

## COMMUNICATIONS to El Paso from the West

**120.0 AT.I.S.** (Automated Terminal Information System)

**119.15 El Paso Approach**

- |    |  |                    |
|----|--|--------------------|
| 1. | <b>Cessna 48410</b>                          | <i>Aircraft ID</i> |
| 2. | <b>At ASARCO Smoke Stack</b>                 | <i>Position</i>    |
| 3. | <b>At 5,500 (five thousand five hundred)</b> | <i>Altitude</i>    |
| 4. | <b>With Information Bravo</b>                | <i>Information</i> |
| 5. | <b>Inbound for Landing</b>                   | <i>Intentions</i>  |
- or Touch n Gos*

*Approach replies: Cessna 4 1 0, squawk 0462, plan left downwind for runway 26Left.*

***Squawk 0462, plan left downwind for runway 26Left – 410.***

Approach then says: Cessna 410 IDENT. **IDENT. 4 1 0**

*Approach then says: Plan left downwind for runway 26 Right. Contact Tower.*

***Plan left downwind for runway 26 Right. Contact Tower - 410***

**118.30 EL PASO TOWER**

***El Paso Tower, Cessna 410 on downwind for runway 26 Right.***

Tower then says: Cessna 410 – Cleared for touch and go or “Cleared for the Option” on 26 Right. After touch and go make right close traffic for Runway 26 Right.

Remain East of Runway 4-22 at all times.

**Cleared for touch and go 26 Right. Remain East of Runway 4-22 at all times 4 1 0.**

When you are ready to land and taxi to parking: Say

**El Paso Tower Cessna 410 requesting full stop – Runway 26 Left, if possible.**

Cessna 410 cleared to land 26 Left. (He might say Extend Downwind I’ll call Base.)

**Cleared to land 26 Left - 4 1 0.**

After departing (past the double yellow lines) the runway, the Tower will tell you to contact Ground Point Niner. (He means 121.9)

**Contact Ground 410.**

**121.90 El Paso Ground Control**

**El Paso Ground this is Cessna 410 clear of runway 26 Left, taxiing to Cutter.**

Cessna 410 taxi to parking. – or Taxi via Uniform to Golf.

**Taxi via Uniform to Golf – 4 1 0.**

**COMMUNICATIONS from FBO at ELP back to West**

**120.0 ATIS**

**125.0 CLEARANCE El Paso Clearance Delivery, this is a Cessna 152, N48410. Going to Dona Ana over downtown at 5,500 feet. I have Information Whiskey. Cessna 410. Departure Frequency will be 119er.15. Squawk 4 3 6 5.**

**Departure Frequency 1 1 9er.1 5. Squawk 4 3 6 5 – 4 1 0.**

**121.90 GROUND CONTROL El Paso Ground, Cessna 4 1 0 . I have Clearance and Information Whiskey. Ready to taxi from Cutter.**

**Cessna 4 1 0 Taxi to Runway 26 Left. Taxi to 26 Left 4 1 0.**

**118.30 EL PASO TOWER El Paso Tower, Cessna 410 Ready for Take off 26L.**

**Cessna 4 1 0 1. Hold Short. Landing Traffic.**

**Holding Short. 4 1 0**

**2. Line up and wait.**

**Line Up and Wait. 4 1 0.**

**3. Clear for Take off – Make left turnout over downtown.**

**Clear for Take off – Make left turnout over downtown. 4 1 0**

**4. Clear for Immediate Take Off.**

**Unable – I need a minute. Or Clear for Immediate Take Off 4 1 0.**

**Cessna 4 1 0 Contact Departure. (they will not give you a frequency if it is 119.15, however, they may want you to use an alternate frequency such as 119.1)**

**Contact Departure 4 1 0.**

**119.15 EL PASO DEPARTURE El Paso Departure, Cessna 4 1 0, climbing through 4 thousand 6 hundred.**

**Cessna 4 1 0 Radar Contact. Fly heading 210 degrees. 210 4 1 0.**

**Cessna 4 1 0 resume own navigation. Resume own navigation 4 1 0.**

**Cessna 4 1 0 Radar contact lost/terminated. Squawk VFR. Frequency change approved.**

**Good Day**

**Squawking 1 2 0 0 changing frequency. Good Day 4 1 0**