

COMMUNICATIONS

Communications in the air traffic system is basically the ability to speak and understand the English language. Yes, there are some phrases that we must get acquainted with – but plain language will always work.

LISTEN THINK COMMUNICATE LISTEN RESPOND

These are the basics of good communication.

LISTEN – ensure that the frequency is available to talk; do not block another transmission

THINK – there is nothing worse than a keyed microphone and no one talking. this blocks the frequency unnecessarily. Know what you want to say and SAY IT!

COMMUNICATE – Whom you are calling, who you are, where you are, what you want.

LISTEN – This is the most important part of any communication;. You must listen to the instruction to ensure that you have understood the reply given to you

RESPOND – Acknowledge the receipt of the message succinctly or request a repeat if you did not understand the message.

EXAMPLE:

AIRPLANE: SALISBURY TOWER THIS IS CESSNA 68751, Bay Land RAMP, READY TO TAXI

TOWER: CESSNA 68751 TAXI TO RUNWAY 23, WIND 220 AT 10, ALTIMETER 29.98

AIRPLANE: CESSNA 751 TAXI TO RUNWAY 23

(a clearance “to” a runway allows the pilot to taxi across all runways and taxiways except the runway that he/she is cleared to (FAR 91.129 (i) enroute to the assigned runway); after the initial call the call sign may be reduced to the type aircraft ;or “N” number and the last three characters of the identification)

INBOUND AIRPLANE: SALISBURY TOWER THIS IS CESSNA 68751 SEVEN MILES NORTH FOR LANDING

TOWER: CESSNA 68751 SALISBURY TOWER ENTER A LEFT DOWNWIND RUNWAY 23 WIND 210 AT SIX, ALTIMETER 3002 REPORT MIDFIELD

AIRPLANE: CESSNA 751 ROGER LEFT DOWNWIND REPORT MIDFIELD

WHO YOU’RE CALLING, WHO YOU ARE, WHERE YOU ARE, WHAT YOU WANT!!!

ALL HOLD SHORT CLEARANCES MUST BE READ BACK

VERBATUM (i.e. 751 hold short of runway 23, roger Cessna 751 hold short of runway 23)