

First Flight To Buffalo – Sample Radio Calls

You will make some radio calls that differ from those you have made flying locally. More detailed information is necessary at large airports, such as Buffalo International and you will be handed off from one controller to another as you proceed around the Lake Ontario with flight following.

You also need to call Clearance Delivery before departure from Buffalo. Opening (activating in USA lingo) a flight plan in the USA is different too.

To help, the following is an example of some of the radio calls you might make. Note that terse language is used. Controllers prize their airtime and do not want you to tie up the frequency. Read back clearances, frequencies and squawk codes, but not every comment. Consider what you will say before you key the mic.

Be alert for your call sign. They will be displeased if they need to call you three times to tell you about traffic.

The following are sample calls. Each flight is different. Sometimes your transponder code is used for most of the flight and sometimes each controller gives you a new one. Sometimes one controller is handling two sectors, so you are not handed to a different frequency as you expect. Listen carefully, so you can comply. If you are unsure of an instruction, request “Say again” or get clarification, rather than guessing what a controller intended you to do.

Write frequencies down, so you can go back to the previous controller if you cannot raise the next one.

Flight From Oshawa To Buffalo

	File eAPIS manifests at least an hour in advance.
	Call 1-866-WX-BRIEF and file a flight plan. Your flight plan will automatically open at the proposed time.
	Call Buffalo CBP 1-716-632-4727 and make a customs clearance appointment. Start with “I am calling to give notice of arrival by private aircraft” . Check they have your eAPIS manifest. Give them your anticipated arrival time, which may differ from your eAPIS submission. Ask any questions to be sure things go smoothly.
Oshawa Ground 118.40	<p>Oshawa Ground, Cessna Golf Echo Mike Echo. <i>Echo Mike Echo, Oshawa Ground.</i> Oshawa Ground, Golf Echo Mike Echo, Cessna one seven two, with Bravo, north apron, ready to taxi, VFR flight plan to Buffalo, departing south-west at two thousand four hundred, request radar surveillance. <i>Echo Mike Echo, altimeter two niner niner two, squawk one two three four, taxi Alpha, Bravo, cross two three, contact Tower one two zero decimal one, holding short of three zero.</i> Echo Mike Echo squawk one two three four.</p>
Oshawa Tower 120.10	<p>Oshawa Tower, Golf Echo Mike Echo, ready for takeoff three zero. <i>Echo Mike Echo clear takeoff three zero, left turnout approved, report clearing five west.</i> Echo Mike Echo clear takeoff three zero.</p> <p>..... Oshawa Tower, Echo Mike Echo, five west, two thousand four hundred. <i>Echo Mike Echo cleared enroute, keep your squawk code, for flight following contact Toronto one three three four.</i> Echo Mike Echo one three three four.</p>
Toronto Terminal 133.40	<p>Toronto Terminal, Cessna Golf Echo Mike Echo <i>Golf Echo Mike Echo go ahead.</i> Toronto Terminal, Golf Echo Mike Echo, Cessna one seven two, five south west of Oshawa, two thousand four hundred, enroute to Buffalo around the lake, request flight following. <i>Golf Echo Mike Echo squawk ident.</i> Golf Echo Mike Echo squawk ident.</p> <p>..... <i>Golf Echo Mike Echo, radar identified, 7 west of Oshawa.</i> Until you hear “radar identified” you don't have flight following yet Golf Echo Mike Echo.</p> <p>..... <i>Golf Echo Mike Echo contact City Tower one one eight decimal two.</i> Golf Echo Mike Echo one one eight decimal two.</p>
City Centre Tower 118.20	<p>City Tower, Cessna Golf Echo Mike Echo <i>Echo Mike Echo, City</i> City Tower, Echo Mike Echo, Cessna one seven two, Bluffers Park, two thousand four hundred, VFR to Buffalo. <i>Echo Mike Echo, altimeter two niner niner four, cleared through the zone, maintain two thousand four hundred. Pass north of the tower. Traffic, two helicopters over the city at 2000.</i> Echo Mike Echo two thousand four hundred, north of the tower.</p> <p>..... <i>Echo Mike Echo, contact Toronto now one one niner decimal three.</i> Echo Mike Echo one one niner decimal three.</p>

