

RT VFR

for

Glider Pilots

Martin W Smit

2022-V5-E

Content

(1/2)

Content	2
Introduction	3
1- Basic Structure of the Communication	5
2- Startup	8
3- Change of Flight Plan	10
4- Change of Frequency	12
5- Taxi	14
6- Waiting moments	16
7- Take-off and Departure	21
8- Circuit and Landing	25
9- Leaving CTR	30
10- Entering CTR	34

Content

(2/2)

11- Entering FIR	41
12- Leaving FIR	45
13- Entering TMA	52
14- Uncontrolled Aerodromes	56
15- Radar Air Traffic Control	59

Introduction

As a preparation for my RT VFR Radiotelephony exam, I made some visualizations of the various RT procedures.

The visualizations can be an addition to the “Manual VFR Radiotelephony” of the Royal Dutch Aviation Organization (KNVvL).

The image of the aircraft used in the various RT procedures is a kind general type that is to represent the aircraft mentioned in the specific procedure.

This presentation started for me to better understand and remember the various procedures. But maybe other pilots preparing for the exam can use it to their advantage.

Good luck with the examen!

Martin W Smit

1

Basic Structure of the Communication

Initial Calls

Initial call



Rotterdam Delivery
PH-CWE

PH-CWE
Rotterdam Delivery

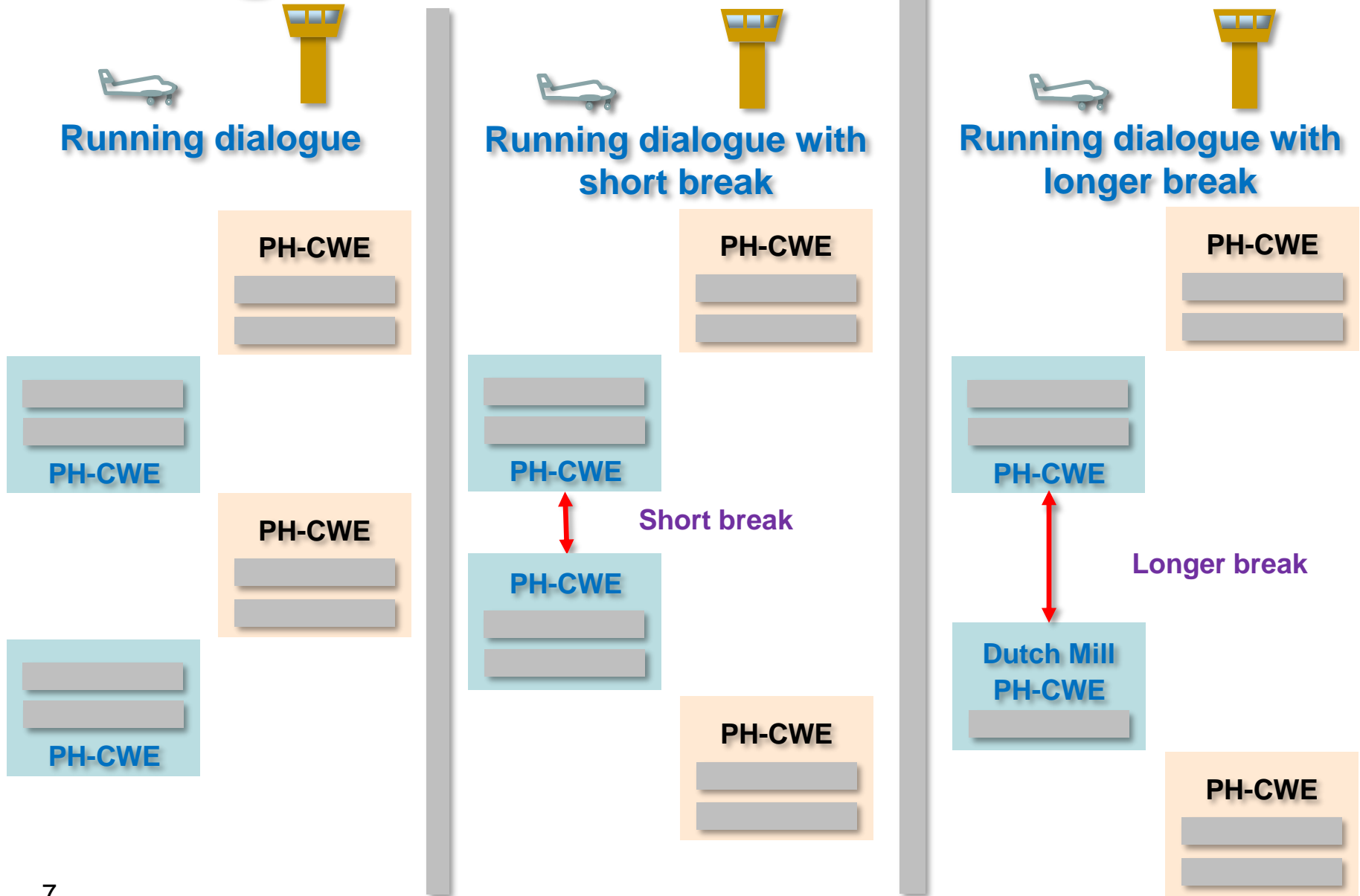
Test transmissions



Rotterdam Delivery
PH-CWE
radiocheck
122.180

PH-CWE
Rotterdam Delivery
read you 5

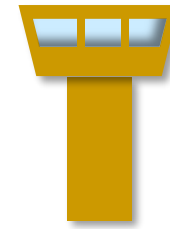
Dialogues



2

Start Up

Start Up



FIR

CTR

- 1- Cessna 152
- 2- in front of tower
- 3- VFR
- 4- one hour circuit and touch-and-go
- 5- information G received
- 6- request start-up
- 7- PH-CWE

PWE

**information G correct
start-up approved
runway 04
QNH 1019**

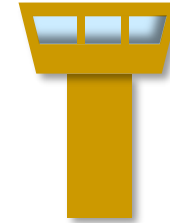
**start-up approved
runway 04
QNH 1019
PWE**

3

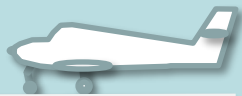
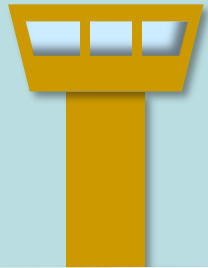
Change of Flight Plan

Change of Flight Plan

FIR



CTR



1- PWE

2- change of flight plan

3- 2 POB instead of 3

PWE
roger

Alternatives

endurance 3 hours instead of 4

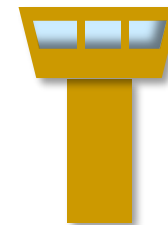
alternate Seppe instead of Beek

4

Change of Frequency

Change of Frequency

FIR



1- PWE

2- request taxi

PWE

**for taxi contact Rotterdam Tower
on 118.205**

CTR

Tower

Delivery



118.205, PWE

5

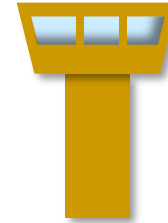
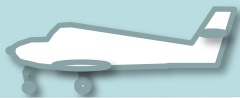
Taxi

