Communications

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Introduction

- Most often Radio Telephony
- Pilots to Air Traffic Controllers
- Strict protocols
- Concept still true for unmanned aircraft
- But communications also refers to within flight crew

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Single Crew Operations

- **<u>NOT ADVISABLE</u>**
- Primary reason is difficulty of dealing with other issues
  - Issues during flight e.g. air encroachments
  - Unwanted intrusions
  - Payload monitoring
- Have a good crew
  - Observers
  - Payload monitors

Operating with Air Traffic Control (ATC)

- In pre-flight planning we will have noted
  - nearest airfield/airport
  - airspace designations
  - any required contacts for ATC in that airspace
  - relevant NOTAMs
- Useful package (in Europe) is skydemon
- Even when not necessary
  - good to inform ATC where and what you will be doing
- Good even to make contact - improves emergency responses
- Any RT contact should include the word UNMANNED

Operating with other Air Users

- UAS must be "segregated"* from not only other air users but also from other UAS operations

- However there may be times(!) when more than 1 UAS is required to operate in the same volume of airspace or bubble

- Great care should be taken when doing this
  - DETAILED FLIGHT PLANNING
  - CLEAR **COMMUNICATIONS**

Licence Requirements

- RT Licensing
- When operating within an Air Traffic Control Zone (ATZ) or segregated* airspace operations would be normally covered by additional requirements
- This would especially be the case for systems that operate "Beyond Line of Sight"

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