Toronto Terminal 119.30	<p>Toronto Terminal, Cessna Golf Echo Mike Echo, VFR two thousand four hundred. This is a hand-off, so all the next controller needs to know is that you are remaining VFR and to verify that your transponder altitude is correct. <i>Echo Mike Echo, altimeter two niner niner six, descend and maintain two thousand. Stay over the shoreline at all times. Opposite direction traffic at two thousand south of the shoreline.</i> Echo Mike Echo descending two thousand, over the shoreline. Near Burlington, altitude restrictions ease. You may be asked what altitude you want, or you can make a request. Toronto Terminal, Golf Echo Mike Echo, request four thousand five hundred. <i>Echo Mike Echo, climb and maintain two thousand five hundred for now.</i> Echo Mike Echo two thousand five hundred. <i>Golf Echo Mike Echo, altitude your discretion, maintain VFR.</i> Golf Echo Mike Echo climbing four thousand five hundred. As you turn east, you need to change to an odd altitude. Toronto Terminal, Golf Echo Mike Echo climbing to five thousand five hundred. <i>Echo Mike Echo, roger.</i> <i>Golf Echo Mike Echo, contact Toronto one three three four.</i> Echo Mike Echo one three three four.</p>
Toronto Terminal 133.40	<p>Toronto Terminal, Cessna Golf Echo Mike Echo, VFR, five thousand five hundred. <i>Echo Mike Echo, altimeter two niner niner four, maintain VFR.</i> Echo Mike Echo. Toronto Terminal, Golf Echo Mike Echo, beginning descent now for Buffalo. <i>Echo Mike Echo maintain VFR.</i> Echo Mike Echo. <i>Golf Echo Mike Echo, contact Buffalo Approach one two six decimal five, radar service terminated, squawk VFR.</i> Echo Mike Echo Buffalo one two six decimal five. Note that if you wish more time to get the ATIS and organize your approach, just ask Terminal to "Request cancel radar surveillance", and you will get the same response.</p>
Buffalo Approach 126.50	<p>Listen to Buffalo ATIS first on 135.35. If there are light winds, more than one runway may be in use. Be prepared to choose one if asked. Buffalo Approach, Charlie Golf Echo Mike Echo <i>Charlie Golf Echo Mike Echo, Buffalo Approach</i> Buffalo Approach, Charlie Golf Echo Mike Echo, Cessna Skyhawk, twenty west, four thousand two hundred descending to three thousand, inbound for landing. <i>Golf Echo Mike Echo, altimeter two niner niner three, squawk zero four one six, ident.</i> Golf Echo Mike Echo zero four one six, ident. All three border crossing requirements are now met: communication with ATC, unique transponder code, active flight plan <i>Cessna Charlie Golf Echo Mike Echo, radar contact eighteen west, three thousand nine hundred.</i> <i>Fly heading zero six zero, anticipate right downwind for runway two three.</i> Golf Echo Mike Echo, heading zero six zero. Fly the compass heading, not the GPS ground track. The controllers compensate for wind. <i>Charlie Golf Echo Mike Echo, contact Tower one two zero point five.</i> Charlie Golf Echo Mike Echo one two zero point five. There are two Buffalo Approach sectors, divided along runway 05/23. If you go south east to land on runway 32, you may be handed off to the other approach sector on 126.15</p>

Buffalo Tower 120.50	<p>Buffalo Tower, Skyhawk Charlie Golf Echo Mike Echo. <i>Charlie Golf Echo Mike Echo, cleared right downwind for two three, you will be number two following an A320 ten miles final. Report turning base. Caution wake turbulence.</i> Charlie Golf Echo Mike Echo, request short approach, long landing. <i>Golf Echo Mike Echo, approved.</i></p> <p>.....</p> <p>Buffalo Tower, Charlie Golf Echo Mike Echo, turning right base for two three. <i>Golf Echo Mike Echo, cleared to land two three, caution wake turbulence.</i> Golf Echo Mike Echo, cleared to land two three.</p> <p>.....</p> <p><i>Golf Echo Mike Echo, exit right at Delta, contact Ground three three two when off.</i> This isn't a typo. The leading 1 is often dropped. Many airports have a ground frequency 121.x and you may be told "contact Ground point 2, meaning 121.20." Golf Echo Mike Echo one three three two.</p>
Buffalo Ground 133.20	<p>Buffalo Ground, Charlie Golf Echo Mike Echo on Delta, taxi to Signature Aviation for customs clearance. <i>Golf Echo Mike Echo, taxi Delta, Quebec, cross one four into the ramp.</i> Golf Echo Mike Echo, Delta, Quebec, cross one four. <i>Read back all hold short and crossing instructions.</i> There is often someone to wand you to a parking spot on the ramp as you taxi in. You can tell them you if require fuel, but that you need to clear customs first. They may let customs know you are here. Do not set the parking brake, in case they need to move you. Stay in the aircraft until Customs tells you otherwise.</p>
Buffalo Radio 122.20	<p>Buffalo Radio, Charlie Golf Echo Mike Echo <i>Charlie Golf Echo Mike Echo, Buffalo Radio</i> Buffalo Radio, Charlie Golf Echo Mike Echo, on the ground at Buffalo, please close my VFR flight plan from Oshawa. <i>Charlie Golf Echo Mike Echo, Buffalo Radio, I will close your flight plan. Is there anything else I can help you with ?</i> Charlie Golf Echo Mike Echo, That's everything, thanks ! You may be immediately greeted by the Customs officer. Remember to close your flight plan !</p>