Taxi

FIR

CTR

Tower



1- Rotterdam Tower

2- PH-CWE

3- in front Tower

4- request taxi

PWE

taxi to runway 24 via C, N and V

taxi to runway 24 via C, N and V

PWE

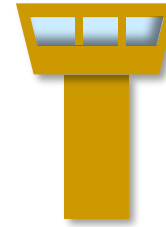
6

**Waiting moments
during
Start Up and Taxi**

Waiting moments

1- During Start Up on apron

FIR



start-up time 11:27

CTR

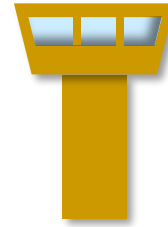
start-up time 11:27



Waiting moments

2- Op taxiway

FIR



CTR

give way to Piper

giving way to Piper



Waiting moments

3- At intersection

FIR

CTR

Landing plane

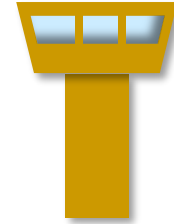


04



Departing plane

intersection



Holding short

hold short at G4

hold short at G4

After landing plane

behind landing Piper line up
runway 04 behind

behind landing Piper line up runway 04 behind

After departing plane

behind departing Piper line up
runway 04 behind

behind departing Piper line up runway
04 behind

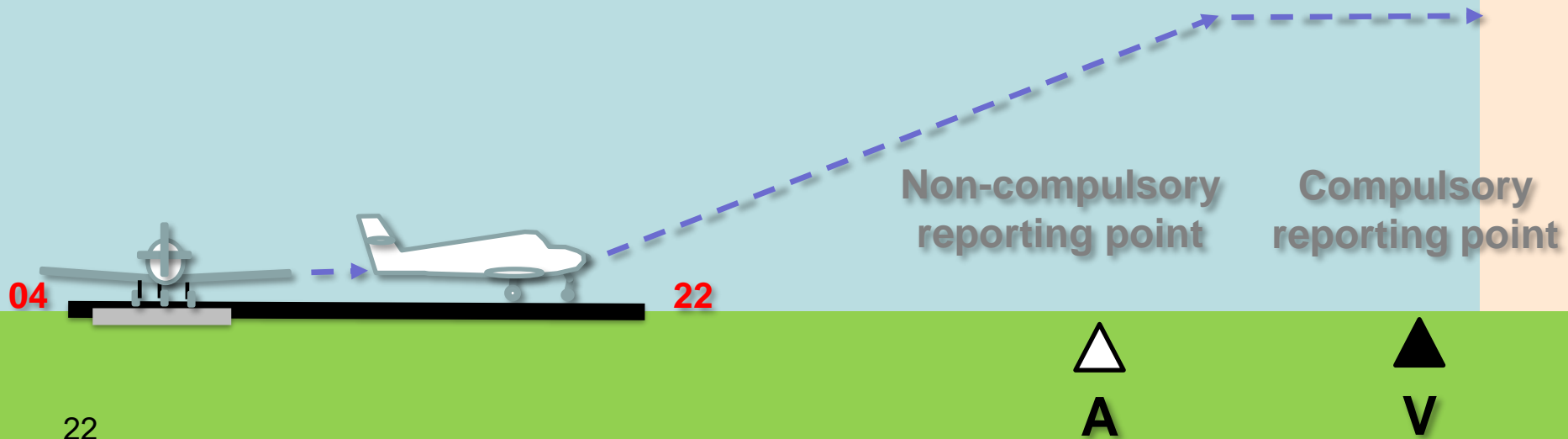
7

Take-off and Departure

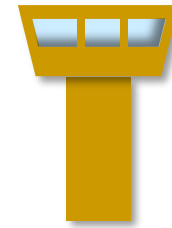
Take-off and Departure

FIR

CTR



Take-off



PWE

holding at G4

ready for departure

PWE

line up and wait runway 04

line up and wait runway 04

PWE

PWE

wind 050, 12 knots

runway 04 cleared for take-off

V departure

report A

runway 04 cleared for take-off

V departure

wilco

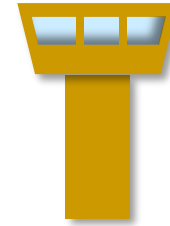
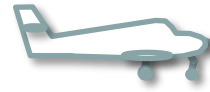
PWE

