

**EXAMPLE–**

*Strawn traffic, Queen Air Seven One Five Five Bravo (location on airport) taxiing to runway two six Strawn.*

*Strawn traffic, Queen Air Seven One Five Five Bravo departing runway two six. Departing the pattern to the (direction), climbing to (altitude) Strawn.*

**(c) Practice Instrument Approach****EXAMPLE–**

*Strawn traffic, Cessna Two One Four Three Quebec (position from airport) inbound descending through (altitude) practice (name of approach) approach runway three five Strawn.*

*Strawn traffic, Cessna Two One Four Three Quebec practice (type) approach completed or terminated runway three five Strawn.*

**h. UNICOM Communications Procedures**

**1.** In communicating with a UNICOM station, the following practices will help reduce frequency congestion, facilitate a better understanding of pilot intentions, help identify the location of aircraft in the traffic pattern, and enhance safety of flight:

**(a)** Select the correct UNICOM frequency.

**(b)** State the identification of the UNICOM station you are calling in each transmission.

**(c)** Speak slowly and distinctly.

**(d)** Report approximately 10 miles from the airport, reporting altitude, and state your aircraft type, aircraft identification, location relative to the airport, state whether landing or overflight, and request wind information and runway in use.

**(e)** Report on downwind, base, and final approach.

**(f)** Report leaving the runway.

**2. Recommended UNICOM phraseologies:****(a) Inbound****PHRASEOLOGY–**

*FREDERICK UNICOM CESSNA EIGHT ZERO ONE TANGO FOXTROT 10 MILES SOUTHEAST DESCENDING THROUGH (altitude) LANDING FREDERICK, REQUEST WIND AND RUNWAY INFORMATION FREDERICK.*

*FREDERICK TRAFFIC CESSNA EIGHT ZERO ONE TANGO FOXTROT ENTERING DOWNWIND/BASE/ FINAL (as appropriate) FOR RUNWAY ONE NINER (full stop/touch-and-go) FREDERICK.*

*FREDERICK TRAFFIC CESSNA EIGHT ZERO ONE TANGO FOXTROT CLEAR OF RUNWAY ONE NINER FREDERICK.*

**(b) Outbound****PHRASEOLOGY–**

*FREDERICK UNICOM CESSNA EIGHT ZERO ONE TANGO FOXTROT (location on airport) TAXIING TO RUNWAY ONE NINER, REQUEST WIND AND TRAFFIC INFORMATION FREDERICK.*

*FREDERICK TRAFFIC CESSNA EIGHT ZERO ONE TANGO FOXTROT DEPARTING RUNWAY ONE NINER. “REMAINING IN THE PATTERN” OR “DEPARTING THE PATTERN TO THE (direction) (as appropriate)” FREDERICK.*

**4–1–10. IFR Approaches/Ground Vehicle Operations**

**a. IFR Approaches.** When operating in accordance with an IFR clearance and ATC approves a change to the advisory frequency, make an expeditious change to the CTAF and employ the recommended traffic advisory procedures.

**b. Ground Vehicle Operation.** Airport ground vehicles equipped with radios should monitor the CTAF frequency when operating on the airport movement area and remain clear of runways/taxiways being used by aircraft. Radio transmissions from ground vehicles should be confined to safety-related matters.