



Class C Operations.

A common scenario.

Inbound to Syracuse:

Listen to the ATIS on 124.22

Tune to Syracuse Approach on 126.12 and listen to be sure there is not conversation going on and when there is a break:

Pilot: "Syracuse Approach Skyhawk 7762X, student pilot, inbound to Syracuse from Oswego for touch and go's with information _____"

Approach: "Skyhawk 7762X squawk XXXX"

Pilot: "7762X squawk XXXX"

Approach: "Skyhawk 7762X is radar contact 5 miles southeast of the Oswego county airport. Proceed inbound for the right base to runway 28" (or the left base to 10, or the right downwind to 33, or straight in to 15"

Pilot: "7762X inbound for the right base to 28"

They may give vectors in order to sequence you in with other traffic. They may point out traffic to you and have you follow them, etc. At the appropriate time they will hand you off to the tower.

Approach, "7762X contact tower on 120.3"

Pilot: "7762X contact tower, 120.3"

Tune in tower frequency.

Pilot: Syracuse tower, Skyhawk 7762X, student pilot, with you for 28"

Tower: "Skyhawk 7762X, winds 280 at 7, runway 28 cleared touch and go"

Pilot: "7762X cleared touch and go on 28"

At some point, either with your landing clearance or after your touch and go the tower will tell you to make right or left traffic. When ready to return to Oswego, tell the tower before your last touch and go. They will likely clear you for your touch and go and tell you to proceed on course after executing it. At the appropriate time they will hand you off to departure.

Tower: "7762X proceed on course and contact departure"

Pilot: "7762X contact departure."

Change frequency. If you've just been doing pattern work you'll likely still have the departure frequency in the standby window.

Pilot: Syracuse departure, Skyhawk 7762X, Student pilot, heading 330 climbing through 1000 for 2000"

Departure: "7762X radar contact. Proceed on course for Oswego county airport"

About 8 miles southeast of FZY they will point out the field to you. Let them know that you have it in sight.

Departure: "7762X Oswego County airport 12 o'clock and 8 miles;

Pilot: "7762X airport in sight"

Departure: "7762X no traffic observed between you and the airport. Squawk 1200 (or squawk VFR) frequency change approved, good day"

Pilot: "7762X squawk 1200 good day"

Listen to the ASOS on 119.27 and get the winds and weather, set your altimeter and change 123.0 and make your standard pattern entry and in the pattern radio calls.

Departing Syracuse after parking on the ramp:

Listen to the ATIS on 124.22. You'll get the winds and altimeter as well as runway in use and any local NOTAMs. Tune to Clearance Delivery on 125.05.

Pilot: "Syracuse Clearance Skyhawk 7762X, Student Pilot, VFR to Oswego county airport at 2000 feet with information _____"

Clearance: "Skyhawk 7762X remain at or below 2000 feet with 5 miles of the Syracuse Airport. Departure frequency is 134.27 (or 126.12) Squawk XXXX."

Pilot: "Skyhawk 7762X remain at or below 2000 feet with 5 miles of the Syracuse Airport. Departure frequency is 134.27 (or 126.12) Squawk XXXX."

Clearance: "Read back correct. Have nice flight"

Then change to ground frequency 121.7

Pilot: "Syracuse ground, Skyhawk 7762X, Student pilot at Landmark east ready to taxi"

Ground: "Skyhawk 7762X runway 28 taxi via Hotel, Yankee, Mike, cross runway 33, Lima, hold short of 28."

Pilot: "7762X runway 28 taxi via Hotel, Yankee, Mike, cross runway 33, Lima, hold short of 28."

Remain on ground frequency while you taxi. Do your run up after you taxi to 28 and pull off to the side of Lima (there's a run up area) After your run up do your pre take off check list and taxi up to the hold short line. Switch to the tower frequency, 120.3 and wait for a break and call ready for take off.

Pilot: "Syracuse tower Skyhawk 7762X, student pilot, ready for take off 28"

Tower: " Skyhawk 7762X, wind 290 at 7 caution wake turbulence departing regional jet, runway 28, cleared for takeoff proceed on course"

Pilot: "Cleared for take of and on course, 7762X"

At the appropriate time the tower will hand you off to departure.

Keep in mind that this is a typical scenario but by no means do things go this way every time. You are flying into busy airspace and you have to listen closely. Not just to what ATC is saying to you but to all the other aircraft as well. You will hear important clues to what's going to happen next and what to expect.