FIR

CTR

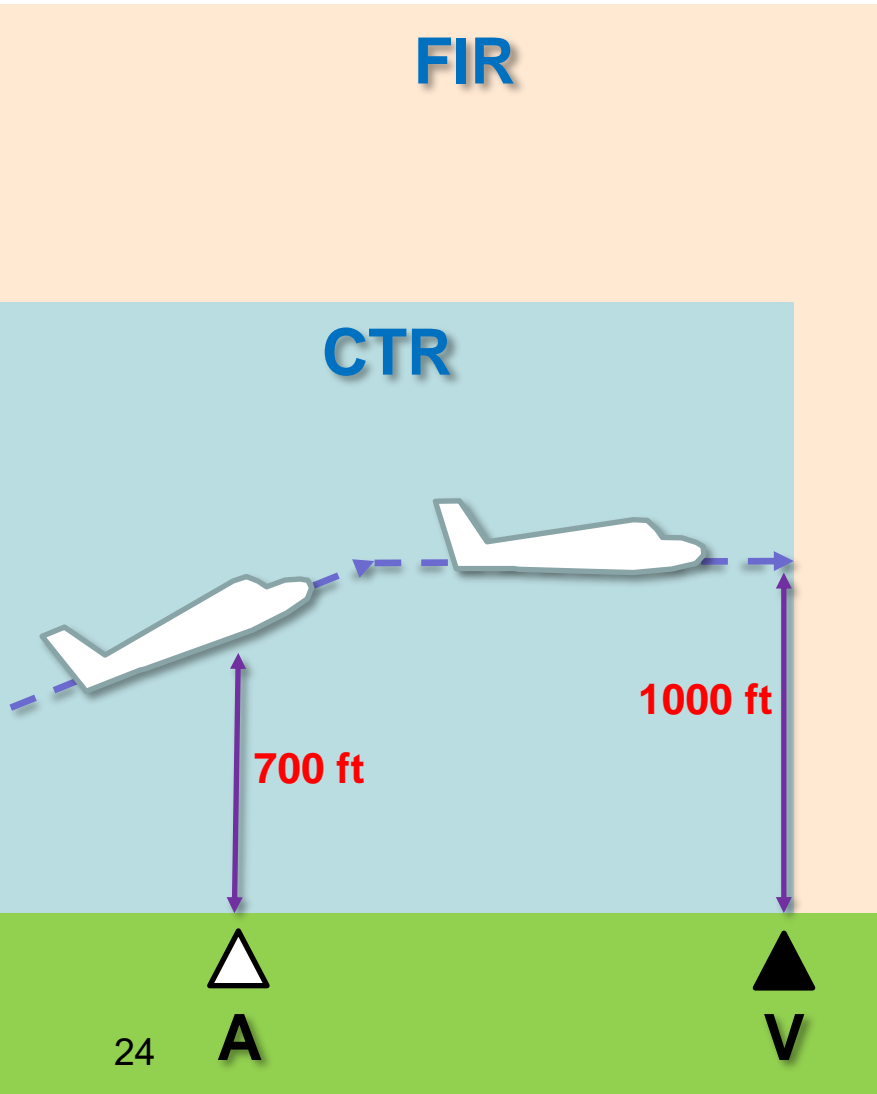


Departure



FIR

CTR



PWE

position A, 700 ft

PWE, roger

PWE

position V, 1000 ft

PWE

airborne time 11:27

contact Dutch Mill Info on
132.350

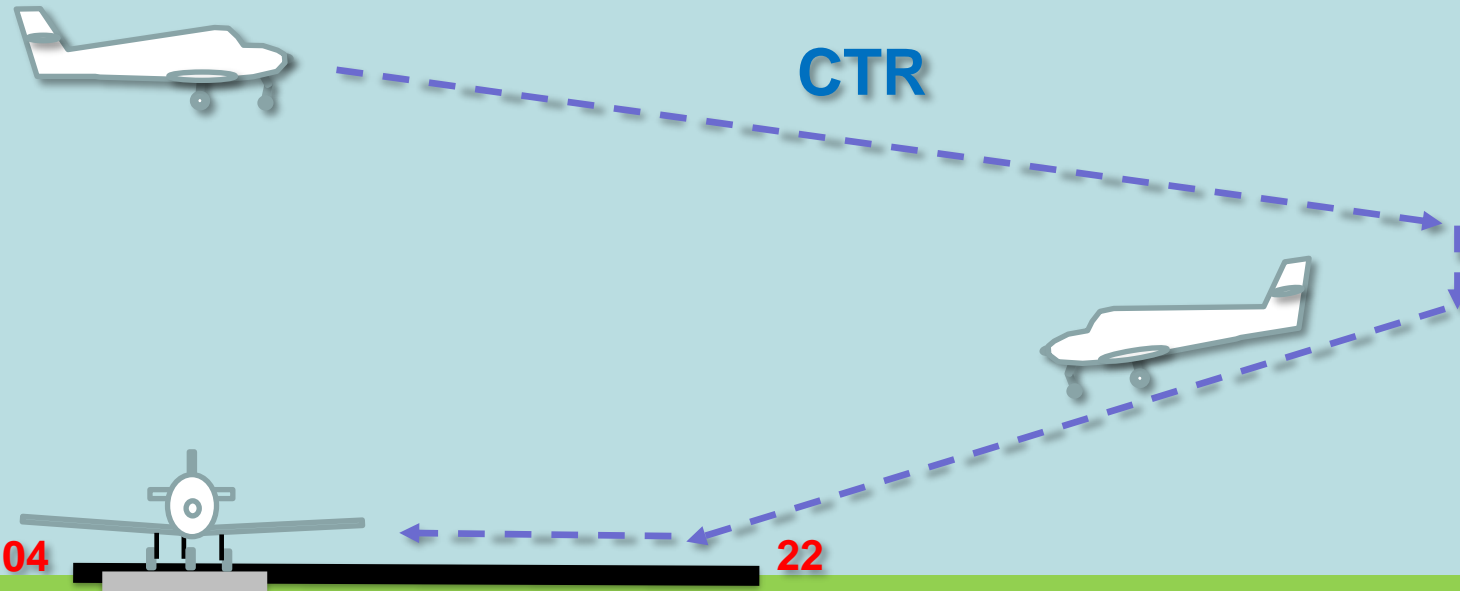
132.350, PWE

8

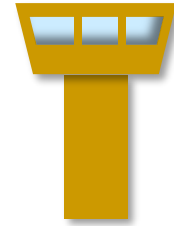
Circuit and Landing

Circuit and Landing

FIR

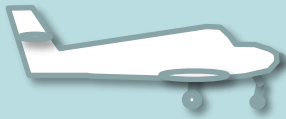


Circuit



FIR

CTR



04

22

PWE
downwind runway 22

PWE
roger

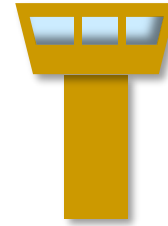
number 1, report final
number 1, wilco
PWE

Alternatives

number 2, follow Piper on final
number 2, wilco
PWE

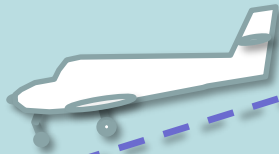
number 2, report number 1
number 2, number 1 in sight
PWE

Landing



FIR

CTR



22

PWE

final runway 22

PWE

Wind 210, 8 knots

cleared to land runway 22

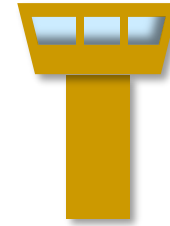
vacate runway at G4

cleared to land runway 22

vacate at G4

PWE

After Landing



FIR

CTR



PWE

runway vacated at G4

PWE

roger

taxi to the M apron via G

taxi to the M apron via G

PWE

PWE

At M apron

PWE

roger

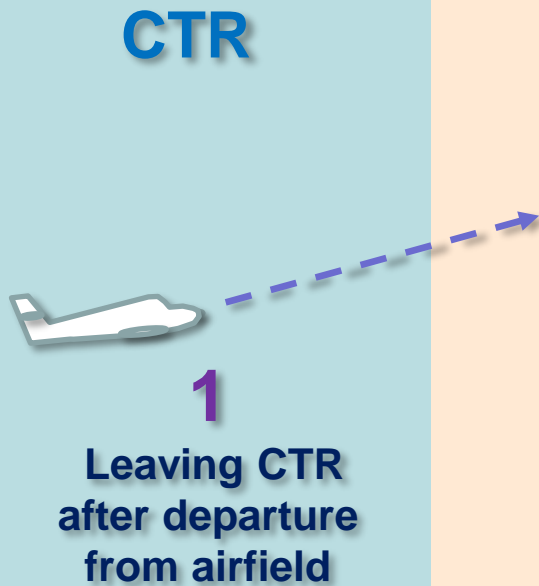
9

Leaving CTR

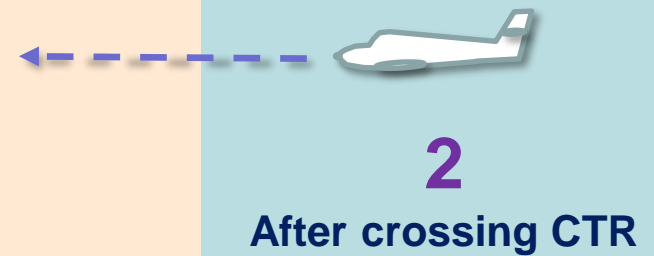
Leaving CTR

2 Scenarios

FIR



22

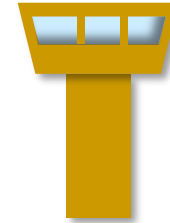
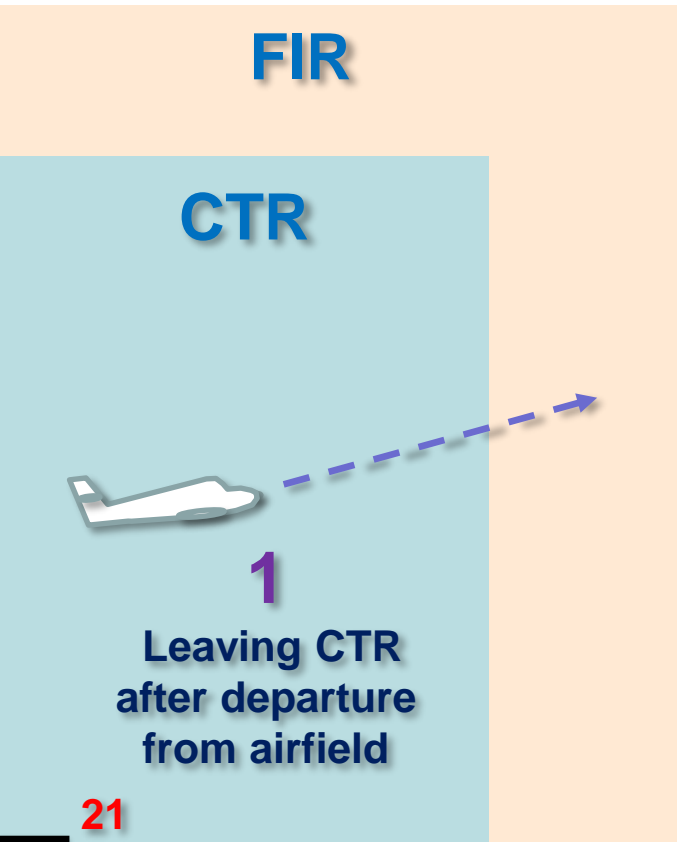


