

RADIO CALLS

Chose appropriate one from each column

<u>TO</u>	<u>FROM</u>	<u>WHERE</u>	<u>ALTITUDE</u>	<u>INTENTION</u>	<u>Repeat TO</u>
<div style="display: flex; align-items: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; padding: 5px; margin-right: 5px;"> Southwest Sugarland Easterwood Waco Beaumont </div> <div style="border-left: 1px solid black; border-right: 1px solid black; padding: 5px; margin-right: 5px;"> Traffic Tower Ground Clearance Delivery Unicom </div> <div style="font-size: 2em;">}</div> </div> <p>Montgomery Co. Radio</p>	<p>Citabria 712 Juliet</p> <p>after initial call use Citabria 12 Juliet</p> <p>Initial "N" Is omitted when Make or Model of aircraft is stated</p> <p>Numbers are stated as Individual digits i.e. "Seven one two" not "seven twelve"</p> <p>Tail number <u>may</u> be truncated to the last 3 digits after initial call at UNcontrolled fields</p>	<div style="display: flex; align-items: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; padding: 5px; margin-right: 5px;"> Left Right </div> <div style="border-left: 1px solid black; border-right: 1px solid black; padding: 5px; margin-right: 5px;"> Crosswind Downwind Base Final Departing </div> <div style="font-size: 2em;">}</div> </div> <p>4 mi. Southwest</p>	<p>Pattern alt is assumed unless stated otherwise</p> <p>1,500 feet</p> <p>Stated as:</p> <p>X thousand X hundred to the nearest one hundred feet</p>	<div style="display: flex; align-items: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; padding: 5px; margin-right: 5px;"> Rwy 15 Rwy 27 </div> <div style="border-left: 1px solid black; border-right: 1px solid black; padding: 5px; margin-right: 5px;"> T&G Full stop </div> <div style="font-size: 2em;">}</div> </div> <p>Going around Aborting takeoff Closed Traffic Departing to the (dir.) Inbound Landing Request touch & Go(s)</p>	<p>Southwest Traffic</p>

At a controlled field:

The initial call is only the TO and the FROM i.e. "Sugarland tower, Citabria 712 Juliet."
 Then wait for the tower to call you back i.e. "Citabria 712 Juliet, go ahead."
 Then continue with a full call i.e. "Sugarland tower, Citabria 712 Juliet, (position) (altitude) (intentions)"

NOTE at a controlled field:

1. We do not end the call with a repeat of the TO portion of the call like we do at an UNcontrolled field.
2. We may not truncate our tail number to the last three digits until the controller does it first.
3. We do not automatically report each leg of the pattern.
 We only report what the controller asks us to report. I.e. The controller says, " Report midfield downwind"

Remember that five or six uncontrolled airports within range of your radio may be using the same Common Traffic Advisory Frequency. Southwest-Houston uses the same frequency as Brazoria Co., Coulter Field, Beaumont, Georgetown, and B&B parachute jumpers.

Avoid long wordy phrases that may be confusing and convey little information:

“Taking the active runway” Pilots hearing that may think: Which runway are you “taking”? Where are you “taking” it? “I wanted to use that runway!” Instead use: “Departing runway niner.” This is fewer words and conveys more information.

Think about what you want to say before you key the microphone. The To and the From should be automatic but Which leg of the pattern are you going to report? Where are you now? Yes, you’re 4 mi. out but in which direction (FROM the airport)?? What altitude are you going to report?

Eliminate the uh.....’s and er.....’s and ah.....’s. Each one of these says “I didn’t think before I keyed the mic so ya’al will just have to wait while I think it through AND I’m going to tie-up the frequency while I do.”

If you make a mistake and report Base when you’re on Crosswind. Don’t key the mike and say “Ooops, that’s not right. I meant to say ah...Crosswind not ah... Base ah.....” Just say “Correction, 12 Juliet is on Crosswind.”