

## Local Radio Calls here at Linden Airport(LDJ), NJ.

**KISS: Keep It Simple Stupid:** Don't tie up the airwaves- keep your radio communications short and simple.

**LISTEN** before you transmit. You may get the information you want from ATIS or by monitoring the frequency. Wait so you don't talk over someone else.

**THINK** before keying your transmitter. Pause and think about what you want to say. If you have something lengthy to transmit jot it down beforehand if possible.

**PAUSE** slightly after keying the mike to be sure your first word is transmitted. Speak in a normal, conversational tone and **speak clearly**.

### INITIAL CONTACT

The terms initial contact or initial callup means the first radio call you make to a given facility or the first call to a different controller. Use the following format:

- 1) Name of the facility being called.
- 2) Your FULL acft. Identification (i.e. Helicopter Four Two Five Zero Alpha)
- 3) When operating on an airport surface, state your position (i.e. DCH Ramp)
- 4) The type of message to follow or your request if it is short
- 5) The word "Over" if required (this is seldom used today)

**Ex: "Linden Traffic, Helicopter 116PG(Pappa Golf) taxiing from the South Ramp over to the Active Runway, Linden."**

**After** your initial callup you can shorten your aircraft identification number and use the last three digits/letters of the acft. Identification. **However**, if there is an aircraft with a call sign with similar numbers/sounds or identical letters/numbers, etc. **do not abbreviate your call sign**.

1. My first call would be the one above informing traffic I was taxiing out to the Runway.
2. "Linden Traffic, Helicopter 6PG("Pappa Golf"), on Taxiway Delta, taking Active Runway 27, Linden"

**Prior to Takeoff I will have done a Clearing Turn looking for traffic in the pattern and Performed a Pre-Takeoff Check (Engine/Rotor RPM 104%, Gauges Green, We have Fuel, Carb Heat out of Yellow, No Warning Lights)**

3. "Linden Traffic, Helicopter 6PG, Taking Off 27, Right Closed Traffic, Linden"
4. "Linden Traffic, Helicopter 6PG, Right Crosswind for 27 (said- "Two, Seven"), Linden"

**Somewhere on the Downwind Leg I like to look over at the Landing Area and make sure it is clear (any aircraft taxiing over to the runway, any acft. on the runway about to take off, any personnel operating/working in the vicinity of my landing area- i.e. ground personnel cutting grass, etc) and I will perform a Pre-Landing Check (same as the Pre-Takeoff Check).**

5. "Linden Traffic, Helicopter 6PG, Right Downwind for 27, Linden"
6. "Linden Traffic, Helicopter 6PG, Right Base for 27, Linden"
7. "Linden Traffic, Helicopter 6PG, on Final for 27, Linden"

This is the basic Self-Announce procedures at airports without Control Towers such as here at Linden Airport. You can vary your radio calls to a certain extent and you don't have to say exactly the words above. For instance you could combine your Base and Final call into something like this:

**"Linden Traffic, Helicopter 6PG, Right Base to Final for 27, Linden"**

The main thing to remember is to make sure you make your radio calls. Don't forget them. They keep others in the airport vicinity aware of your movements and they may very well save your life.