Sunshine Coast Class-D Arrival and Departure Sample Radio Calls:

INBOUND

Check ATIS well before arrival procedure
Change to transponder code 3000 before approaching the inbound VFR waypoint.

Student: ***Sunshine Coast Tower, Yankee Romeo Echo, Cessna 172, Cooroy, three thousand five hundred, Information Hotel, Dual, Full Stop.***
(the term 'Dual' lets the Tower know your learning, but also have an Instructor on board to assist should you need it. The term 'Solo' can be used whilst conducting training navs without an Instructor)

Tower: ***Yankee Romeo Echo, Sunshine Coast Tower, Expect right base for Runway 1-8, report 5 miles from the aerodrome.***
(Note: if ATC does not offer a specific clearance or altitude; eg: says only "Yankee Romeo Echo, Sunshine Coast Tower", it is implied that you are cleared and can choose your own descent profile into the circuit area)

Student: ***Yankee Romeo Echo.***
(Note: expectations are not instructions, so are not readback items. Reports are read back when you achieve the condition, ie: "report at 5 miles" is read back as "Yankee Romeo Echo, 5 miles" when you have achieved the specified condition of 5 nm from the aerodrome)

CIRCUIT AREA

Student: ***Yankee Romeo Echo, 5 miles.***

Tower: ***Yankee Romeo Echo, Cleared visual approach, Runway 1-8, report established on base, preceding circuit traffic is a Baron established on Final.***

Student: ***Cleared visual approach, 1-8, Yankee Romeo Echo.***
(Again, the report will be read back once the condition is met, ie: when you're on base. The information about the preceding traffic is exactly that, just helpful information - it's not an instruction to do anything so don't read it back)
(Also, in case you're instructed to do so, make sure you find out what a 'Visual Approach' means! Reference AIP)

Student: ***Yankee Romeo Echo, base 1-8.***

Tower: ***Yankee Romeo Echo, wind is 1-6-0 degrees 1-5 knots, Cleared to land, Runway 1-8.***

Student: ***Cleared to land 1-8, Yankee Romeo Echo.***
(Wind is information, not an instruction, so it's not read back)

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 airways clearance delivery service.

Student: ***Sunshine Coast Ground, Yankee Romeo Echo, request taxi to Southern GA Parking.***

Ground: ***Yankee Romeo Echo, Sunshine Coast Ground, Taxi via taxiway Delta and Golf to the Southern GA.***

Student: ***Taxi via Delta, Golf, to Southern GA, Yankee Romeo Echo.***

Departure Scenario #1 (Class-D CTA Directly Into Class G Airspace)
BEFORE TAXI & DEPARTURE

Check ATIS after engine start and tune Ground frequency

Student: ***Sunshine Coast Ground, Yankee Romeo Echo, Cessna 172, 2 P.O.B, Information Hotel, Southern GA Parking, to Redcliffe, Dual/Solo, Request Taxi.***
(Because you're departing straight from the Class-D CTR into Class G, you do not need an airways clearance, just a taxi clearance)

Ground: ***Yankee Romeo Echo, Sunshine Coast Ground, Taxi via Golf, Delta, Cross 1-2, to Holding Point Alpha, Runway 1-8, Time check 2-3 and a half.***

Student: ***Taxi Golf, Delta, Cross 1-2, Holding Point Alpha, Runway 1-8, Yankee Romeo Echo.***

AFTER RUNUP & AT HOLDING POINT

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

Student: ***Sunshine Coast Tower, Yankee Romeo Echo, Ready.***

Tower: ***Yankee Romeo Echo, Sunshine Coast Tower, cleared over water Southbound, 1500ft, Line up and wait, Runway 1-8.***

Student: ***Over water southbound, 1500, Line up and wait, Yankee Romeo Echo.***

Tower: Yankee Romeo Echo, Cleared for Take-off, make left turn.

Student: ***Cleared for Take-off, Left Turn, Yankee Romeo Echo.***

Tower: ***Yankee Romeo Echo, Report clear of controlled airspace.***

Student: ***Yankee Romeo Echo.***

Student: ***Yankee Romeo Echo, Clear of controlled airspace.***

Tower: ***Yankee Romeo Echo, Frequency change approved.***

Student: ***Yankee Romeo Echo.***

Change radio frequency to upcoming CTAF and transponder from 3000 back to 1200.

Departure Scenario #2 (Class-D CTA into Controlled Airspace)
BEFORE TAXI & DEPARTURE

Check ATIS after engine start and tune Ground frequency

Student: ***Sunshine Coast Ground, Yankee Romeo Echo, to Redcliffe, request clearance.***
(because you're departing straight from the Class-D CTR into the overlying controlled airspace, you need an airways clearance before a taxi clearance)

Ground: ***Yankee Romeo Echo, Sunshine Coast Ground, cleared direct Redcliffe, two thousand five hundred.***

Student: ***Direct Redcliffe, two thousand five hundred, Yankee Romeo Echo***

Student: ***Yankee Romeo Echo, Cessna 172, 2 P.O.B, Received Hotel, Southern GA Parking, to Redcliffe, Dual/Solo, Request Taxi.***

Ground: ***Yankee Romeo Echo, Taxi via Golf, Delta, Cross 1-2, to Holding Point Alpha, Runway 1-8, Time check 2-3 and a half.***

Student: ***Taxi Golf, Delta, Cross 1-2, Holding Point Alpha, Runway 1-8, Yankee Romeo Echo.***

AFTER RUNUP & AT HOLDING POINT

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

Student: ***Sunshine Coast Tower, Yankee Romeo Echo, Ready.***

Tower: ***Yankee Romeo Echo, Sunshine Coast Tower, Line up, Runway 1-8.***

Student: ***Line up, Runway 1-8, Yankee Romeo Echo***

Tower: ***Yankee Romeo Echo, Cleared for Take-off, make right turn***

Student: ***Cleared for Take-off, right turn, Yankee Romeo Echo***

Student: ***Yankee Romeo Echo, departed, tracking Redcliffe, climbing to two thousand five hundred.***
(This is a departure report. You must make it when you're departing the Class-D CTR into any controlled airspace)

Tower: ***Yankee Romeo Echo, report clear of controlled airspace***

Student: ***Yankee Romeo Echo***

Student: ***Yankee Romeo Echo, Clear of controlled airspace.***

Tower: ***Yankee Romeo Echo, Frequency change approved.***

Student: ***Yankee Romeo Echo.***

Change radio frequency to upcoming CTAF and transponder from 3000 back to 1200