F. MORAY CTA Radio Procedures

F.1 Introduction

Basically, when communicating with air traffic keep it short and sweet. Always remember that the other guy at the end of the line is human and not a god. We should however aspire to maintain good radio discipline as it helps our reputation as responsible pilots. How's that achieved? Some helpful hints.

Engage brain before opening mouth. Use the mnemonic **CAPACER** as the guide for the "message". The example message exchange is shown below:

C/A	**Callsign / Aircraft**	Glider SC	Gliders don't need to use the G-XXXX aircraft registration call sign, the comp number or trigraph is ok. If in a two-seat glider say "Scottish Control 2 seat Glider T3". After the initial call you can omit "2 seat" from the callsign.
P	**Position**	15 nautical miles North West of ERSON	Erson is an ATC reporting point. Better to use what they know, e.g., FOYLE, ERSON, GUSSI or INBAS reporting points
A	**Altitude**	Currently Flight Level 140	Reminds them you are a glider. ATC usually prefers FL's above 6000', otherwise altitude.
C	**Condition**	VMC	Can be left out but it makes ATC aware of your actual conditions
E/R	**Estimates / Requests**	For Information Glider SC intends to cross Moray CTA West to East Not above FL160 close to ERSON. No service required	

F.2 Example 1

Initial contact with **Scottish Control** on, (for example), radio frequency 127.275

"Scottish Control, Glider SC" (Sierra Charlie)

ATC will reply with:

"Glider SC, Scottish (Control), pass your message"

Use the mnemonic (CAPACER)

"Glider SC is 15 nautical miles North West of ERSON, Currently FL140 VMC. For information Glider SC intends to cross MORAY CTA West to East not above FL160 close to ERSON. No service required."

ATC's likely response (in most cases):

"Glider SC, that's approved. Call entering and leaving MORAY CTA not above FL160 and maintain VMC."

Note: **READ BACK**: Always read back a clearance exactly as it is given. In this case (whilst not exactly an ATC clearance) the reply is:

"Scottish, Will call entering and leaving MORAY CTA not above FL160 and maintain VMC, Glider SC."

Once clear of the appropriate airspace and no longer needing to talk to ATC:

"Scottish, Glider SC is clear of MORAY CTA East of ERSON, returning to gliding frequencies"

"Glider SC, roger, have a good flight."

When talking to ATC don't gabble. Make clear and concise statements. The rigid language of CAP 413 is not always followed – it can be quite relaxed. To start with write down on a card CAPACER and run a few scenarios through your head. Lastly and most importantly the thing is to relax. It's just another guy/gal on the end of the line and they know a lot less about flying and your needs as a glider than you do.

1. Example 2

Here's another full example: for instance, glider SC is heading SW from Ballinluig to turn Lochgoilhead. At about Kenmore he/she changes from 130.105 to 127.275 and after a pause to avoid interrupting any ongoing conversation, calls:

"Scottish Control, Glider SC"

"Glider SC, Scottish (Control), pass your message"

"Scottish, for information, Glider SC is approximately 10 miles South of INBAS currently at Flight Level 120 and intending to track SW across MORAY CTA not above FL160. No service required."

"Glider SC that's approved. Report entering and leaving MORAY CTA, not above FL160 and maintain VMC."

"Report entering and leaving MORAY CTA not above FL160 and maintain VMC, glider SC."

A few minutes later…

"Scottish, Glider SC entering MORAY CTA, currently climbing through Flight Level 115."

"Roger, Glider SC."

A few more minutes later, maybe:

"Glider SC, Scottish"

"Go ahead, Glider SC"

"We have an air ambulance in your area tracking S at Flight Level 130, report your Flight Level."

"Scottish, SC is currently at Flight Level 90 – if it helps, I can stay below Flight Level 120 unless I call you"

"Glider SC that is helpful, not above Flight Level 120 unless approved – traffic should be clear in about 10 minutes"

"Scottish, Glider SC is now clear of MORAY CTA West of ERSON and intends to return to gliding frequencies"

"Glider SC, roger, traffic now clear behind you, have a nice day."

"Scottish, roger, I will call again later on the return trip."

So, not exactly proper RT – but in our experience pretty typical.

Lastly and again to repeat, as a way of giving your position in relation to a reporting point one can use GO TO (or the non Oudie equivalent) which will give a bearing and distance to a reporting point. You must give the bearing **from** the reporting point i.e., add or subtract 180° to the GO TO bearing.

2. Reporting Points

If you want to put the reporting points in your nav kit, going Northbound:

FOYLE	560834N	0042256W
ERSON	562748N	0041824W
INBAS	564200N	0041459W
GUSSI	571247N	0040727W

3. Notes

- Sometimes if they are busy, they may ask for a time for airspace penetration.
- What does "no service required" mean? Exactly what it says; ATC will not have to (though they will likely try – it's ingrained) give you any service, e.g., basic service, traffic service, etc. and that way they will not bug you unless they have to.
- Remember that distances, flight levels, bearings, and times are read as separate digits e.g., "GUSSI radial 120° at 20nm, FL140 is spoken as "GUSSI radial one two zero degrees, two zero nautical miles at Flight Level one four zero".
- When giving a distance and bearing it's from a waypoint, not to the waypoint. It's possibly easier to say for example, North West of GUSSI (for example). Also, it's best to work in nautical miles.
- The reason for telling ATC the maximum level you expect to cross the airway is that ATC must sterilize a defined airspace box to protect other IFR or VFR traffic. Giving ATC a maximum FL makes it easier for them.

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