Flight From Buffalo To Oshawa

	<p>Call 1-888-CAN-PASS and arrange customs clearance. You may wait on hold for quite some time. Start with "I am calling to give notice of arrival by private aircraft".</p>
	<p>Call 1-800-WX-BRIEF to file a VFR flight plan, file a flight plan with Foreflight, or using 1800wxbrief.com. You can also call Nav Canada for a more detailed briefing on the weather in Canada.</p>
<p>Buffalo Clearance Delivery 124.70</p>	<p>Listen to ATIS first on 135.35</p> <p>Clearance Delivery, Charlie Golf Echo Mike Echo <i>Charlie Golf Echo Mike Echo, Clearance Delivery</i></p> <p>Clearance Delivery, Charlie Golf Echo Mike Echo, Cessna Skyhawk, with November, at Signature Aviation, VFR to Oshawa around the lake. Departure heading two eight zero at four thousand five hundred. Request flight following.</p> <p>Heading should take wind into account. In this case, we are going left of intended track initially to avoid restricted airspace at Niagara Falls. We will take a more direct course after crossing into Canada.</p> <p>Requesting flight following typically results in them entering more data, so hand-offs to subsequent controllers is smoother, since they know your route. Anticipate providing enroute waypoints to controllers at hand-offs.</p> <p><i>Cessna Charlie Golf Echo Mike Echo, runway 23, altimeter two niner point niner three, on take off, fly runway heading, maintain two thousand five hundred, departure one two six point five, squawk zero four zero two.</i></p> <p>Fly runway heading means exactly that. Do not correct for the wind, since the vectors you will be given include wind compensation.</p> <p>Charlie Golf Echo Mike Echo, runway two three, altimeter two niner point niner three, fly runway heading, two thousand five hundred, departure one two six point five, squawk zero four zero two.</p> <p>You must read back everything. You will be given an initial altitude to climb to, and will be given higher by Departure. Tower will tell you when to switch, but doesn't need to waste time giving you the frequency. Alternatively, you may be told to switch passing through a particular altitude.</p> <p><i>Cessna Golf Echo Mike Echo, read back is correct. Contact Ground one three three point two ready to taxi.</i></p> <p>Golf Echo Mike Echo one three three point two.</p> <p>Ground is not expecting an immediate call. Now is a good time to do the run up. You can do this well away from other aircraft before exiting the Signature ramp. Some airports have special run up areas.</p>
<p>Buffalo Radio 122.20</p>	<p>Buffalo Radio, Charlie Golf Echo Mike Echo <i>Charlie Golf Echo Mike Echo, Buffalo Radio</i></p> <p>Buffalo Radio, Charlie Golf Echo Mike Echo, on the ground at Buffalo, please activate my VFR flight plan to Oshawa.</p> <p><i>Charlie Golf Echo Mike Echo, Buffalo Radio, I will activate your flight plan. Is there anything else I can help you with ?</i></p> <p>Charlie Golf Echo Mike Echo, That's all, thanks !</p>
<p>Buffalo Ground 133.20</p>	<p>Buffalo Ground, Charlie Golf Echo Mike Echo. <i>Charlie Golf Echo Mike Echo, Ground.</i></p> <p>Buffalo Ground, Charlie Golf Echo Mike Echo Cessna Skyhawk at Signature Aviation ready to taxi. Request runway 23 at Delta.</p> <p>It is your choice whether taxi to the far end of a nine thousand foot runway or not. The full length is desirable if you have an engine failure, or are taking off after a large jet. The intersection might be better if taking off after a large jet landed, or if it keeps you out of the line of jets waiting to depart. It is your responsibility to know the remaining length of runway available and if it is suitable for your aircraft. Do not taxi right up behind a large jet or too close to a runway you are holding short of !</p> <p><i>Charlie Golf Echo Mike Echo runway two three, taxi Quebec, cross runway one four, Delta, hold short runway two three.</i></p> <p>Charlie Golf Echo Mike Echo cross one four, hold short two three.</p> <p>Hold well short of 23, since a large jet may land while you are holding. If you are nervous taxiing around such a large airport, request Progressive Taxi Instructions. Also watch your hold short instructions, since if you are taxiing to the threshold of 23, you will probably be told to hold short 23 on Delta, meaning hold before you cross the runway to get to Alpha, and then again later at the threshold. Runway 32 has ILS hold markers way back from the runway. These are only used in IFR conditions and you can cross them.</p>
<p>Buffalo Tower 120.50</p>	<p>Buffalo Tower, Charlie Golf Echo Mike Echo, holding short two three on Delta, ready for takeoff.</p> <p>Alternatively, holding short two three at the threshold, or Alpha or Victor or where ever you are.</p> <p>They should be told where you are to avoid any confusion with another aircraft.</p> <p><i>Charlie Golf Echo Mike Echo, hold short two three, landing traffic.</i></p> <p>Charlie Golf Echo Mike Echo, hold short two three.</p> <p>.....</p> <p><i>Charlie Golf Echo Mike Echo, fly runway heading, runway two three, cleared for takeoff, contact Departure airborne.</i></p> <p>Charlie Golf Echo Mike Echo, cleared for takeoff, runway two three, at Delta.</p>

