RADIO COMMUNICATIONS AT UN-TOWERED AIRPORTS

Radio communications at an untowered airport are primarily governed by a set of common procedures to ensure safety and effective coordination between pilots, even though there's no control tower.

Prior to flying into the vicinity of the un-towered you should pickup the latest ASOS / AWOS information to understand the weather conditions at the airport.

Use of a Common Traffic Advisory Frequency (CTAF)
Pilots should monitor the CTAF (Common Traffic Advisory Frequency) continuously when in the vicinity of an untowered airport, even if they're not making a transmission, so they can hear any other traffic.
Frequency: The CTAF is typically published on sectional charts or airport diagrams. If it's not available, pilots are encouraged to use the published Unicom frequency or any other appropriate frequency for the airport.
Note: Some airports may also have a "UNICOM" frequency (often 122.8 MHz) used for general communications when no FAA service is available.

Self-Announce: It's crucial that you announce your intentions clearly, even if no other aircraft are heard on frequency. This helps everyone in the area to be aware of your position.

Be Brief but clear: Keep your transmissions concise but complete. There's no need to use overly complex terminology, but make sure you're providing enough information for others to understand your position and intentions.

Initial Call-In (Position Reporting)
Pilots should announce their position when they are **10-15 miles** out from the airport and again as they enter the traffic pattern.
Example: [*Airport Name, Traffic*] Warrior 3572M, 10 miles southwest of [Airport Name], inbound for landing.

This lets other pilots in the area know you're approaching, helping to avoid collisions and ensuring they can anticipate your movements.

Traffic Pattern Reporting
Entering the Pattern: When you're entering the traffic pattern (either a left or right pattern), you should announce your intentions. For example:
Example: [*Airport Name, Traffic*] Warrior 3572M,, entering left downwind for runway 32, [Airport Name]."*
Position in the Pattern: Once in the pattern, it's standard to continue to **report each leg** of the pattern:
   - "[*Airport Name, Traffic*] Warrior 3572M, turning left base, runway 32."
   - "[*Airport Name, Traffic*] Warrior 3572M, turning final, runway 32."

Departure Announcements
Before Takeoff: Pilots should announce their intentions before departing, particularly if it's a non-standard departure. This includes both announcing your runway and direction. For example:
[*Airport Name, Traffic*] Warrior 3572M, departing runway 27, [Airport Name], to the east."
Climbing Out or Leaving the Pattern:Once you're clear of the pattern, you can also report:
[*Airport Name, Traffic*] Warrior 3572M, leaving the pattern to the east, [Airport Name]."

Situational Awareness
Lookout: Even with radio communication, pilots should always keep a lookout for other traffic, especially since radio transmissions don't always guarantee that others will hear or understand them.

Alertness to Other Aircraft: If you hear another aircraft's position report that's near you, adjust your plans accordingly, either by spacing out your pattern or adjusting your approach to avoid a conflict.

Initial Call (10 / 5 miles out)

"[*Airport Name* - Traffic], Warrior

_____
(call sign)

[Current Position]

_____ "

[Intentions]

_____

_____

_____

[*Airport Name*]

Position Report
(Overflying Runway)

"[*Airport Name* - Traffic] , Warrior

_____ "

Overflying runway @ _____
(altitude)

[Intentions]

_____

_____

_____

[Airport Name]

Position Report
(Entering Traffic Pattern)

"[*Airport Name* - Traffic], Warrior

_____

Entering _____
(location)

for runway _____

[Intentions]

_____

_____

_____

[Airport Name]

Position Report
(Turning to a leg in the pattern)

"[*Airport Name* - Traffic], Warrior

_____

Turning _____
(leg name)

for runway _____

[Intentions]

_____

_____

_____

[Airport Name]

Position Report
(Clear of the active runway)

"[*Airport Name* - Traffic], Warrior

Clear of active Runway _____

[Intentions]

_____

_____

_____

[Airport Name]

Position Report
(Taking to active runway)

"[*Airport Name* - Traffic], Warrior

Taking to active Runway _____

[Intentions]

_____

_____

_____

[Airport Name]