10

28

Leaving CTR

1- After departure from airfield



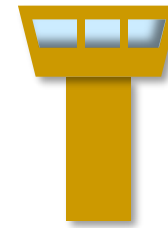
PAK
Position B
1300 ft

PAK
airborne time 11
contact Dutch Mill Info on 132.350

132.350
PAK

Leaving CTR

2- After crossing of CTR



PIL

overhead the field

1200 ft

PIL

roger

report leaving the CTR in the west

wilco

PIL

PIL

is leaving the CTR in the west at 1200 ft

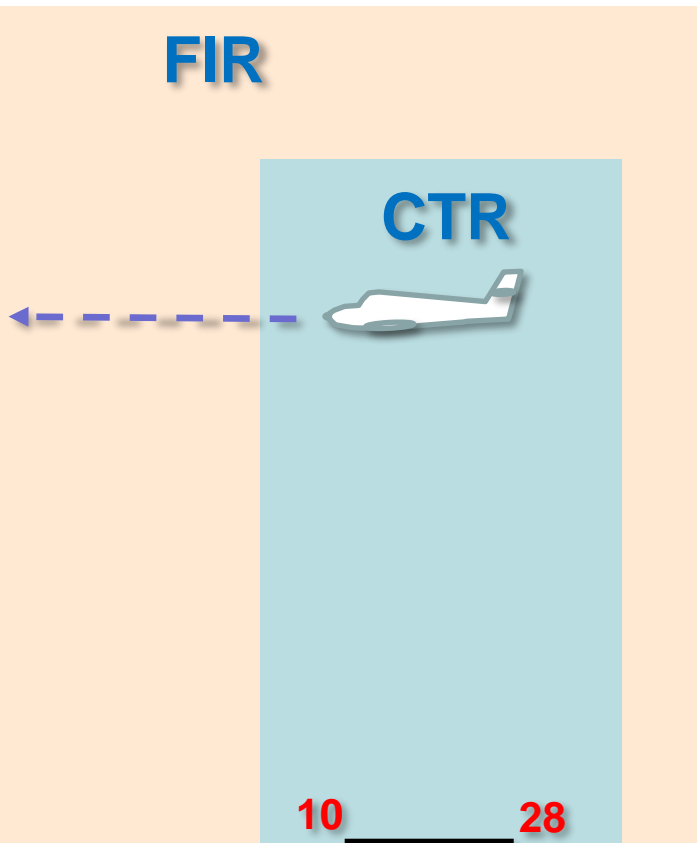
PIL

roger

frequency change approved

frequency change approved

PIL

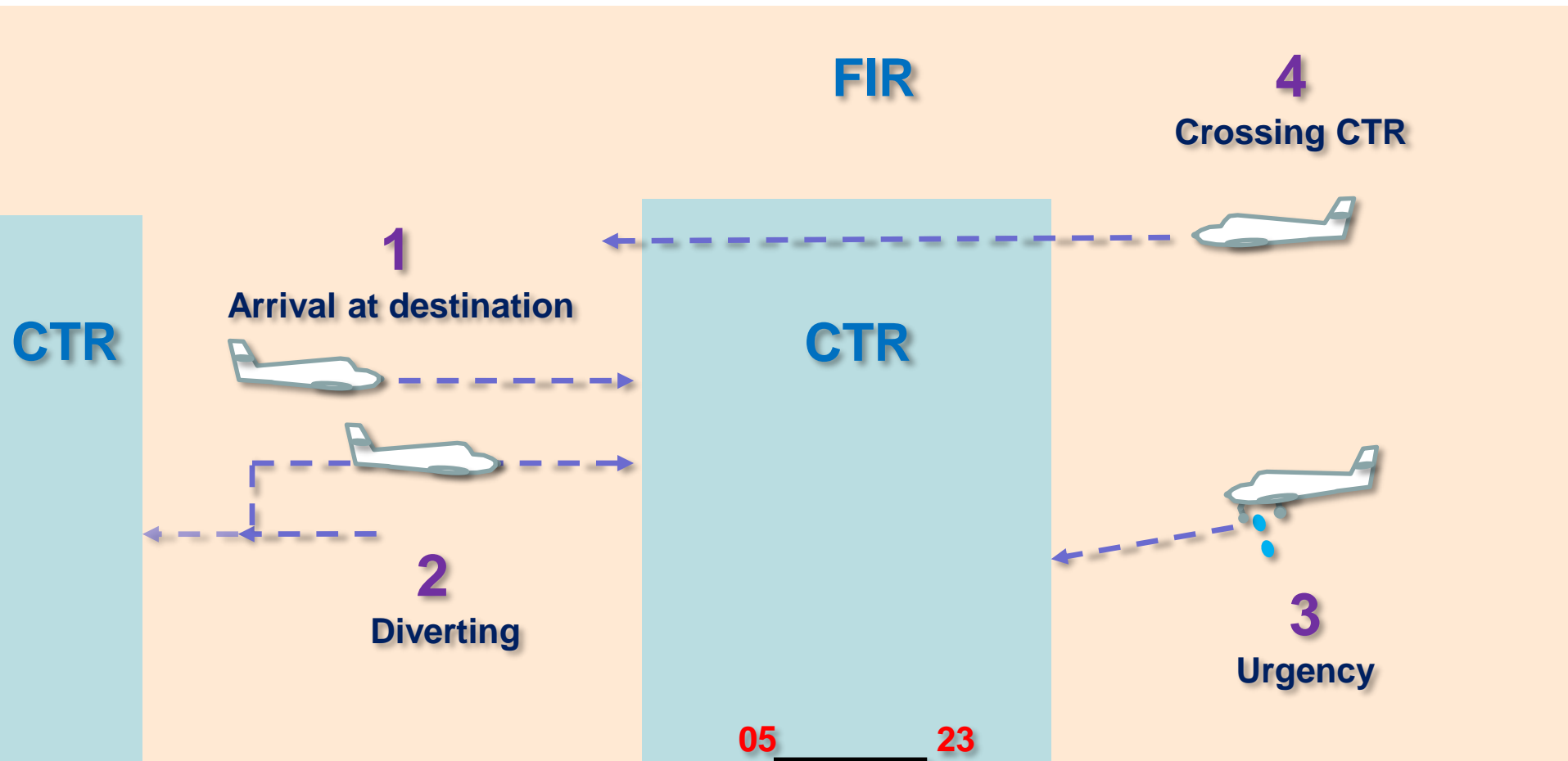


10

Entering CTR

Entering CTR

4 Scenarios

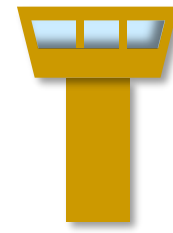


Entering CTR

1- Arrival at destination



Rotterdam Tower
PH-SWU



PWU
Rotterdam Tower

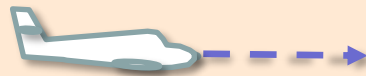
- 1- Tiger Moth
- 2- approaching Gouda
- 3- 1000 ft
- 4- VFR
- 5- Information N received
- 6- for landing
- 7- PWU

PWU, roger
Information N correct
M arrival
runway 24
QNH 1025

FIR

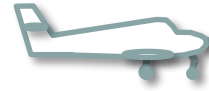
CTR

24

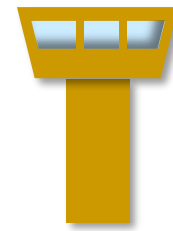


Entering CTR

2- After diversion



Schiphol Tower
PH-SWU



PWU

Schiphol Tower

1- Tiger Moth

2- VFR

3- from De Kooy to Rotterdam

4- diverting to Schiphol due to sick passenger

5- estimate V at 48

6- information N received

7- for landing

8- PWU

PWU, roger

Information N correct

V arrival

Runway 04

QNH 1025

V arrival

Runway 04

QNH 1025

PWU

FIR

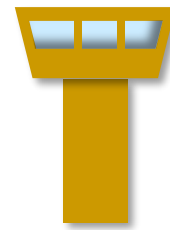
CTR



04

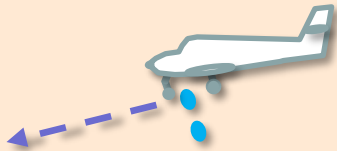
CTR in

3- Emergency



FIR

CTR



- 1- PAN-PAN, PAN-PAN, PAN-PAN
- 2- Schiphol Tower
- 3- PH-WAK
- 4- Tiger Moth
- 5- VFR
- 6- Position Weesp
- 7- 1000 ft
- 8- information N received
- 9- fuel tank leakage
- 10- PAK

PAK

**Urgence call received at 17:45
information N correct**

Proceed direct to runway 22

Report V

QNH 1019, squawk 0087

Proceed direct to runway 22

wilco

ONH 1019

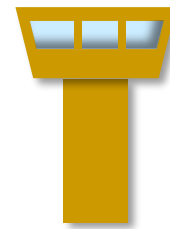
squawk 0087

PAK

22

Entering CTR

4- Crossing (1/2)



Gilze Rijen Tower
PH-UIL

PIL
Gilze Rijen Tower

FIR

CTR



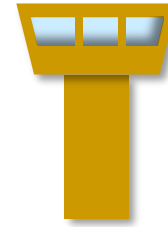
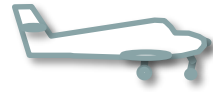
10 28

- 1- Cessna 182
- 2- 1 POB
- 3- VFR
- 4- from Teuge to Midden-Zeeland
- 5- position Waalwijk
- 6- 1800 ft
- 7- request to cross Gilze-Rijen CTR via Kaatsheuvel, overhead, then westbound following the A58 in direction Woensdrecht at 1800 ft
- 8- PIL

PIL
Crossing CTR is approved via requested route
maintain 1200 ft
QNH 1017
squawk 7001
report Kaatsheuvel

Entering CTR

4- Crossing (2/2)



