

Ultralight and Sport Pilots of America

Radio Communication Protocols



The purpose of these guidelines serves as a mechanism to familiarize pilots with the expected radio communications for operating ultralight vehicles and light sport aircraft within the vicinity of Perris Valley Airport and its immediate surroundings. Its purpose is to provide consistency on what to say, who to say it to, and when to say it, when using a VHF-based aviation radio.

Airport Information

Perris Valley Airport (L65) Info:

Runway: 15/33 Asphalt (15 Right Traffic)
Length: 5100' (minus displacement) x 50'
Elevation: 1413'
Light Aircraft Traffic Pattern: 2413'
Ultralight Traffic Pattern: 1913'
Hours: Dawn to Dusk
Towered: No
Lights: No
CTAF/UNICOM Frequency: 122.775 MHz
Jumpers Frequency: 122.990 MHz

Perris Valley Ultralight Airpark Info:

Runway: 18/36 Dirt (Decomposed Granite)
Length: 800'
Elevation: 1413'
Traffic Pattern: 100'
Hours: Dawn to Dusk
Towered: No
Lights: No
Club Frequency: 123.450 MHz

The Unicom frequency is reserved for ground based operators who provide information on local traffic, favorable winds, and basic weather conditions and work for the FBO (the fixed base operator is Perris Valley Skydiving). They are not air traffic controllers, are not affiliated with the FAA, and will likely use layman radio communications instead of formal FAA communications protocol. Their interests are to maintain safe operations for their jump planes and at their discretion, they may opt to sequence transient aircraft into the traffic pattern for the main paved airport runway. Once on the ground, they often will direct you on where to park your aircraft.

CTAF (Common Traffic Advisory Frequency) is used by pilots to communicate to other aircraft in the vicinity of their intentions, position, and direction, whether on the ground or in the air.

Perris Valley Airport Vicinity Communications (Frequency 122.775 MHz)

Approaching Perris Valley Airspace

Before entering airport airspace, contact UNICOM:

Perris Valley Traffic, Quicksilver 224RL, 5 miles to the west at two thousand seven hundred, inbound for runway 33, full stop, Perris Valley Traffic.

Unicom may answer stating there are jump planes in the air or not and to avoid east side of the runway. If jump planes are in the air and are in the vicinity of the airport or on the ground preparing for departure, they will ask you to wait to enter and they will sequence you in.

If it's clear, they will clear you to land on the runway with favorable winds. They may or may not tell you what runway that is, so be ready to check the windsocks or other indicators of what direction the winds are. If unable to tell, then use runway 33.

Flying in the Traffic Pattern

Announcing you are entering the traffic pattern on the downwind 45 degree to land on a runway:

Perris Valley Traffic, Quicksilver 224RL, entering the left downwind 45 for runway 33, Perris Valley Traffic.

Announcing you are now on the downwind to land on a runway:

Perris Valley Traffic, Quicksilver 224RL, on the left downwind for runway 33, Perris Valley Traffic.

Announcing you are turning base to land on a runway:

Perris Valley Traffic, Quicksilver 224RL, on the turning left base for runway 33, Perris Valley Traffic.

Announcing you are turning final to land on a runway:

Perris Valley Traffic, Quicksilver 224RL, on final for runway 33, full stop, Perris Valley Traffic.

Note: If you are doing a touch-and-go, then replace *full stop* with *touch and go*.

Taxiing

Announcing intention to take the taxiway from being parked on the south ramp

Perris Valley Traffic, Quicksilver 224RL, at the south ramp proceeding to the taxiway for runway 33, Perris Valley Traffic.

Announcing holding short at the hold short line for a runway due to inbound traffic or departing traffic

Perris Valley Traffic, Quicksilver 224RL, holding short for runway 33, Perris Valley Traffic.

Back taxiing on the main runway

Perris Valley Traffic, Quicksilver 224RL, back taxiing for a departure on runway 33, Perris Valley Traffic.

Departures

From the ramp, contact UNICOM:

Perris Valley Traffic, Quicksilver 224RL, at the south ramp requesting departure on runway 15, Perris Valley Traffic.

Unicom may respond with saying the runway is clear and you can proceed to take the active runway and depart. Or they may request for you to hold for inbound traffic. They may indicate the runway with the favorable wind direction.

Note: Requesting a departure on a runway is not required but allows the FBO to comment if the runway is available and clear for use as they maintain constant contact with their jump planes and perhaps other transient aircraft that may be approaching the airport. Again, they are not air traffic control, but may assist in managing traffic to maintain safety.

