

# 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:

	<u>ITEM</u>	<u>MEANS</u>	<u>EXAMPLE 1</u>	<u>EXAMPLE 2</u>
<b>YOU</b>	1. Who you're talking to	Control	Hanscom Ground	Lawrence Tower
<b>ME</b>	2. Who you are	Aircraft ID	Warrior 267ND*	Cessna 6182F*
<b>WHERE</b>	3. Where you are	Position	On the West Ramp	Eight miles southwest
<b>WHAT</b>	4. What you want	Request	Ready for taxi	Inbound for landing
<b>[WITH]</b>	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.