Crossing the Gilze-Rijen CTR approved
via requested route

at 1200 ft

QNH 1017

squawk 7001

wilco

PIL

PIL

Position Kaatsheuvel

1200 ft

entering CTR

PIL

roger

report overhead

wilco

PIL

FIR

CTR



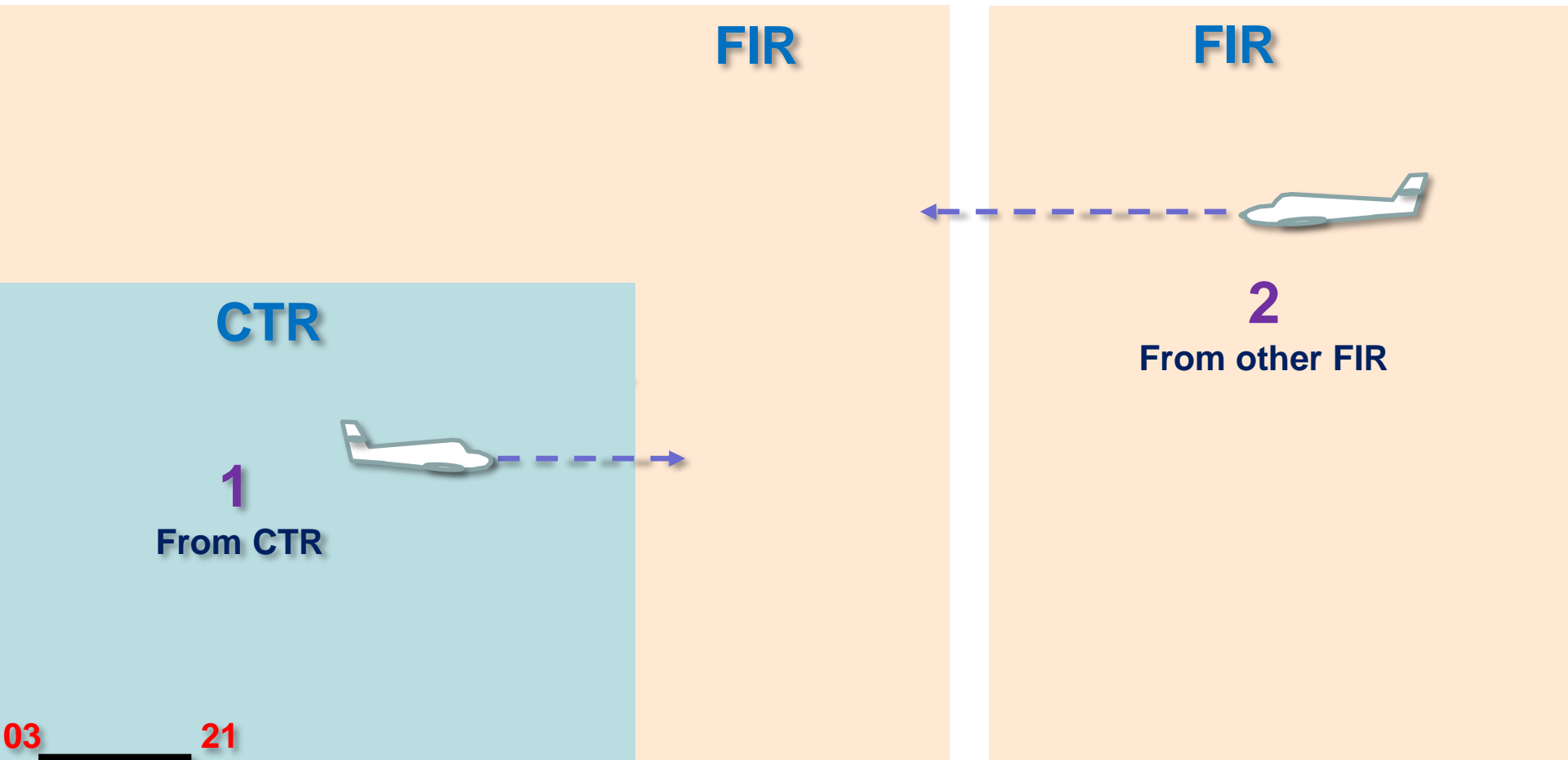
05 23

11

Entering FIR

Entering FIR

2 Scenarios

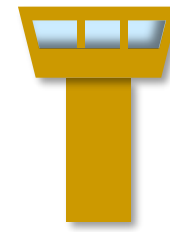
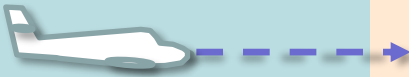