Runway is clear; Announce you are taking the active runway with departure to the west:

Perris Valley Traffic, Quicksilver 224RL, taking active runway 33 with departure to the west, Perris Valley Traffic.

Post takeoff and in the air turning crosswind, departing to the west:

Perris Valley Traffic, Quicksilver 224RL, turning left crosswind and transitioning to the west, final call, Perris Valley Traffic.

Runway is clear; Announce you are taking the active runway and will stay within the traffic pattern:

Perris Valley Traffic, Quicksilver 224RL, taking active runway 33 staying closed left traffic, Perris Valley Traffic.

Post takeoff and in the air turning crosswind, staying in the traffic pattern

Perris Valley Traffic, Quicksilver 224RL, turning left crosswind for runway 33, Perris Valley Traffic.

Post takeoff and in the air turning downwind, staying in the traffic pattern

Perris Valley Traffic, Quicksilver 224RL, turning left downwind for runway 33, Perris Valley Traffic.

Post takeoff and in the air turning base, staying in the traffic pattern

Perris Valley Traffic, Quicksilver 224RL, turning left base for runway 33, Perris Valley Traffic.

Post takeoff and in the air turning final for a runway

Perris Valley Traffic, Quicksilver 224RL, on final for runway 33, full stop, Perris Valley Traffic.

Transitioning to the West or East, South of Runway 15

Transitioning to the East from Ultralight Airpark to fly South of Runway 15

Perris Valley Traffic, Quicksilver 224RL, south of runway 15 over Ethanac Road at 500 AGL, transitioning to the east, Perris Valley Traffic.

Transitioning to the West flying to the Ultraligh Park from South of Runway 15

Perris Valley Traffic, Quicksilver 224RL, south of runway 15 over Ethanac Road at 500 AGL, transitioning to the west to the Ultralight Field, Perris Valley Traffic.

Perris Valley Ultralight Airpark Vicinity Communications (Frequency 123.450 MHz)

Departures

Departing from Runway 18 or 36, Staying in the Pattern

Perris Valley Ultralight Traffic, Quicksilver 224RL, departing runway <18 or 36>, staying closed traffic, Perris Valley Ultralight Traffic.

Departing from Runway 18 or 36, Departing to the <West or South>

Perris Valley Ultralight Traffic, Quicksilver 224RL, departing runway 18 with departure to the <west or south>, Perris Valley Ultralight Traffic.

NOTE: Only two directions are given above as we will make other announcements once we reach a certain point.

FLYING WEST: If we are departing to the west, once we are off the ground, we will start our turn to west towards the fields on the westside of Mapes Road.

FLYING NORTH: If we are to go North, we generally will first fly to the west past the City of Perris, and then turn to the North. This avoids flying over the city and also ensures we do not interfere with any traffic that may be in the pattern for the main runway at Perris Valley Airport.

FLYING EAST: We will first fly to the south along Mapes Road until we hit Ethanac Road and will turn to the east following Ethanac Road at about 500' AGL. On your turn, you will need to announce your intention to cross to the south of runway 15 using frequency 122.775 MHz (Perris Valley CTAF/Unicom). Once we are past the runway, we will announce with a final call that we have completed our transition past the runway and are proceeding eastward. **ALWAYS AVOID THE PARACHUTE LANDING ZONE TO THE EAST OF THE ENTIRE MAIN RUNWAY.**

FLYING SOUTH: We will follow the instructions for FLYING EAST first and then once we are past the runway, we will announce with a final call to PVAS that transitioning to the south (instead of to the east).

Transitioning to the East just South of Runway 15 (using frequency 122.775 MHz)

Perris Valley Traffic, Quicksilver 224RL, transitioning to the east just south of runway 15 along Ethanac Road at 500 feet, Perris Valley Traffic.

Completed the Transition Past Runway 15 and are Proceeding to the East (using frequency 122.775 MHz)

Perris Valley Traffic, Quicksilver 224RL, transition south of runway 15 is completed and we are continuing to the east at <altitude...ex: two thousand five hundred>, final call, Perris Valley Traffic.

Arrivals

Entering the Pattern for Landing on Runway 18 or 36

Perris Valley Ultralight Traffic, Quicksilver 224RL, entering the pattern for runway <18 or 36>, full stop, Perris Valley Ultralight Traffic.