

RADIO COMMUNICATIONS FOR STUDENT PILOTS

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:

	<u>ITEM</u>	<u>MEANS</u>	<u>EXAMPLE 1</u>	<u>EXAMPLE 2</u>
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 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)

Request Clearance to take off & stay in the traffic pattern

"Hanscom **Tower**, Warrior

(call sign)

Holding Short of Runway _____,
Requesting to stay in the traffic
pattern for stop and go's

~

Tower will respond with instructions e.g hold short, line up and wait or clear for take off.

REPEAT THE INSTRUCTION BACK

~

example:

"Cleared for takeoff, make left traffic

_____"
(call sign)

Request Enter Class D airspace

Hanscom **Tower**, Warrior

(call sign)

@

(current Location) (altitude)

In bound for

landing with information

-or-

touch and gos with information

(ATIS Code)

~

Tower will respond with instructions to enter the traffic pattern and often also to report that location - repeat the instruction back

~

(repeated instruction)

(call sign)

Request Taxi back to Parking

Hanscom **Ground**, Warrior

(call sign)

on

(current Location)

Taxi to _____

~

Ground will respond with instructions to requested parking - repeat the instruction back

~

(repeated instruction)

(call sign)

Request Fuel from Signature

Tune radio to 130.8

Signature, Warrior

(call sign)

(current Location)

Requesting a top-off

-or-

Fuel to the tabs

~

Signature will respond confirming they have the request

~

"Thank you"