FIR in

1- From CTR

FIR

CTR



Dutch Mill Info

PH-WAK

position Middenmeer

PAK

Dutch Mill Info

1- Tiger Moth

2- VFR

3- from De Kooy to Rotterdam

4- position Middenmeer

5- 1200 ft

6- estimating Rotterdam 14:53

7- request flight Information

8- PAK

PAK

roger

Regional QNH 1019

QNH 1019

PAK

23

FIR in

2- From other FIR

FIR

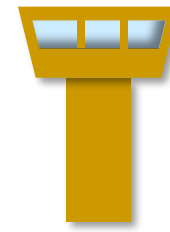
FIR



Dutch Mill Info

PH-WAK

position middle of IJsselmeer



PAK

Dutch Mill Info

1- Tiger Moth

2- VFR

3- from Rotterdam to De Kooy, diverting to Eelde

4- position middle of IJsselmeer

5- 1800 ft

6- estimating Eelde 15:27

7- request flight Information

8- PAK

PAK

roger

Regional QNH 1023

QNH 1023

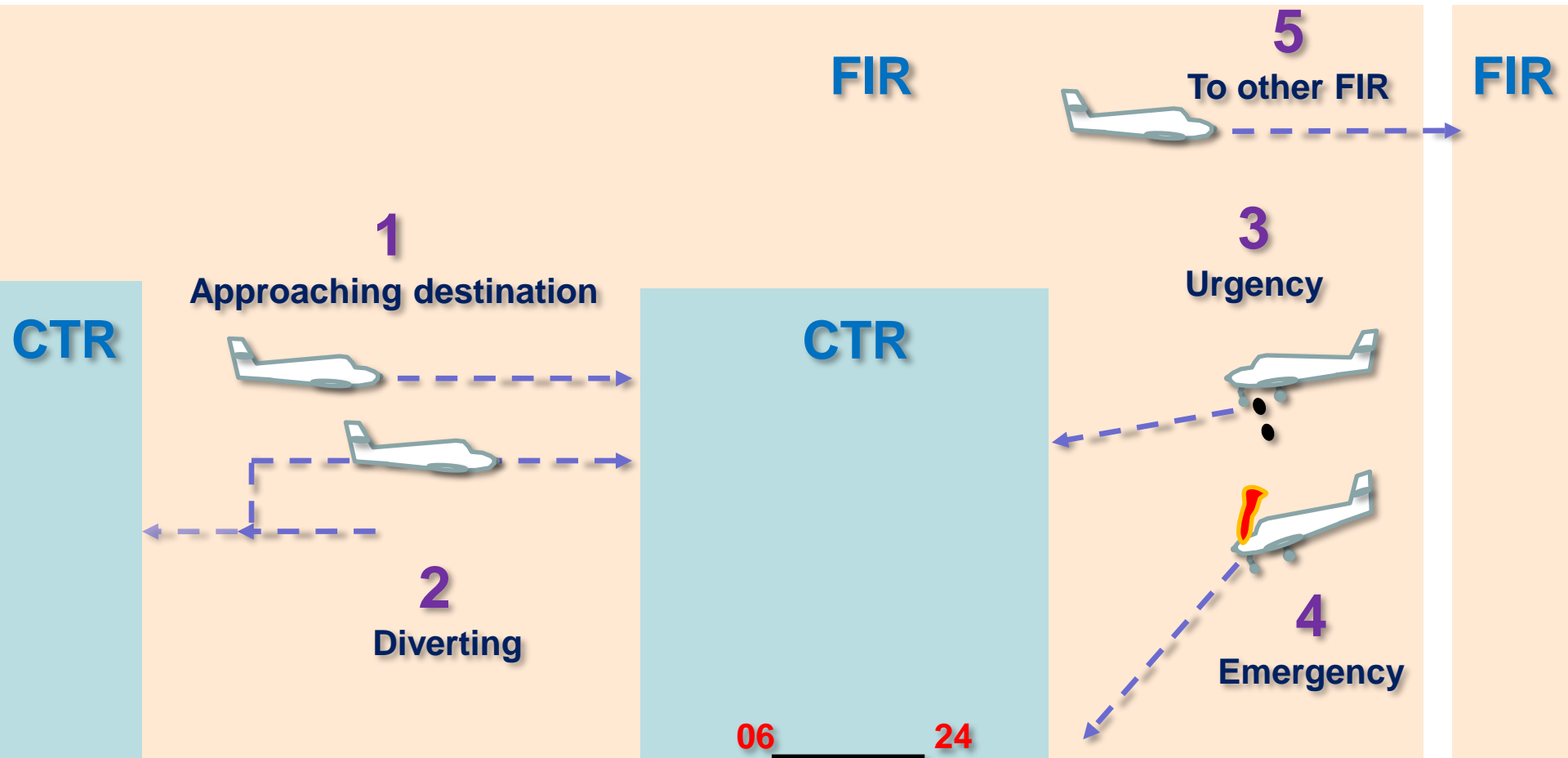
PAK

12

Leaving FIR

Leaving FIR

5 Scenarios



Leaving FIR

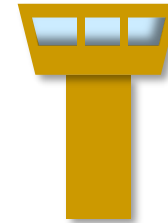
1- Approaching destination

FIR



CTR

27



1- Dutch Mill Info

2- PH-WAK

3- approaching Niederrhein

4- leaving your frequency

PAK

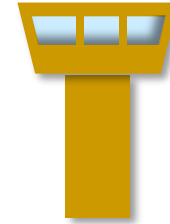
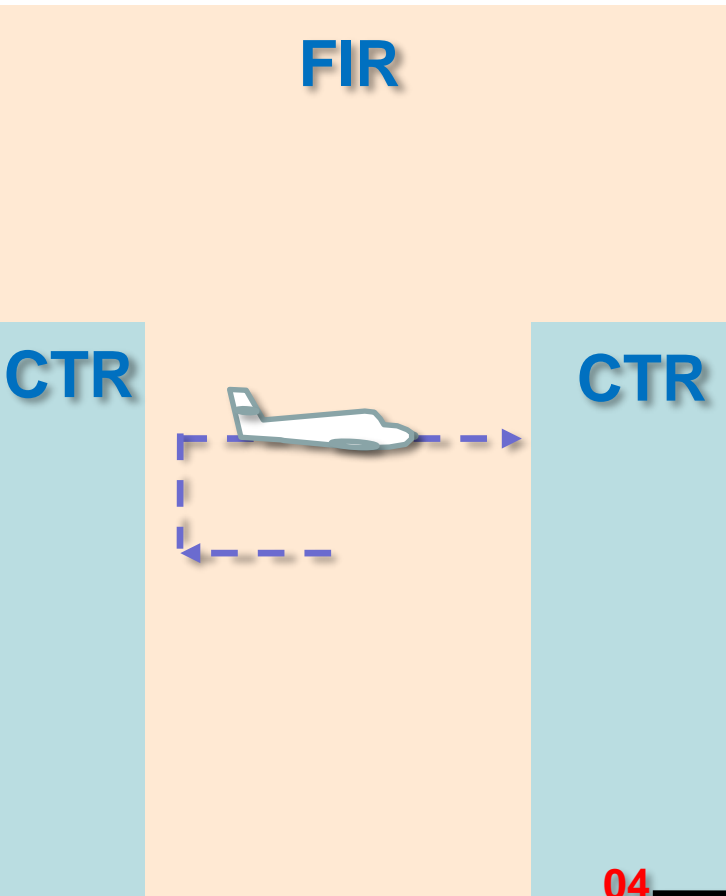
roger

**contact Niederrhein Tower on
129.405**

129.405 , PAK

Leaving FIR

2- Diverting



1- Dutch Mill Info

2- PH-WAK

3- position Weesp

4- 1000 ft

5- diverting to Schiphol due to sick passenger

6- leaving your frequency

PAK

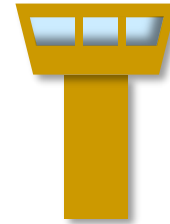
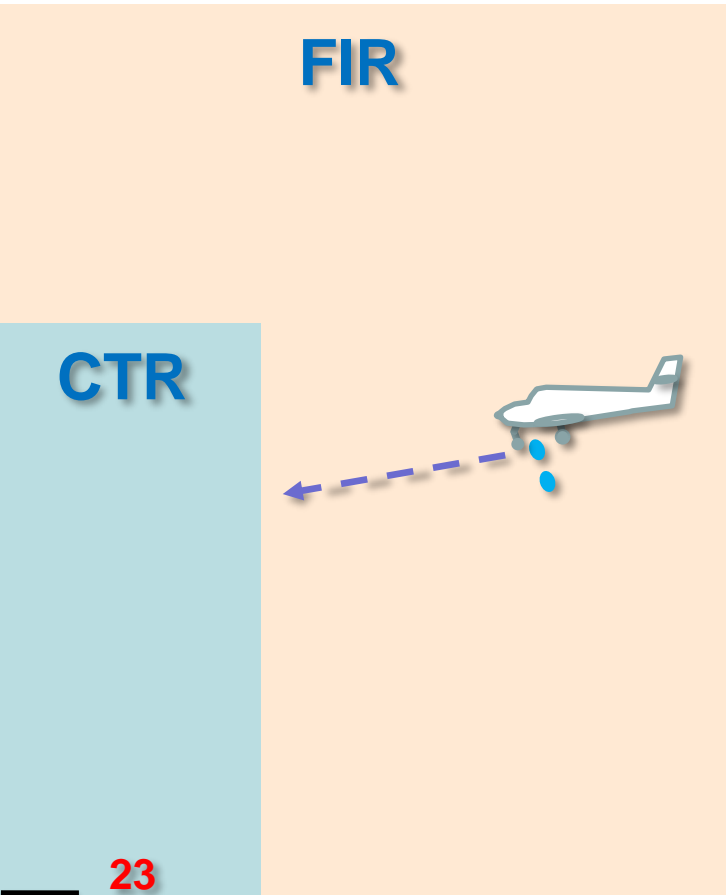
roger

**contact Schiphol Tower on
121.905**

121.905 , PAK

Leaving FIR

3- Urgency



- 1- PAN-PAN, PAN-PAN, PAN_PAN
- 2- Dutch Mill Info
- 3- PH-WAK
- 4- position Hoenderloo
- 5- leaking fuel tank
- 6- diverting to Teuge

PAK

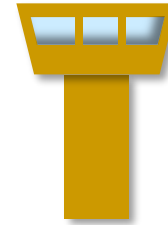
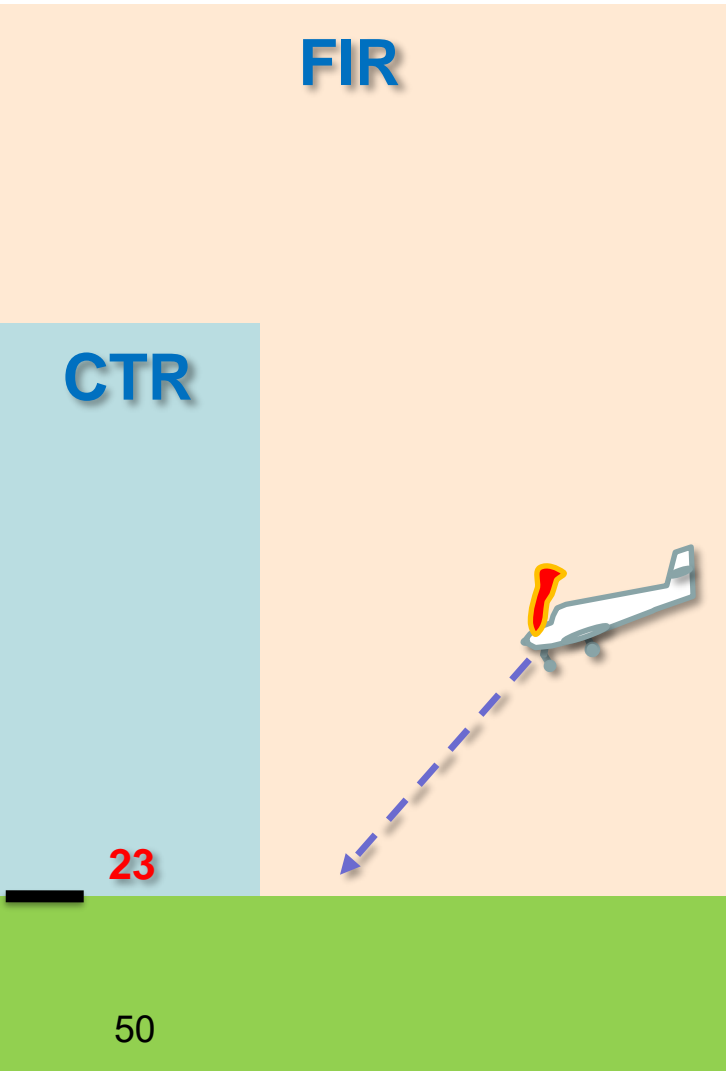
roger

