane Centre is responsible for issuing codes and identification in civil airspace and the 'Clearance Delivery' frequency does this in Military airspace)

**Brisbane Centre:** *Yankee Romeo Echo, Brisbane Centre, remain OCTA, squawk 1713*

(note: if ATC does not offer a specific clearance or altitude, it is implied that you are cleared and can choose your own descent profile into the circuit area)

**Student:** *OCTA, 1713, Yankee Romeo Echo*

(Select 'Standby' mode on your transponder, enter the assigned code and then select 'Alt')

**Brisbane Centre:** *Yankee Romeo Echo, You are identified 3 miles south of Jacobs Well, verify level*

(note: if ATC does not offer a specific clearance or altitude, it is implied that you are cleared and can choose your own descent profile into the circuit area)

**Student:** *one thousand five hundred, Yankee Romeo Echo*

(Select 'Standby' mode on your transponder, enter the assigned code and then select 'Alt')

**Brisbane Centre:** *Yankee Romeo Echo, abeam Q1, contact Gold Coast Tower on 118.7 for clearance*

**Student:** *118.7 abeam Q1, Yankee Romeo Echo*

(note: if arrival into Gold Coast is at or below 1500, after identification, you may contact the Tower frequency directly for clearance. If your arrival is above 1500, Brisbane Centre will transfer you to the Approach frequency, who will give clearance and eventually pass you over to the Tower frequency)

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### Abeam Q1

**Student:** *Gold Coast Tower, Yankee Romeo Echo, abeam Q1, one thousand five hundred, Information Delta, Dual, Full Stop*

**Tower:** *Yankee Romeo Echo, Gold Coast Tower, track over water, one thousand five hundred, QNH 1017, due to inbound jet traffic make best speed*

**Student:** *Over water, one thousand five hundred, 1017, best speed, Yankee Romeo Echo*

(over water means exactly that, stay over water. Also be aware of our requirement to remain within gliding distance of the land unless life jackets are being carried)

**Tower:** *Yankee Romeo Echo, join right downwind for runway 3-2, report on downwind*

**Student:** *Join right downwind 3-2, Yankee Romeo Echo*

**Student:** *Yankee Romeo Echo, downwind 3-2*

**Tower:** *Yankee Romeo Echo, following traffic is an Airbus 25 miles to the south, make close circuit, cleared to land, runway 3-2*

**Student:** *Close circuit, cleared to land 3-2, Yankee Romeo Echo*

(we don't need to read back the traffic information, as it's not an instruction)

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## ON GROUND

Off the Runway and over the holding point: STOP, Lights, Transponder, Flaps, and then change to the Ground frequency. Ground controls the taxiways, parking and clearance delivery service.

**Student:** *Gold Coast Ground, Yankee Romeo Echo, Request Taxi to GA Parking*

**Ground:** *Yankee Romeo Echo, Gold Coast Ground, Taxi via Charlie, Cross 3-5, then Golf, to the GA*

**Student:** *Taxi Charlie, Cross 3-5, Golf, to GA, Yankee Romeo Echo*

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## Departure Scenario #1 (Class-C CTR into Overlying Controlled Airspace)

### BEFORE TAXI & DEPARTURE

Check ATIS after engine start and tune Ground frequency

**Student:** *Gold Coast Ground, Yankee Romeo Echo, To Archerfield, Request Clearance*

(because you're departing from a Class-C Radar environment, you need an airways clearance)

**Ground:** *Yankee Romeo Echo, Gold Coast Ground, cleared direct Archerfield, two thousand five hundred, Squawk 1714, QNH 1016, departure frequency 123.5*

**Student:** *Direct Archerfield, two thousand five hundred, 1714, 1016, 123.5, Yankee Romeo Echo*

**Student:** *Yankee Romeo Echo, Cessna 172, 2 POB, Information Echo, GA Parking, To Archerfield, Request Taxi*

**Ground:** *Yankee Romeo Echo, Taxi via Golf, cross 3-5, Foxtrot, to Holding Point Foxtrot, Runway 3-2, contact tower on 118.7 at the holding point when ready*

**Student:** *Taxi Golf, cross 3-5, Foxtrot, Holding Point Foxtrot, Runway 3-2, 118.7 when ready, Yankee Romeo Echo*

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## AFTER RUNUP & AT HOLDING POINT

Change to TOWER frequency for ready call. Tower controls the Runway and airspace, so you must address them.