Buffalo Approach 126.50	<p><i>Above 300 feet AGL, or when safely able ...</i></p> <p>Buffalo Departure, Cessna Charlie Golf Echo Mike Echo airborne off two three.</p> <p><i>Cessna Charlie Golf Echo Mike Echo, radar contact, fly heading three zero zero, climb and maintain three thousand.</i></p> <p>Charlie Golf Echo Mike Echo, heading three zero zero, climbing three thousand.</p> <p>.....</p> <p><i>Charlie Golf Echo Mike Echo, proceed on course, altitude your discretion, radar service terminated, contact Toronto Terminal one three three four, squawk VFR.</i></p> <p><i>If you being handed off from one controller to another, and are not told to squawk VFR, keep your assigned code until you are asked to change it.</i></p> <p>Charlie Golf Echo Mike Echo VFR one three three four.</p> <p><i>Do not be concerned if the hand off occurs just shy of crossing the border and you haven't yet made contact with Toronto Terminal, just continue.</i></p>
Toronto Terminal 133.40	<p>Toronto Terminal, Cessna Golf Echo Mike Echo.</p> <p><i>Golf Echo Mike Echo, Toronto, go ahead.</i></p> <p>Toronto Golf Echo Mike Echo Cessna one seven two, eight miles west of Buffalo, three thousand six hundred climbing four thousand five hundred, VFR around the lake to Oshawa, request flight following.</p> <p><i>Golf Echo Mike Echo standby.</i></p> <p><i>Do NOT reply to this.</i></p> <p>.....</p> <p><i>Cessna Golf Echo Mike Echo altimeter two niner niner three, squawk two three four five.</i></p> <p>Golf Echo Mike Echo two three four five.</p> <p>.....</p> <p><i>Golf Echo Mike Echo radar identified, maintain VFR.</i></p> <p>Golf Echo Mike Echo.</p> <p>.....</p> <p><i>Golf Echo Mike Echo Contact Toronto now one one niner decimal three.</i></p> <p>Golf Echo Mike Echo one one niner decimal three.</p>
Toronto Terminal 119.30	<p>Toronto Terminal, Golf Echo Mike Echo, VFR four thousand five hundred.</p> <p><i>Golf Echo Mike Echo, altimeter two niner niner two. Descend and maintain three thousand five hundred.</i></p> <p>Golf Echo Mike Echo three thousand five hundred.</p> <p>.....</p> <p><i>Cessna Golf Echo Mike Echo descend and maintain two thousand five hundred, remain one mile south of the shoreline.</i></p> <p>Golf Echo Mike Echo two thousand five hundred, one mile south.</p> <p>.....</p> <p><i>Cessna Golf Echo Mike Echo, contact City Tower one one eight decimal two.</i></p> <p>Golf Echo Mike Echo one one eight decimal two.</p>
City Centre Tower 118.20	<p>City Tower, Cessna Golf Echo Mike Echo, eight west at two thousand five hundred, enroute to Oshawa.</p> <p><i>Echo Mike Echo, altimeter two niner niner one, cleared through the zone, maintain two thousand, remain north of the tower.</i></p> <p>Echo Mike Echo, two thousand.</p> <p>.....</p> <p><i>Echo Mike Echo, For further flight following, contact Toronto one three three decimal two.</i></p> <p>Echo Mike Echo, one three three decimal two.</p> <p><i>There is little time to talk with Toronto Terminal and listen to the Oshawa ATIS, so I usually do not call them. A position report on the Common Frequency Area 122.90 is a good idea, since there are flight school aircraft returning to City Centre.</i></p>

