Standard radio calls

Take off safety brief:
Today we have a flapless/1 stage/full flap departure from runway 20/02, with a rotation speed of 40 knots, if I have an engine failure prior to 40 knots I will close the throttle and brake on the remaining of the runway, if I have an engine failure after 40 knots and there is enough runway way I will land on the remaining of the runway, if not I will set the best glide attitude of 67 knots and pick a field 30 degrees of the nose, I will not turn back for the field.

When it comes to ensuring a radio call is effective, attention to detail is essential.

The key is to make sure all your broadcasts are clear and can be understood by other pilots.

1. **Listen before you broadcast**
2. **Check the volume, squelch and frequency are correct**
3. **Pause at the beginning and end of a transmission to avoid 'clipping' transmissions**
4. **Use standard phraseology and speak slowly and clearly. However, plain language is better than jargon or incorrect phraseology**
5. **Avoid clutter: make only appropriate calls. There is usually no need for 'downwind', 'base' and 'finals' unless other aircraft or aerodrome works are affecting your flight and you need to alert them to your position.**

WHEN YOU MUST MAKE A BROADCAST

The one time you must make a broadcast is in a situation where you recognise a potential conflict between your aircraft and another in the vicinity of a noncontrolled aerodrome.

In this case, it is your responsibility to acknowledge the situation by transmitting your:

- Callsign
- aircraft type
- position
- level, and
- intentions.

WHEN YOU SHOULD MAKE A BROADCAST

In any non-controlled airspace, when departing, arriving or overflying an aerodrome or switching frequency, you should always let other traffic know you are there by making the recommended calls.

Adventure Flight Training

CALLS RECOMMENDED ALL THE TIME

1. Before take-off or during taxiing

   MOAMA TRAFFIC
   TOPAZ [8433/2838]
   TAXIING RUNWAY [16/34] FOR [CIRCUITS/TRAINING AREA/DEPARTURE DIRECTION] MOAMA

2. Inbound to an aerodrome

   (At least 10 nm from the aerodrome, or busy aerodromes) MOAMA TRAFFIC

   TOPAZ [8433/2838/CALLSIGN]
   ONE-ZERO MILES [NORTH/SOUTH/EAST/WEST/LOCATION] INBOUND
   ALTITUDE [LEVEL/ON DESCENT]
   ESTIMATING CIRCUIT AT [TIME]
   MOAMA

3. Overflying or in the vicinity of a non-controlled aerodrome, (But not landing at)

MOAMA TRAFFIC
TOPAZ [8433/2838/CALLSIGN]
ONE ZERO MILES [NORTH/SOUTH/EAST/WEST/LOCATION] ALTITUDE [CLIMBING/DESCENDING]
OVERFLYING
ESTIMATE OVERHEAD [TIME]
MOAMA

CALLS WHEN THERE IS OTHER TRAFFIC

Other radio calls may be useful at a non-controlled aerodrome if there is traffic in the area that would benefit from this additional communication.

4. **Entering a runway**

   MOAMA TRAFFIC
   TOPAZ [8433/2838/CALLSIGN]
   LINING UP RUNWAY [16/34/RUNWAY] MOAMA

5. **Joining the circuit**

   MOAMA TRAFFIC
   TOPAZ [8433/2838/CALLSIGN]
   JOINING CROSSWIND [MID-CROSSWIND FOR MOAMA] RUNWAY [16/34/RUNWAY]
   MOAMA

6. **Conducting a Missed approach**

   MOAMA TRAFFIC
   TOPAZ [8433/2838/CALLSIGN]
   CONDUCTING A MISSED APPROACH RUNWAY [16/34/RUNWAY]
   TRACKING [FOR CIRCUIT/TO DIRECTION] CLIMBING TO [ALTITUDE]
   MOAMA

7. **Once clear of the active runway(s)**

   MOAMA TRAFFIC
   TOPAZ [8433/2838/CALLSIGN]
   CLEAR OF RUNWAY [16/34/RUNWAY] MOAMA

LOCAL TRAFFIC Calls:

DO USE official names or significant geographical landmarks or bearing and distance from airfield, for example:

'10 nm to the WEST of MOAMA 3,000 feet'

DON'T USE local names, for example: 'Over Monegeetta'

Departing circuit (if other traffic is approaching the airport):

MOAMA TRAFFIC
TOPAZ [8433/2838/CALLSIGN]
DEPARTING RUNWAY [02/20/RUNWAY] DOWNWIND/UPWIND AT [ALTITUDE]
ON CLIMB TO [ALTITUDE]
TRACKING [NORTH/SOUTH/EAST/WEST/DIRECTION] FOR THE TRAINING AREA
MOAMA

The training area aerial work call:

ALL TRAFFIC IN THE TRAINING AREA
TOPAZ [8433/2838/CALLSIGN]
CONDUCTING AERIAL WORK, [GIVE LOCATION – EG. FIVE NAUTICAL MILES TO THE WEST OF ECHUCA TOWNSHIP]
OPERATING [AT/BETWEEN] [ALTITUDE(S)]
FOR THE NEXT [GIVE TIME]
ALL TRAFFIC IN THE TRAINING AREA

Turning Base:

MOAMA TRAFFIC
TOPAZ [8433/2838/CALLSIGN] TURNING BASE
RUNWAY [16/34/RUNWAY] [TOUCH & GO/FULL STOP] MOAMA

References:

**CASA – "Radio procedures in non-controlled airspace" CASA – VFRG – Visual Flight Rules Guide V 7.0
CAAP 166-01 v4.2
CASA AIP**

Special thanks to Dave King for preparing this document.

Video link to help with radio calls:

https://www.youtube.com/watch?v=m4M_0Fu_AJ0