**Student:** *Gold Coast Tower, Yankee Romeo Echo, Ready*

**Tower:** *Yankee Romeo Echo, Gold Coast Tower, cleared for take-off runway 3-2, make right turn*

**Student:** *Cleared for take-off 3-2, right turn, Yankee Romeo Echo*

**Tower: *Yankee Romeo Echo, contact departure***

(usually after you're established on your outbound track and climbing, you'll be transferred to Brisbane departures. If you're transferred before establishing yourself on the outbound track, you must also report to Departures your turn to track. ie: right turn)

**Student: *contact departure, Yankee Romeo Echo***

Change to Brisbane DEPARTURE frequency (123.5). Departure controls the CTA around the Gold Coast CTR, so you need to contact them for any further tracking requirements

**Student: *Brisbane Departure, Yankee Romeo Echo, passing two thousand, climbing to two thousand five hundred***

**Departure: *Yankee Romeo Echo, Brisbane Departure, identified***

**Departure: *Yankee Romeo Echo, 2 miles to run till the airspace boundary, at the boundary control services terminate, frequency change approved***

**Student: *at the boundary, frequency change approved, Yankee Romeo Echo***

Change radio frequency to upcoming CTAF. Your discreet transponder code can be maintained until your next landing point, where it expires. Keeping your discreet code is preferable to changing back to 1200.

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## **Departure Scenario #2 (Class-C CTR directly into Class-G) BEFORE TAXI & DEPARTURE**

Check ATIS after engine start and tune Ground frequency

**Student: *Gold Coast Ground, Yankee Romeo Echo, To Archerfield, Request Clearance***

(because you're departing from a Class-C Radar environment, you need an airways clearance)

**Ground: *Yankee Romeo Echo, Gold Coast Ground, cleared direct Archerfield, one thousand five hundred, Squawk 1714, QNH 1016***

**Student: *Direct Archerfield, one thousand five hundred, 1714, 1016, Yankee Romeo Echo***

**Student: *Yankee Romeo Echo, Cessna 172, 2 POB, Information Echo, GA Parking, To Archerfield, Request Taxi***

**Ground: *Yankee Romeo Echo, Taxi via Golf, cross 3-5, Foxtrot, to Holding Point Foxtrot, Runway 3-2, contact tower on 118.7 at the holding point when ready***

**Student: *Taxi Golf, cross 3-5, Foxtrot, Holding Point Foxtrot, Runway 3-2, 118.7 when ready, Yankee Romeo Echo***

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## **AFTER RUNUP & AT HOLDING POINT**

Change to TOWER frequency for ready call. Tower controls the Runway and airspace, so you must address them.

Student: *Gold Coast Tower, Yankee Romeo Echo, Ready*

Tower: *Yankee Romeo Echo, Gold Coast Tower, cleared for take-off runway 3-2, make right turn*

Student: *Cleared for take-off 3-2, right turn, Yankee Romeo Echo*

Tower: *Yankee Romeo Echo, You are identified*

Student: *Yankee Romeo Echo*

Tower: *Yankee Romeo Echo, 2 miles to run till the airspace boundary, at the boundary control services terminate, frequency change approved*

Student: *at the boundary, frequency change approved, Yankee Romeo Echo*

Change radio frequency to upcoming CTAF. Your discreet transponder code can be maintained until your next landing point, where it expires. Keeping your discreet code is preferable to changing back to 1200.