

# Pitfalls of Aviation Communication

# Summary

1. Why do we need a radio?
2. How does a correct message look like?
3. What can I request from different ground units?
4. Do I have to talk the same way all around the world?
5. Where does it usually go wrong?

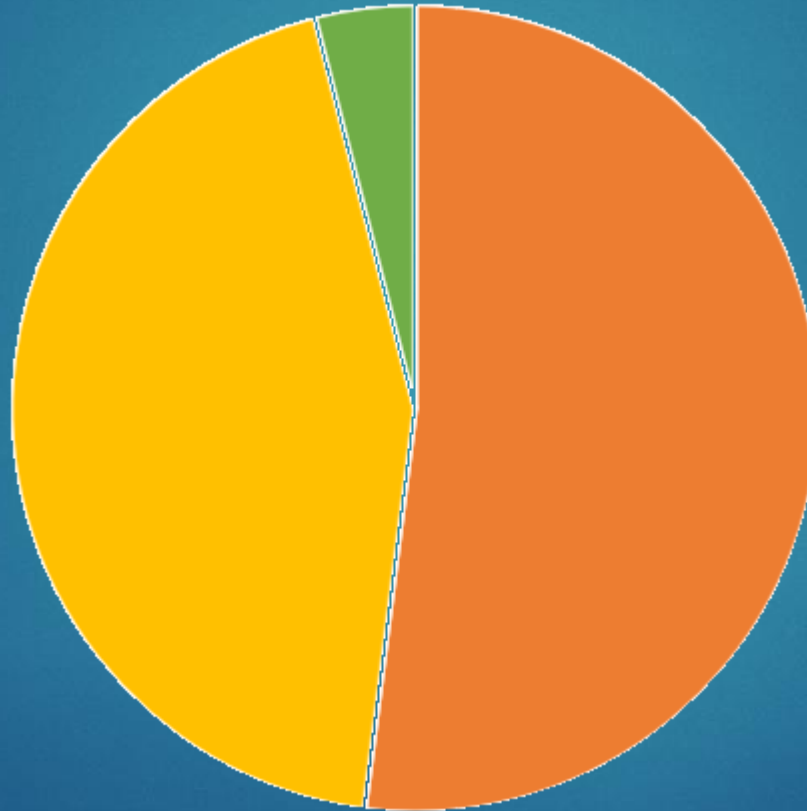
# Why do we need a radio?

1. Aviate
2. Navigate
- ~~3. Communicate~~

# Why do we need a radio?

## The ones who do it right

The  
unstoppable  
ones



The silent ones



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# Why do we need a radio?

## The silent ones

- Inadvertent entry into controlled airspace – airspace infringement
- Establishing contact only in distress – additional workload for the pilot
- Lack of situational awareness



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# Why do we need a radio?

## The unstoppable ones

- Interference with ATC strategical planning
- Loss of time on the frequency, unwanted readbacks
- Who talks a lot says nothing at all – forces listeners to filter out unnecessary information





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# How does a correct message look like?



# How does a correct message look like?

- Whom I am calling – the complete callsign of ground station/another aircraft
- Who I am– my callsign, aircraft type, flight rules, destination...
- Where I am – position and altitude
- What I want – type of requested service, my intention...





# How does a correct message look like?

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So what happens if I do not do it right?

- Wrong ground station identification – loss of situational awareness, landing at a wrong airport...
- Wrong aircraft identification – risk of accidents/incidents, loss of separation, CFIT...
- Loss of time in critical phases of flight, mainly in the circuit



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# What can I request from different ground units?





# What can I request from different ground units?

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## Controlled airspace

- Instruction – issued by an ATCO, must be complied with by a pilot
- Created due to traffic density – wrong communication increases risk of accidents
- Separation between aircraft provided according to the class of airspace
- Entry only with clearance



# What can I request from different ground units?

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## Non-controlled airspace

- Information – everything that is beneficial for flight safety and efficiency – weather, information on airspaces/airports (activation, closure, frequency, etc.), other traffic (to a certain extent)
- Announce your intention, do not request clearances
- FIS does not provide separation



# What can I request from different ground units?

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## Most frequent errors

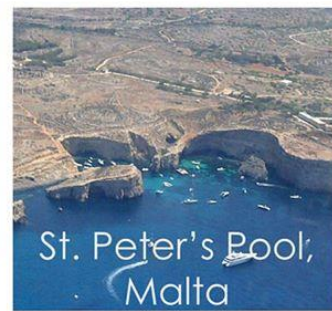
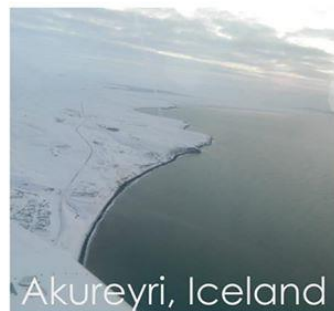
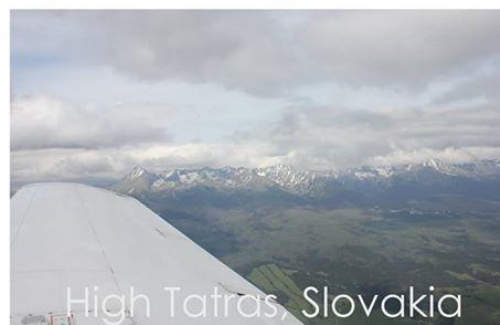
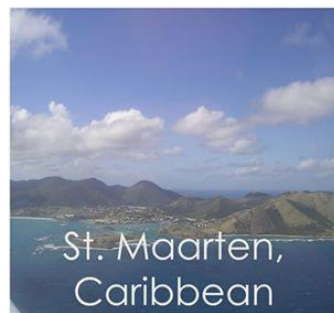
- ➔ Requesting clearance from the wrong ground unit
- ➔ Approved FPL does not mean automatic clearance to enter controlled airspace
- ➔ AFIS/non-controlled ground station – issued instruction gives a false sense of security
- ➔ Crossing a non-controlled ATZ without a contact – risk of mid-air collision
- ➔ I do not have to talk, everyone sees me anyway
- ➔ I do not need to announce leaving non-controlled airspace frequency





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# Do I have to talk the same way all around the world?







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Do I have to talk the same way all around the world?

- ✈ National differences– AIP GEN 1.7
- ✈ France – mandatory announcing POB even with submitted FPL
- ✈ UK – pressure below 1000 mbar – must state the word “millibar”, flying on QFE
- ✈ Spain – callsign STUDENT instead of SOLO



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# Where does it usually go wrong?

Most commonly used wrong:

- Stand By
- Transmitting blind
- Go ahead
- Unable
- Confirm/Affirm
- Request to turn final
- Squawk 7000
- Changing to ...
- “Copy” – does not exist
- Radio check



Thank you for  
your attention