

# The Basics of Radio Procedures at any Uncontrolled Airport

Every radio call whether to Air Traffic Control, an airport with a control tower or one that is uncontrolled will be in the same basic order. It's really pretty easy, just think about how you'd leave someone an answering machine message. You'd probably say something like: "Hi Bob, this is John. Just wanted to let you know that I'll be in town in about 20 minutes, I'll see ya soon Bob, bye." Airport radio calls are just about the same thing. Here is the format:

- **Who you are calling** - Name of the Airport, and specify if you are calling Traffic or Unicom
- **Who you are** - Type of Aircraft and your Call Sign
- **What you are doing** (or what you are about to do) - this will be different depending on what you are doing
- **Who you are calling** - Just the name of the Airport (omit the words Traffic or Unicom)

Pretty straightforward, huh? So our answering machine message would look like this:

who you're calling	who you are	what you're doing (or are about to do)	who you're calling again
"Hi <b>Bob</b> ,	this is <b>John</b> .	<b>Just wanted to let you know that I'll be in town in 20 minutes</b>	See ya soon <b>Bob</b> , bye."

Now let's look at some radio calls we'd make here at Wilgrove and at nearby Monroe:

who you're calling	who you are	what you're doing (or are about to do)	who you're calling again
Wilgrove Traffic,	Cherokee 8322R	Overflying the field at Two Thousand Five Hundred,	Wilgrove
Wilgrove Traffic,	Cherokee 4168J	Turning Left Crosswind Runway 35,	Wilgrove
Wilgrove Traffic,	Cherokee 8322R	Backtaxi 35,	Wilgrove
Wilgrove Traffic,	Cherokee 8322R	Five miles East, Descending out of 2,500 we'll be entering the 45 Downwind Runway 35,	Wilgrove
Monroe Unicom,	Cherokee 4168J	Five Miles North, Inbound, request Airport Advisory,	Monroe
Monroe Traffic,	Cherokee 4168J	Five Miles North, Inbound descending out of 3,000 we'll be entering the 45 Downwind Runway 5, any traffic in the area Please Advise	Monroe

So if you look at the examples above, you'll notice a pattern. The only thing that will change on each callout is going to be telling everybody **what you're doing (or about to do)**.

One thing to remember is to state who you are calling at the end of the transmission. Wilgrove uses frequency 122.8 and so does at least 5 other airports in the area which can get a little confusing. You want to make sure that the guy who says he on downwind runway 17 while you are on downwind 17 is not at the same airport! Now you don't need to say "Traffic" at the end of the transmission since you've already said it earlier and the point of the last part of the transmission is just to remind everybody at which airport environment you are in.

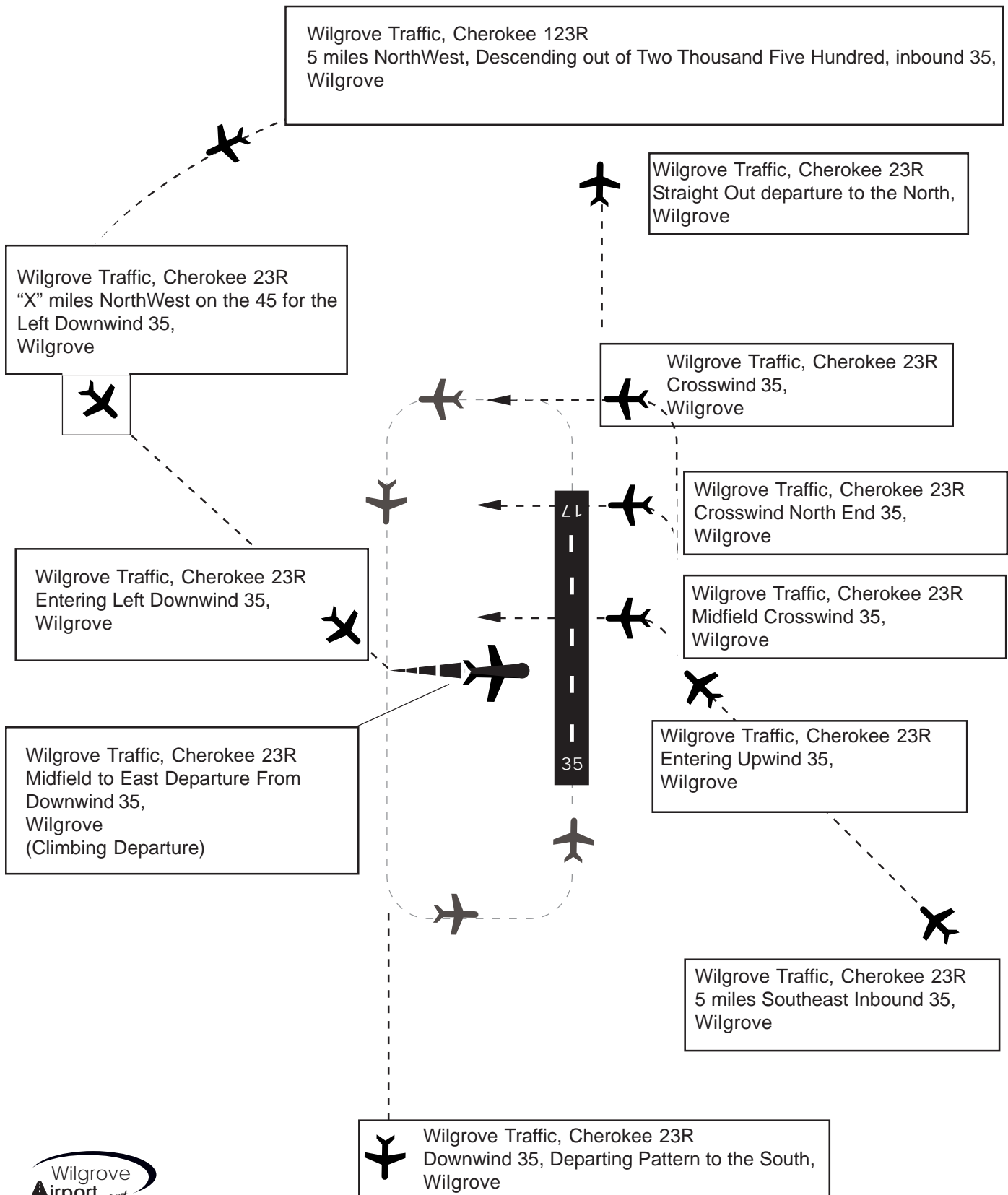
Another thing to remember is try not to use the word "For" if you don't have to, especially if you are going to say it right before some other numbers. It's better to say something like, "Wilgrove Traffic, Cherokee 1234R turning Left Base 17" than "Wilgrove Traffic, Cherokee 1234R turning Left Base **For** 17", it sounds like you said "Four One Seven", which can get a little confusing.

And last but not least, try to be as brief as possible so that you're not tying up the frequency on really busy days and don't forget to let go of the mike key after you're finished. Also wait for everybody else to finish their transmission before you speak, otherwise you'll cause a loud squeal as you're transmitting and nobody will hear what you are saying or what the other guys is saying either, even if they are at another airport far away. I know it's a lot to remember, but just keep the basics in mind and practice at home or in your car when you get a chance.

Now that you have the basic format, you can "wing-it" with the best of 'em... Good Luck, and Happy Flying!

# Uncontrolled Field Radio Callout Procedures

## Entering and Exiting the Pattern



# Uncontrolled Field Radio Callout Procedures

## Flying the Pattern

