SET STANDARD

— SET THE REFERENCE. FLY THE STANDARD. —

SET STANDARD TRAINING

FLIGHT CREW TRAINING DOCUMENT
EASA · SERA · ICAO · PART-FCL

RADIOTELEPHONY MANUAL · STANDARD VFR PHRASEOLOGY

VFR Comms

Radio technique and standard phraseology for VFR pilots, with a complete example flight
From the aerodrome to controlled airspace and emergencies



INTENDED FOR
Student and VFR pilots

REGULATORY FRAMEWORK
SERA · ICAO · EASA

LANGUAGE
English

EDITION
1 · Revision 1.0

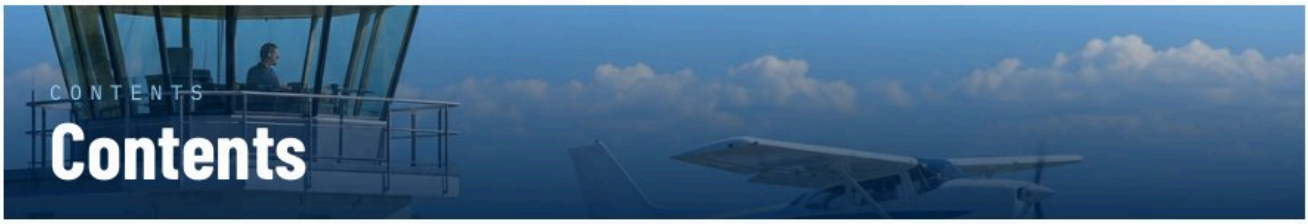
DATE
NOVEMBER 2026

FORMAT
DIGITAL PDF

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SUFFIX	UNIT OR SERVICE
Tower	Aerodrome control: runway and circuit.
Ground	Surface movement control.
Delivery	Clearance delivery before taxi.
Apron	Apron management service.
Approach	Approach control.
Arrival / Departure	Approach control with ATS surveillance, arrival or departure sectors.
Radar	Radar unit in general.
Control	Area control centre.
Information	Flight information service (FIS) or aerodrome flight information service (AFIS): informs, does not clear.
Radio	Aeronautical station in general.

Once satisfactory communication has been established, and provided no confusion is likely, the name of the location or the suffix may be omitted ("Tower", "Arbazo").

4.2 The initial call

A well-constructed initial call answers four questions, always in the same order. That way the controller knows who is calling, where they are and what they need, and can reply without asking for clarification.



FIG 4.1 *Structure of the initial call.*

((·)) "Hold position" and after-departure instructions	Holding point Alpha one, traffic on final
PLT	EC-ABC, ready for departure, request right turn after departure.
ATC	EC-ABC, hold position. After departure right turn approved, not above one thousand five hundred feet until the control zone boundary.
PLT	Holding position. After departure right turn approved, not above one thousand five hundred feet until the control zone boundary, EC-ABC.
ATC	EC-ABC, wind two three zero degrees five knots, runway two two, cleared for take-off.
PLT	Runway two two, cleared for take-off, EC-ABC.

"After departure" introduces what you will do once airborne: it is not a take-off clearance. "Hold position" is always acknowledged, and you do not move until given further permission.

5.4 The traffic circuit

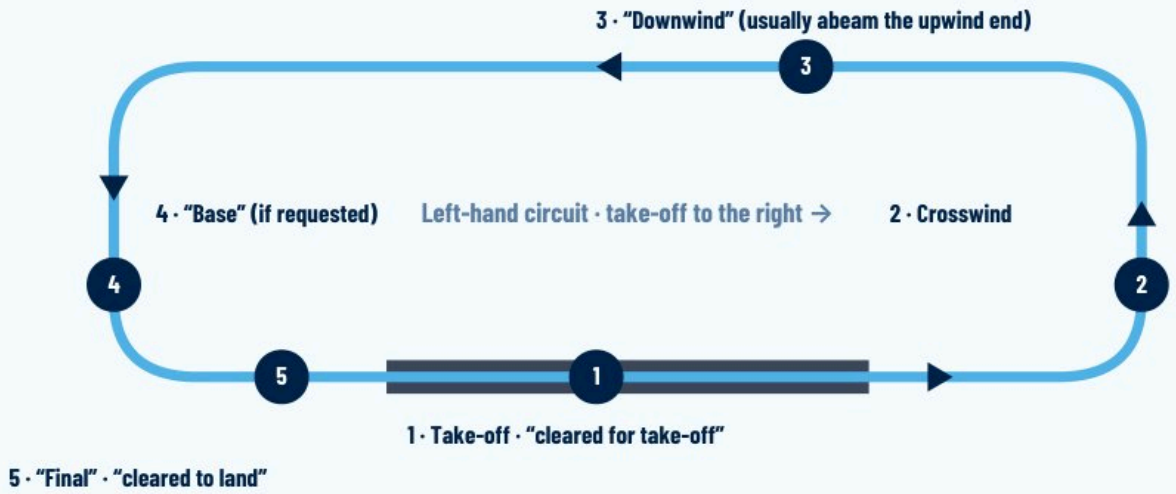


FIG 5.1 *Usual circuit reporting points (schematic).*

REPORT	WHERE IT IS MADE
Downwind	On entering the downwind leg, normally abeam the upwind end of the runway.
Late downwind	On the downwind leg, having passed the downwind end of the runway, if you were unable to report earlier.
Base	On the base leg, if requested.
Final	After turning onto final, within about 4 NM of the threshold. This is where the landing clearance is expected.
Long final	On final more than about 4 NM from the threshold, for example on a straight-in approach (normally between 8 and 4 NM).

9.1 Distress and urgency

SIGNAL	WHEN	EXAMPLES
MAYDAY MAYDAY MAYDAY	**Distress**: threatened by grave and imminent danger and requiring immediate assistance.	Engine failure, fire, loss of control, insufficient fuel to land with final reserve fuel (MAYDAY FUEL).
PAN PAN, PAN PAN, PAN PAN	**Urgency**: a condition concerning the safety of the aircraft or of someone on board, not requiring immediate assistance.	Pilot lost, sick passenger, alternator failure, deteriorating weather.

REMEMBER ▸

Distress (or urgency) message

1. **MAYDAY MAYDAY MAYDAY** (or PAN PAN ×3)
2. Name of the station addressed (time and circumstances permitting)
3. Aircraft call sign
4. Nature of the emergency
5. Intentions of the pilot
6. Position, level or altitude, and heading
7. Any other useful information: persons on board, endurance, pilot qualifications (e.g. "student pilot")

Use the frequency in use; if there is no reply, **121.5 MHz**. Squawk **7700** unless assigned another code.

121.5 MHz
EMERGENCY FREQUENCY

7700
TRANSPONDER · EMERGENCY

7600
TRANSPONDER · RADIO FAILURE

((·)) **Engine failure en route** — In contact with an information service

PLT	MAYDAY MAYDAY MAYDAY, [Unit] Information, EC-ABC, engine failure, attempting forced landing in a field, five miles south of Monteluz, two thousand feet, heading one eight zero, two persons on board.
ATC	EC-ABC, [Unit] Information, roger MAYDAY, squawk seven seven zero zero.
PLT	Squawk seven seven zero zero, EC-ABC.

If you are very low, fly the aircraft first: a short MAYDAY ("MAYDAY, EC-ABC, engine failure, landing in a field south of Monteluz") is enough.