

PILOTSPEAK

THREE PILLARS OF COMMUNICATION

Speak



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Congratulations on your purchase of PilotSpeak! We have realized through getting to know our followers that many of you are in need of guidance for your communications.

Well, here we are to assist you.

Through this short e-book we will build a great foundation for the rest of your days as a pilot and aviator.

YOU WILL LEARN HOW TO:

LISTEN

Listen

SPEAK

Speak

COOPERATE

Cooperate

LISTEN

Listen

One thing you may have heard your mother say to you at some time is “Listen twice as much as you speak”. In aviation there is no difference.

The motto here is “listen before you speak”. Speaking is the easy part with radio calls. Listening, with all the other things going on with your flight, is a different story entirely.

By listening you can be informed.

A great radio call starts with a well-informed pilot.

We listen for many reasons, including:

- Build a Mental Picture**
- Learn What to Expect**
- Learn From Other Pilots**

Let’s take these one-by-one and talk about each of them.



Picture

BUILD A MENTAL PICTURE

One of the best ways to assist you with radio calls and your communications with air traffic control (ATC) is to simply listen and build a picture in your mind as to what is going on.

If you know there is another aircraft in front of you, and he asks the same question of ATC you were going to ask, then there is no need for you to repeat the question.

Another example would be for an area without control. This is, in fact, the most important time to listen and build a picture of your surrounding environment. When you are not under control and you are speaking on an open frequency like CTAF (Common Traffic Advisory Frequency), then it is up to you to avoid other aircraft and not cut anyone off. In this case, there is no controller to blame in this case. It is entirely up to you as the pilot-in-command.

Even controllers make mistakes. Contrary to belief, they are human. Even though you may be under ATC control, you must always listen to know what is going on. When in doubt, always speak up and ask. You, as the pilot, are solely responsible for the lives of those on board and the overall safety of flight. In some extreme cases that may even mean not complying with a controller instruction; or worse, breaking rules.

You are in a unique position in the sky. No one is sharing your exact circumstances, your exact conditions or in the same place as you in that moment. Therefore it is entirely up to you to build this mental picture as to where you are, what ATC needs from you, where other aircraft are, and what you're being asked to do vs. what you want to do.