urgency call received at 11:27

diverting to Teuge

Leaving FIR

4- Emergency



- 1- MAYDAY, MAYDAY, MAYDAY
- 2- Dutch Mill Info
- 3- PH-WAK
- 4- engine on fire
- 5- emergency landing north of Ommen
- 6- passing 1200 ft
- 7- heading 050
- 8- Cessna 172
- 9- 3 POB

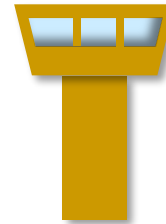
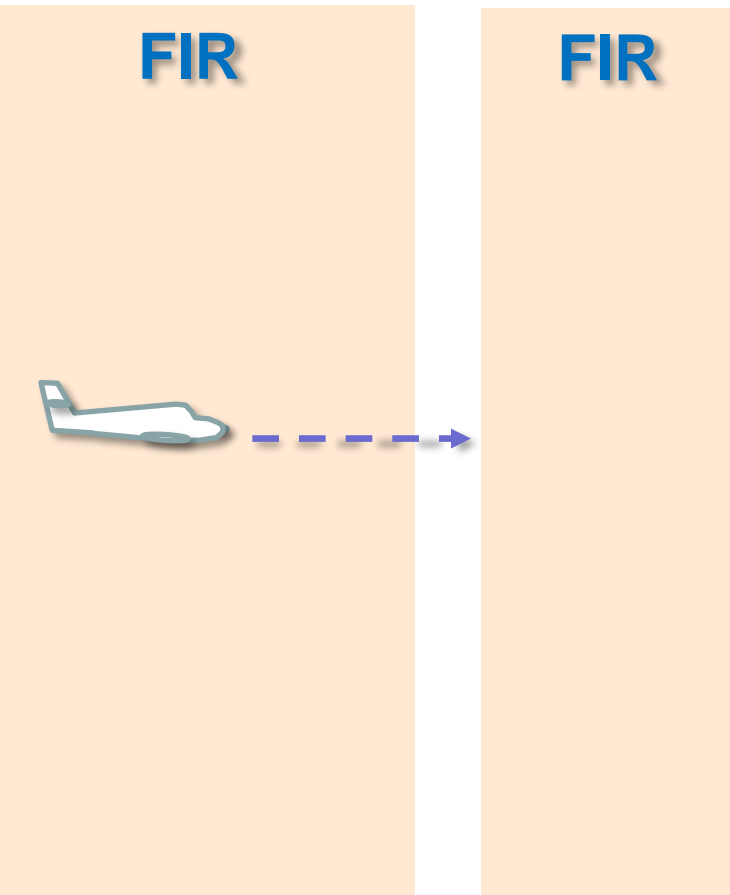
PAK

roger

emergency call received at 14:37

Leaving FIR

5- To other FIR



- 1- Amsterdam Info
- 2- PH-WAK
- 3- position middle of IJsselmeer
- 4- 1800 ft
- 5- leaving your frequency for Dutch Mill Info

PAK

roger

contact Dutch Mill Info on 132.350

132.350 , PAK

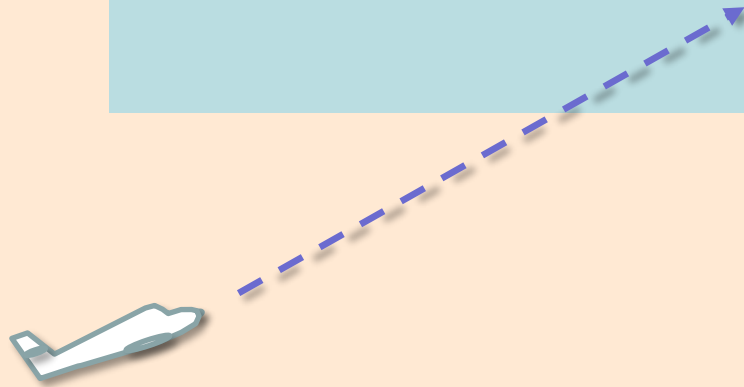
13

Entering TMA

Entering TMA

FIR

TMA

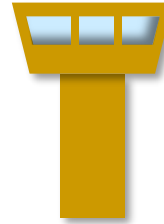
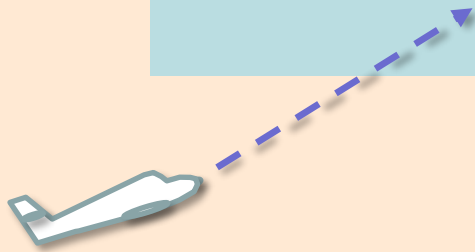


Entering TMA

1/2

FIR

TMA



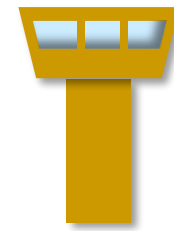
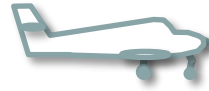
Dutch Mill Info
Glider PH-1412
position Zwolle

PH-1412
Dutch Mill Info

- 1- Glider
- 2- VFR
- 3- from Terlet direction Veendam,
- 4- position Zwolle
- 5- 3800 ft
- 6- request climbing into Lelystad Class D airspace
- 7- up to FL065
- 8- PH-1412

Entering TMA

2/2



FIR

TMA



PH-1412

entry of Lelystad class D airspace approved

up to FL065

squawk 0041

entry of Lelystad class D airspace approved

up to FL065

squawking 0041

PH-1412

PH-1412

radar identified

report passing FL045

wilco

PH-1412

PH-1412

passing FL045

climbing FL065

PH-1412

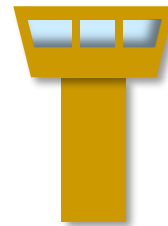
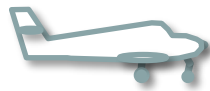
roger

14

Uncontrolled Aerodromes

Arrival

1/2



Teuge Radio

PH-RWU

PWU

Teuge Radio

1- Cessna 172

2- VFR

3- from Eelde

4- over Deventer

5- 1300 ft

6- request aerodrome information

7- PWU

PWU

runway in use 26

parachute jumping in progress

gliders north of runway

QNH 1004

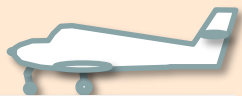
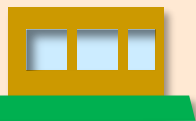
runway 26

