I. **NAME OF PROCEDURE:** RADIO COMMUNICATION

Objective: The overarching goal of radio communications is effective communication between elements of the flight. Attributes of effective communication are clarity and conciseness.

Although brevity is a fundamental part of military communications, it may not always be adequate; therefore, use whatever words are necessary to get your message across. It is common to experience frustration with the use of this new language of communication, but with experience it will become second nature.

A. Pronunciation

Numbers indicating hundreds and thousands in rounded numbers up to 9999 shall be spoken as follows:

Example:

500	"FIVE HUNDRED"
4500	"FOUR THOUSAND FIVE HUNDRED

Numbers above 9999 shall be spoken by preceding the digits preceding the word "angels."

Example:

10,000	"ANGELS TEN"
13,400	"ANGELS THIRTEEN FOUR"

All other numbers shall be transmitted by pronouncing each digit.
Example:

10	"ONE ZERO"

B. Altitudes

State the word “Angels” followed by the separate digits of the altitude.

Example:

12,000	“ANGELS TWELVE”
19,700	“ANGELS ONE NINER SEVEN”

C. Directions

State the three digits of all magnetic courses, bearings, headings, or wind directions. All are assumed to be magnetic.

Example:

(Magnetic course) 005	“ZERO ZERO FIVE”
(Wind direction) 360	“THREE SIX ZERO”

D. Airspeeds

State the separate digits of the speed followed by the unit. Unless directed otherwise, airspeed in radio communication should always refer to indicated airspeed (IAS)and may be expressed as knots or Mach number.

Example:

250	“TWO FIVE ZERO KNOTS”

E. Communication Types and Examples

There are basically two types of communications in aviation- ***directive and informative***. It is imperative to understand the difference between the two.

1. Directive communication requires the aircrew to perform specific actions and therefore requires a positive, specific response confirming the receipt of the directive communication. Examples of directive communication include changing frequencies, altitudes, and/or headings.
2. Informative communication provides specific flight information. Examples of informative communication include calls for turns, airspeed, ascent/decent rate

information while formation flying, fence in/out calls, airport information, and traffic advisories. In most cases informative communications only require a simple acknowledgement.

EXAMPLE COMMUNICATIONS DURING FLIGHT

Ramp Comms Check

Lead "COUGAR FLIGHT, COMMS CHECK. FREQUENCY XXX.XX"
Wing "TWO"
Element Two Lead "THREE"
Element Two Lead Wing "FOUR"
ETC…

Taxiing

Lead briefs the flight and then commences taxiing.
Lead "ONE IS ROLLING"
No response needed from rest of flight in response to "ONE IS ROLLING"

Takeoff

Flight forms up on the active runway. The last element communicates that he/she, and the entire flight, is in position for takeoff. "FOUR IS IN POSITION FLIGHT ON RUNWAY".

Lead "ONE IS SPOOLING UP. ROLLING".

When the last element goes wheels up, "FOUR IS WHEELS UP FLIGHT IS IN THE AIR"

Rejoin

As each element forms up, they indicate that they are in position "TWO IS IN"

Flight

Lead will call out necessary information such as speed, course, altitude changes throughout the flight.

Attack Permission

To request permission to attack target, contact lead with the necessary information:

> "ONE THIS IS FOUR. REQUESTING PERMISSION TO ATTACK <TARGET> ON MY SPI CHECK GRID COORDINATES WITH <ARMAMENT> INGRESS FROM THE <DIRECTION>"

Lead will confirm or deny. "FOUR, THIS IS ONE. TARGET COMFIRMED CLEARED HOT"

When proceeding with attack, the element indicates when they are starting their attack run "FOUR IS IN HOT"

Landing

Formation approaches airfield for an overhead break pattern. Lead will call out when entering the break "ONE, IN THE BREAK" No further response required from flight until last aircraft is on the runway.

When the last element touches down, he should let lead know "FOUR IS WHEELS DOWN"

Each element should indicate when they taxi clear of the active runway "TWO IS CLEAR OF THE ACTIVE".

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