Oshawa Tower 120.10	<p><i>Listen to ATIS 125.67 first.</i></p> <p>Oshawa Tower, Cessna Golf Echo Mike Echo <i>Golf Echo Mike Echo, Oshawa Tower</i> Oshawa Tower, Golf Echo Mike Echo, Cessna 172, with Tango, 10 south-west at two thousand, inbound landing, last departed Buffalo. <i>Echo Mike Echo, altimeter two niner niner one, cleared left base for three zero. Report three miles out.</i> Echo Mike Echo.</p> <p>.....</p> <p>Oshawa Tower, Echo Mike Echo three miles west. <i>Echo Mike Echo, join left base for three zero, number three, following Piper Cherokee turning right base.</i> Echo Mike Echo.</p> <p>.....</p> <p>Echo Mike Echo traffic in sight. <i>Roger.</i></p> <p>.....</p> <p><i>Echo Mike Echo, cleared to land runway three zero.</i> Echo Mike Echo, cleared to land three zero.</p> <p>....</p> <p>Echo Mike Echo, exit runway 05, contact Ground one one eight decimal four. <i>Do not proceed onto taxiway Bravo unless specifically instructed.</i></p>
Oshawa Ground 118.40	<p>Oshawa Ground, Golf Echo Mike Echo, on zero five, request taxi to Enterprise for Customs Clearance. <i>Echo Mike Echo, taxi Bravo to Enterprise</i> Echo Mike Echo.</p> <p><i>Remain in the aircraft until greeted by the customs agent. If none arrives then at your appointed time, call 1-888-CAN-PASS for instructions. Write down your Clearance Number in your Journey Log.</i></p>
London Radio 123.15	<p>London Radio, Cessna Golf Echo Mike Echo, listening Oshawa one two three decimal one five. <i>Golf Echo Mike Echo, London Radio.</i> London Radio, Golf Echo Mike Echo is on the ground at Oshawa, request you close our VFR flight plan from Buffalo. <i>Golf Echo Mike Echo you flight plan has been closed. Alerting services are terminated.</i> Golf Echo Mike Echo</p>

Oshawa CYOO To Buffalo KBUF

CBP Buffalo (2 hour notice) 716-632-4727
Nav Canada 866-992-7433

Oshawa ATIS 125.675
Oshawa Ground 118.40
Oshawa Tower 120.10
Toronto Terminal 133.40
City Centre Tower 118.20
Toronto Terminal 133.40
Toronto Terminal 119.30
Buffalo ATIS 135.35
Buffalo Approach NW 126.50
Buffalo Approach SE 126.15
Buffalo Tower 120.50
Buffalo Ground 133.20
Buffalo Radio 122.20

US Flight Service 800-992-7433

Signature Aviation 122.95
716-633-1000

Wingnutz Buffalo
4600 Genesee Street
Cheektowaga, NY 14225
716-346-0127

Buffalo KBUF To Oshawa CYOO

Canada Customs (2 hour notice) 888-226-7277
905-679-2073

US Flight Service 800-992-7433
Buffalo ATIS 135.35
Buffalo Clearance Delivery 124.70
Buffalo Radio 122.20
Buffalo Ground 133.20
Buffalo Tower 120.50
Buffalo Departure NW 126.50
Buffalo Departure SE 126.15
Toronto Terminal 133.40
Toronto Terminal 119.30
City Centre Tower 118.20
Oshawa ATIS 125.67
Oshawa Tower 124.00
Oshawa Ground 118.40
London Radio 123.15
Nav Canada 866-992-7433
Enterprise Ramp 131.05