

# CFI Bootcamp

*Flight Instructor Training*

Welcome to the  
**Bootcamp+** Network  
*Pilot Training*

## Today's Bootcamp+ Network Programming

### What's on for Today?



Power Hour – 1<sup>st</sup> Hour – Wings Credit  
Moderated Open Mic – 2<sup>nd</sup> Hour  
Open Mic or CFI Study Group

# ***CFI Bootcamp***

*Flight Instructor Training*

Radio Communications

# ATC Students and CRM

Don't Get Choked Up!

## Radio Communications Basics

### AIM Section 2 – Chapter 4



Radio Communications Procedures

[AIM Section 2 – Chapter 4 - Link](#)

[Link to AOPA Comms Article](#)

# Radio Communications Basics

## Pilot/Controllers Glossary

10/12/17

Pilot/Controller Glossary

### PILOT/CONTROLLER GLOSSARY

#### PURPOSE

a. This Glossary was compiled to promote a common understanding of the terms used in the Air Traffic Control system. It includes those terms which are intended for pilot/controller communications. Those terms most frequently used in pilot/controller communications are printed in *bold italics*. The definitions are primarily defined in an operational sense applicable to both users and operators of the National Airspace System. Use of the Glossary will preclude any misunderstandings concerning the system's design, function, and purpose.

b. Because of the international nature of flying, terms used in the Lexicon, published by the International Civil Aviation Organization (ICAO), are included when they differ from FAA definitions. These terms are followed by "[ICAO]." For the reader's convenience, there are also cross references to related terms in other parts of the Glossary and to other documents, such as the Code of Federal Regulations (CFR) and the Aeronautical Information Manual (AIM).

c. This Glossary will be revised, as necessary, to maintain a common understanding of the system.

#### EXPLANATION OF CHANGES

## The Right Words to Use

[Link to the Pilot/Controllers Glossary](#)

# Radio Communications Basics

## Let's Review a Complete Flight

Page 1 of 7

### Sample Radio Calls

The following sample communications will help you frame various types of radio calls.

When in doubt, remember the four Ws:

- **Who** you're calling
- **Who** you are
- **Where** you are
- **What** you want

## [Air Safety Institute – Comm Guide](#)

## Radio Communication Basics

### How to Teach It

| Phonetic Alphabet   |                     |
|---------------------|---------------------|
| <b>A</b> – Alpha    | <b>N</b> – November |
| <b>B</b> – Bravo    | <b>O</b> – Oscar    |
| <b>C</b> – Charlie  | <b>P</b> – Papa     |
| <b>D</b> – Delta    | <b>Q</b> – Quebec   |
| <b>E</b> – Echo     | <b>R</b> – Romeo    |
| <b>F</b> – Foxtrot  | <b>S</b> – Sierra   |
| <b>G</b> – Golf     | <b>T</b> – Tango    |
| <b>H</b> – Hotel    | <b>U</b> – Uniform  |
| <b>I</b> – India    | <b>V</b> – Victor   |
| <b>J</b> – Juliette | <b>W</b> – Whiskey  |
| <b>K</b> – Kilo     | <b>X</b> – X-Ray    |
| <b>L</b> – Lima     | <b>Y</b> – Yankee   |
| <b>M</b> – Mike     | <b>Z</b> – Zulu     |

Phonetic Alphabet as you use them

Numbers as you use them

AOPA guide for common terms



## Radio Communication Basics

Insights to make it go better



Always listen on freq prior to xmit  
Listen to the pace of the controller  
Listen for the gaps and how long they are

