

# RADIO COMMUNICATIONS TECHNIQUES

From the AIM (Aeronautical Information Manual)

## 1. **LISTEN before you transmit**

- Many times you can get the information you want through ATIS or by monitoring the frequency.
- If you hear someone else talking, the keying of your transmitter will be futile and you will probably jam their receivers causing them to repeat their call.
- If you have just changed frequencies, pause, listen, and make sure the frequency is clear.

## 2. **Think before keying your transmitter**

- Know what you want to say and if it is lengthy; e.g., a flight plan or IFR position report, jot it down.

## 3. **The microphone should be very close to your lips** and after pressing the mike button, a slight pause may be necessary to be sure the first word is transmitted. Speak in a normal, conversational tone.

## 4. **When you release the button, wait a few seconds before calling again.** The controller or FSS specialist may be jotting down your number, looking for your flight plan, transmitting on a different frequency, or selecting the transmitter for your frequency.

## 5. **Be alert to the sounds or the lack of sounds in your receiver.**

- Check your volume,
- recheck your frequency, and
- make sure that your microphone is not stuck in the transmit position.

Frequency blockage can, and has, occurred for extended periods of time due to unintentional transmitter operation. This type of interference is

commonly referred to as a stuck mike,” and controllers may refer to it in this manner when attempting to assign an alternate frequency.

## 6. **Be sure that you are within the performance range of your radio equipment and the ground station equipment.**

- Remote radio sites do not always transmit and receive on all facility’s available frequencies, particularly with regard to VOR sites where you can hear but not reach a ground station’s receiver.
- Remember that higher altitudes increase the range of VHF line of sight” communications.

## 7. **Student Pilots Radio Identification.**

The FAA desires to help student pilots in acquiring sufficient practical experience in the environment in which they will be required to operate. To receive additional assistance while operating in areas of concentrated air traffic, student pilots need only identify themselves as a student pilot during their initial call to an FAA radio facility.

*Example: Hickory ground, this is Cessna 4912P, student pilot.*

This special identification will alert FAA ATC personnel and enable them to provide student pilots with such extra assistance and consideration as they may need. **It is recommended that student pilots identify themselves as such**, on initial contact with each clearance delivery prior to taxiing, ground control, tower, approach and departure control frequency, or FSS contact.