CROSS COUNTRY RADIO COMMUNICATIONS

Radio communications may seem complicated at first, but you'll get used to them.
Most things that a controller will say are standard and will become familiar to you. The order of most of your initial communications is standard, too. Think of these five items: YOU ME WHERE WHAT WITH

1. YOU: Whom you're talking to
2. ME: Who you are
3. WHERE: Where you are
4. WHAT: What you want
5. WITH: Airport information (ATIS)

In other words:

	ITEM	MEANS	EXAMPLE 1	EXAMPLE 2
YOU	1. Who you're talking to	Control	Hanscom Ground	Lawrence Tower
ME	2. Who you are	Aircraft ID	Warrior 267ND*	Cessna 6182F*
WHERE	3. Where you are	Position	On the West Ramp	Eight miles southwest
WHAT	4. What you want	Request	Ready for taxi	Inbound for landing
[WITH]	5. Are you informed	ATIS	With X-Ray	With Bravo

*Note: *don't say, "**This is** Warrior 267ND." That's implied. The* ATIS code needs only be mentioned on first contact with a new control facility.

You won't need to say all five of these every time you talk. For a typical flight out of controlled airspace, here is the order in which you'll talk on the radio, and the items to be included:

1. CLEARANCE 1, 2, 3, 4, 5
2. GROUND 1, 2, 3, 4, 5
3. TOWER 1, 2, 3, (4)
4. DEPARTURE 1, 2, 3
5. CTAF 1, 2, 3, 4
6. APPROACH (or tower) 1, 2, 3, 4, 5
7. TOWER (if handed off) 1, 2, 3
8. GROUND 1, 2, 3, 4
9. FUEL 1,2,3,4

Notice that "You and me" is in every one. In your first contact with someone, you identify yourself by aircraft make and tail number, e.g. “Warrior 267ND," or “Cessna 6182F" In future communication, the tail number gets abbreviated to just the last three numbers/letters, if there is no confusion with any other similarly-tailed aircraft.
The idea is to keep communications brief. Practice in your head before you push the button. We often shorten communications down to just a few words, e.g. "7ND downwind." Over time, communications will become easy for you.

Request Flight Following

"Hanscom Ground, Warrior [*(call sign)*]
VFR Request"

Ground will respond asking for your request.

"Ground, Requesting flight following to
[*(Airport ID)*] ,
at [*(Cruising Altitude)*] feet ,
[*(Call sign)*] "

Ground may tell you to stand by or go silent while they process your request.

Expect a response similar to the following!

"[*(call sign)*], squawk [*(4 digit code)*]
Boston approach frequency is 124.4
This is not a Boston bravo clearance!"

Repeat back all directions in the clearance.

"Squawk [*4 digit code*], 124.4, This is not a Boston bravo clearance!,
[*(Call sign)*] "

Ensure you have entered the squawk code and approach frequency before requesting your taxi clearance

Request Clearance to Taxi

"Hanscom Ground, Warrior

_____
(call sign)

West Ramp, Ready to Taxi with

_____"
(ATIS Code)

~

Ground will respond with instructions for you to taxi to the active runway repeat the instruction back

~

"Taxi to Runway _____, via

_____ _____ _____ _____ _____ _____

(hold short of runway _____ ,)

_____"
(call sign)

Request Clearance to take off and Depart the Airport

"Hanscom **Tower**, Warrior

_____
(call sign)

Holding Short of Runway _____,
for a _____
(direction)
departure"

~

Tower will respond with instructions ***hold short, line up and wait or clear for take off*** *- repeat the instruction back*

~

Cleared for takeoff, Runway _____ ,

_____
(call sign)

Contacting Approach Facility

Shortly after off, Tower will hand you off to approach control. Do not switch to the approach frequency until tower have instructed you to do so!

(Tower)
[*(call sign)*] switch to Boston approach on 124.4

"Over to approach on 124.4, [*(Call sign)*]"

Switch your radio to the approach frequency

"Boston Approach, Warrior [*(Call sign)*] with you at [*(Current Altitude* feet] , climbing to at [*(Cruising Altitude* feet]"

(Approach Controller)
Cherokee [*(call sign)*] radar contact,
Boston Altimeter is [*(altimeter setting)*]

Read back the altimeter setting

"Altimeter [*(alt' setting)*], Warrior [*(Call sign)*]"

The approach controller will now provide traffic alerts on a work permitting basis.

Listen out for your call sign and be prepared to respond to any calls made to you!

Approach Handoff

As you proceed on your flight you will likely be handed from one facility to another.

Approach will give you a name and a frequency to contact

(Approach Controller)
[*(call sign)*] contact [*(name of* Approach)]
on [*(frequency)*]

"Over to [*(frequency)*] , [*(Call sign)*]"

Re-tune to the new frequency and make contact with the approach controller

"Approach, Warrior [*(Call sign)*] with you at [*(Current Altitude)* feet]

The controller will acknowledge you and give you the local altimeter setting

Repeat back the altimeter setting to the controller

"Altimeter [*(setting)*] [*call sign*]

Approaching Destination Airport

As you approach your destination you will need to pick up ATIS / ASOS as you normally would. When you have the airport in sight inform the controller. They may tell you to squawk VFR (1200 and contact the Tower (class D) or radar service is terminated.

Proceed as you would for a VFR flight

[ ] **Tower**, Warrior

_____
(call sign)

_____
(current Location)

In bound for .....
landing with information

_____
(ATIS Code)