## Radio Communication Basics

Insights to make it go better



Match the cadence of the controller

Give info in the gaps – don't make them bigger

## Radio Communication Basics

Insights to make it go better



Ditch the “Radio Voice”  
Use your own voice  
The Radio Voice sounds fake

## Radio Communication Basics

Insights to make it go better




Ditch the slang

Ditch sounding over confident


# How to Correctly and Legally Conduct an IPC

How am I ever going to learn this stuff? Click the images below

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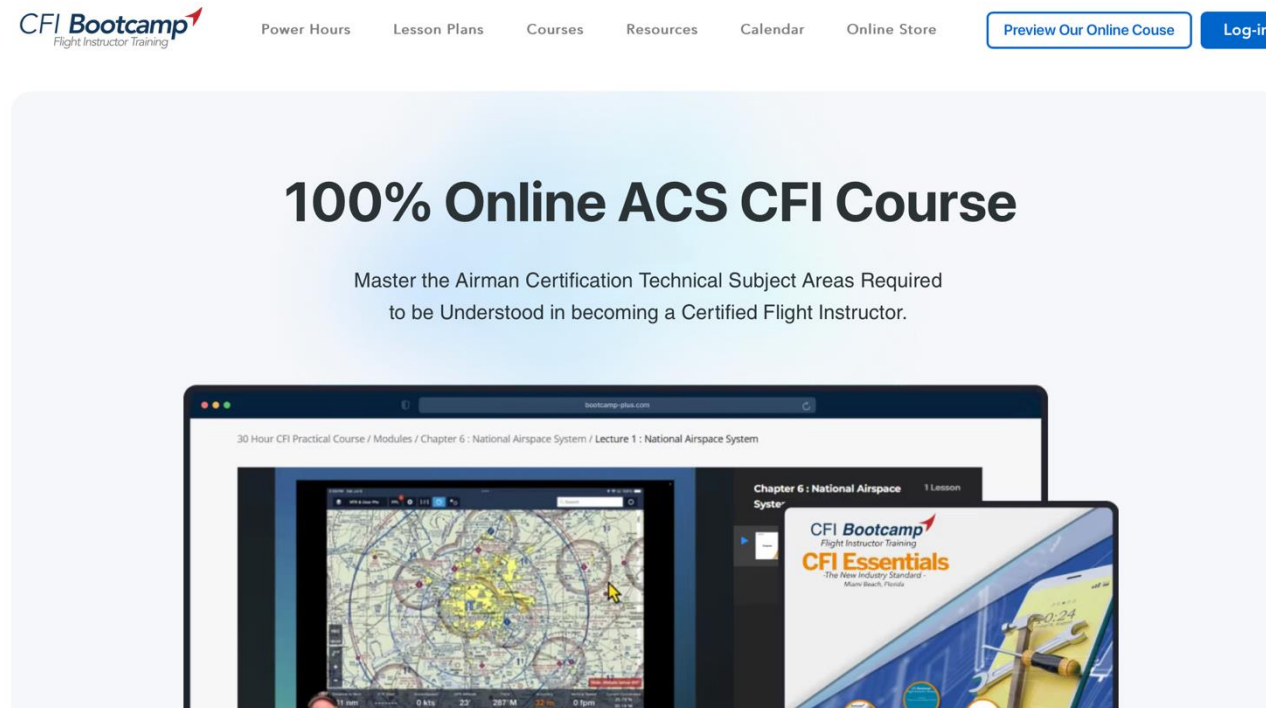
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# How to Correctly and Legally Conduct an IPC