roger

QNH 1004

PWU

FIR



Giving Information

2/2

Teuge Radio

PWE

Alternatieven

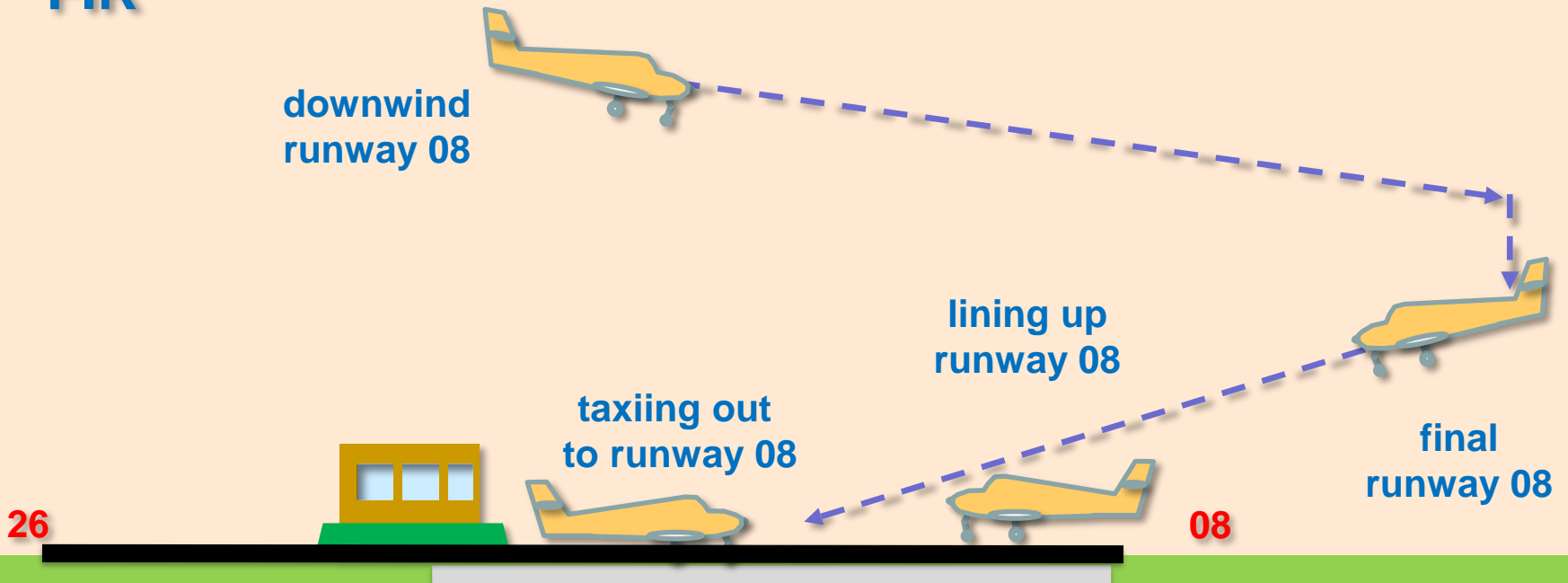
taxiing out to runway 08

downwind runway 08

final runway 08

lining up runway 08

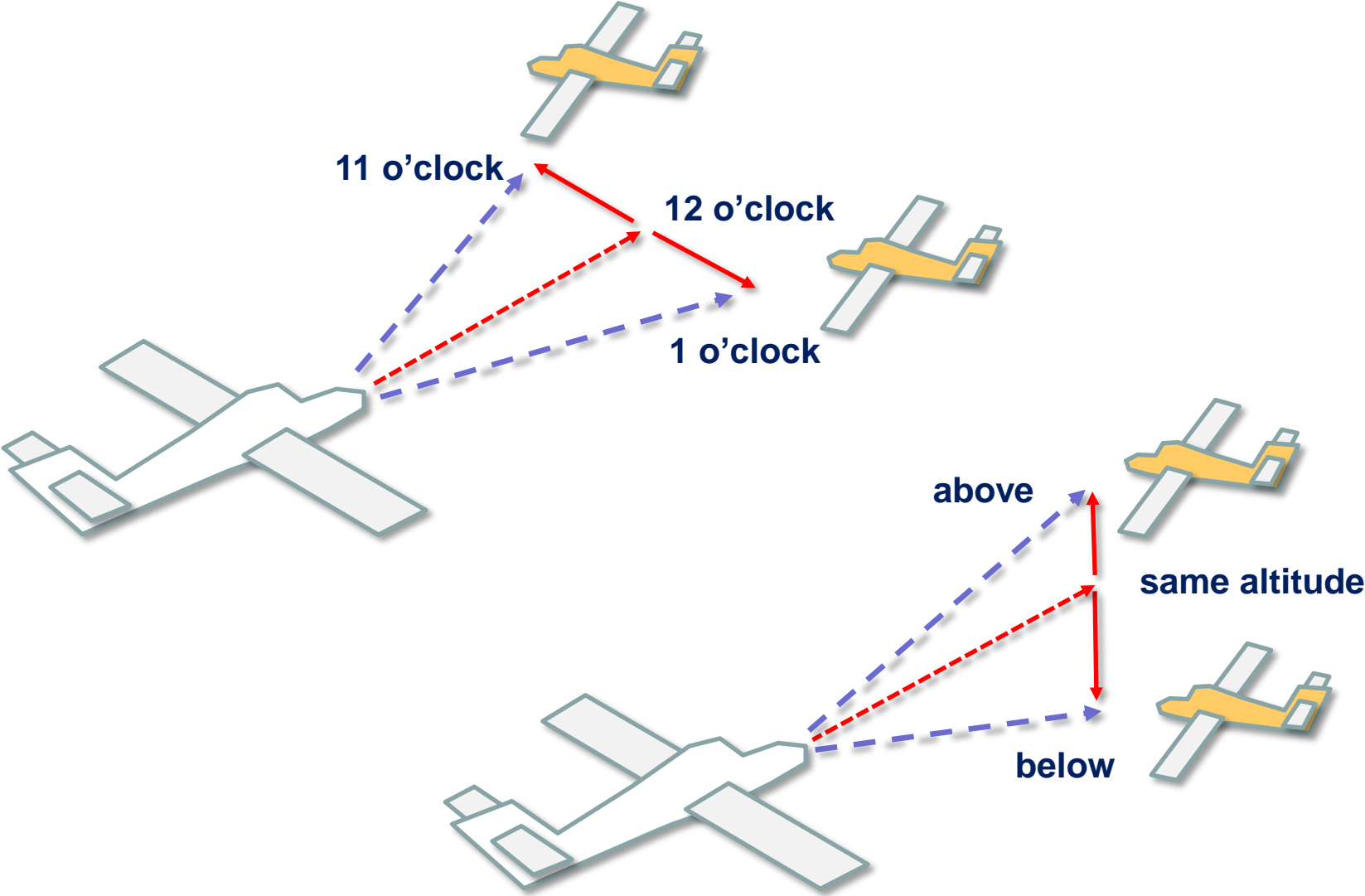
FIR



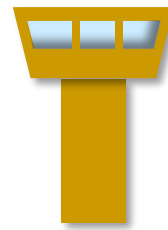
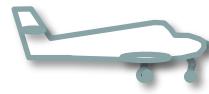
15

Radar
Air Traffic Control

Relative position



Vectoring



PH-RRF

say heading (report heading)

heading 135

PH-RRF

PH-RRF

turn right heading 180

turn right heading 180

PH-RRF

PH-RRF

turn left 30 degrees for separation

left 30 degrees, new heading 105

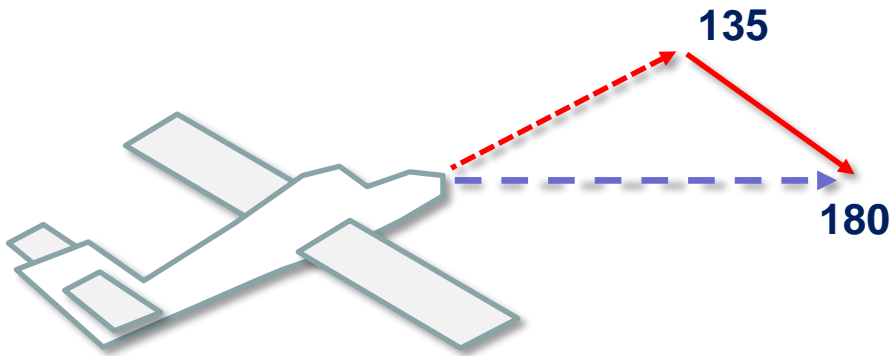
PH-RRF

PH-RRF

continue heading 105

continue heading 105

PH-RRF



Alternatief



**In the end this is the reason we are doing the RT VFR course:
to shift our boundaries and to broaden our horizons**

**The RT VFR cursus helps to make this possible:
We can now fly safely to places where we were not allowed or
where we were unable to get before.**

Thanks

To my excellent teachers

Michiel Portegies

Wytse Vries

Paul Onel