## **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	Request Clearance to Taxi	Request Clearance to take off
"Hanscom Ground, Warrior [ ]	"Hanscom Ground, Warrior	and Depart the Airport
VFR Request" (call sign)		"Hanscom <b>Tower</b> , Warrior
Ground will respond asking for your request.	(call sign)	
"Ground, Requesting flight following to		(call sign)
(Airport ID)	West Ramp, Ready to Taxi with	
at [ (Cruising Altitude) ] feet ,		Holding Short of Runway,
[(Call sign) ] "	(ATIS Code)	
	~	for a
Ground may tell you to stand by or go silent while they process your request.	Ground will respond with instructions for you to taxi to the active runway <u>repeat the</u>	(direction)
Expect a response similar to the following!	instruction back	departure"
"[ <u>(call sign)</u> ], squawk [ (4 digit code)]	~	~
Boston approach frequency is 124.4	"Taxi to Runway, via	Tower will respond with instructions hold short, line up and wait or clear for
This is not a Boston bravo clearance!"	,,	<b>take off</b> - repeat the instruction back
Repeat back all directions in the clearance.		~
"Squawk [ 4 digit code ], 124.4, This is not	(hold short of runway , )	Cleared for takeoff, Runway,
a Boston bravo clearance!,		
(Call sign) "	// // · · · · · · · · · · · · · · · · ·	(call sign)
Ensure you have entered the squawk code and approach frequency before requesting your taxi clearance	(call sign)	
Contacting Approach Facility	Approach Handoff	Approaching Destination Airport
Shortly after off, Tower will hand you off to	As you proceed on your flight you will likely	As you approach your destination you will
approach control. Do not switch to the approach frequency until tower have	be handed from one facility to another.	need to pick up ATIS / ASOS as you normally would. When you have the airport in sight
instructed you to do so!	Approach will give you a name and a frequency to contact	inform the controller. They may tell you to squawk VFR (1200 and contact the Tower
(Tower)	(Approach Controller)	(class D) or radar service is terminated.
[ <u>(call sign)</u> ] switch to Boston approach		
on 124.4		Proceed as you would for a VFR flight
"Over to approach on 124.4, [ ( <u>Call sign)</u> ]"	"Over to [ (frequency) ] , [ (Call sign)]"	
Switch your radio to the approach frequency	Re-tune to the new frequency and make	[ (Tower Name) ] <b>Tower</b> , Warrior
"Boston Approach, Warrior [ (Call sign) ]	contact with the approach controller	
with you at [ <u>(Current Altitude</u> feet], climbing to at [ <u>(Cruising Altitude</u> feet]"	"Approach, Warrior [ <u>(Call sign)</u> ] with you	(call sign)
(Approach Controller)	at [ <u>(Current Altitude)</u> feet ]	(current Location)
Cherokee [ <u>(call sign)</u> ] radar contact,		(current Location)
Boston Altimeter is [ <u>(altimeter setting)</u> ]	The controller will acknowledge you and give you the local altimeter setting	In bound for
Read back the altimeter setting	Repeat back the altimeter setting to the controller	landing with information
"Altimeter [ <u>(alt' setting)</u> ], Warrior [( <u>Call sign</u> ]"		
The approach controller will now provide traffic alerts on a work permitting basis.	"Altimeter [ <u>(setting)</u> ] [ <u>call sign</u> ]	(ATIS Code)
Listen out for your call sign and be		
prepared to respond to any calls made to		$\frown$
<u>you!</u>		( PAUL )