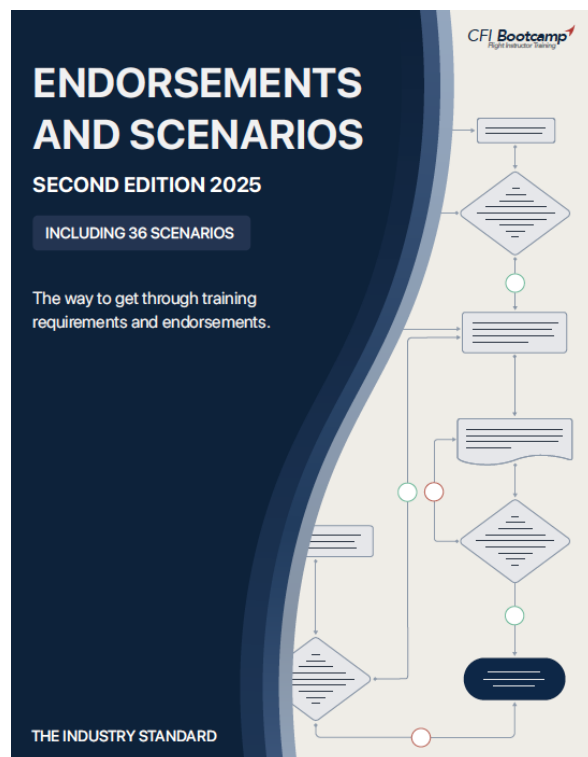
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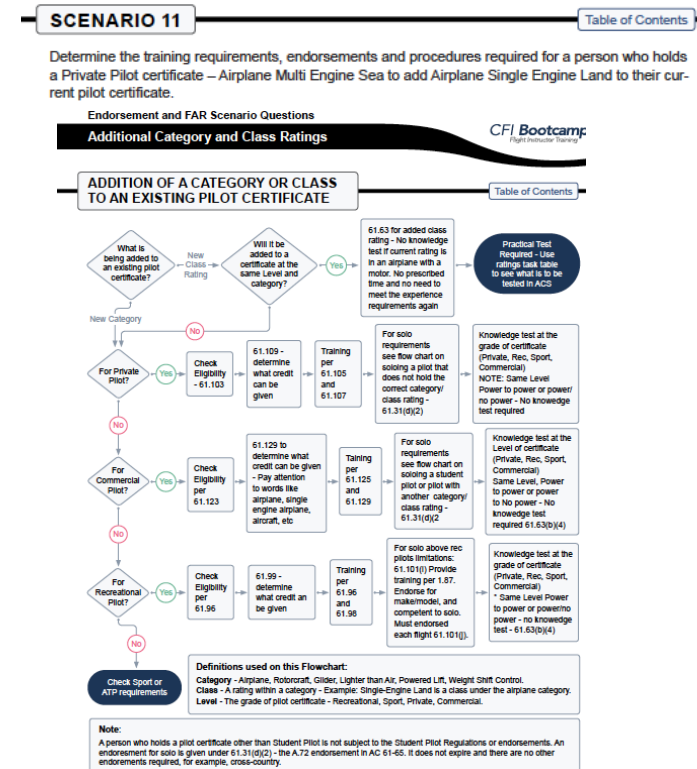
# How to Correctly and Legally Conduct an IPC

## Now you can test yourself and find your errors! Click below



### ADDITIONAL CATEGORY AIRPLANE, GLIDER, ETC. AT SAME LEVEL (EXCEPT SPORT PILOT)

|  |
|--|
| <b>Starting Regulation - 61.63(b)</b> <ul style="list-style-type: none"><li>Aeronautical experience new category - 61.63(b)(1)</li><li>Proficient in knowledge and Flight proficient for new category - 61.63(b)(2)</li><li>Checkride - 61.63(b)(3)</li><li>No Knowledge test (power to power /no power) - 61.63(b)(4)</li></ul> |
| <b>Prerequisites - Checkride - 61.39(a)(6)(i,ii,iii)</b> <ul style="list-style-type: none"><li>Training within 2 cal mos</li><li>Prepared for practical test</li><li>Resolved deficient areas on the knowledge test</li></ul>  |
| <b>To Solo - (Not a student pilot) - 61.31(d)(2)</b> <ul style="list-style-type: none"><li>Training per 61.31(d)(2)</li><li>Student pilot section doesn't apply to this pilot</li><li>Student pilot limitations don't apply</li><li>No limitation on 90 days or cross-country</li></ul>  |
| <b>AC 61-65 - 61.63(b) for checkride</b>   |
| <b>Partial Checkride - ACS Ratings Task Table in the Appendix</b>  |



# How to Correctly and Legally Conduct an IPC

## Online course – 7-day Immersion Class – Digital Products

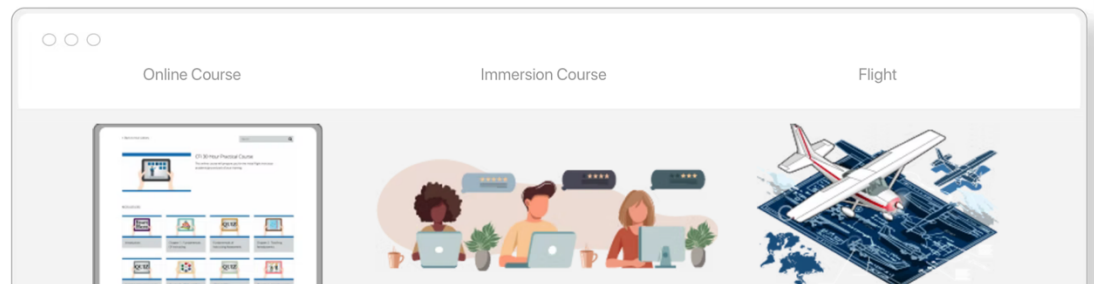
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**Special Announcement!**

**Reminders!**



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