

# Command Corner: Communication with aircraft

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Aviation communications should be clear, concise, short and to the point

**D**iscuss the following information in terms of effective communication with aircraft. Involve the pilot(s) in this discussion.

- Establish an air-to-ground frequency on the incident and make sure everyone knows what it is.
- Avoid switching frequencies in the middle of an operational period.
- Discuss guard frequencies ie:
  - How they work
  - When to use them
  - What frequencies are established for aircraft in your area?
- Aviation communications should be clear, concise, short and to the point.
- Use standard terminology that can

be understood by all people you are talking to. Do not use local slang.

- Know what you want to say before you key the microphone. Don't think and talk at same time.
- Before you key your microphone to talk, be sure to listen to ensure you don't cut into another transmission.
- Identify who you want to talk to by the call sign and identify yourself in every transmission.
- If the frequency gets congested, request another frequency. Upon receipt, ensure that all people who need to be on the new frequency transfer to that frequency.

- When giving ground descriptions, describe the location as if you are viewing the location from the direction an aircraft would be traveling. Use a common frame of reference for the sender and receiver.
- Use easily understandable directions, such as north, south, east, west, 2 o'clock, 9 o'clock, left 20 degrees, right 45 degrees, etc.
- When giving directions, always give them in relation to the pilot's perspective. "I'm at your 1 o'clock position."

Review Incident Response and Fireline Safety Pocket Guide pages 86 to 98. 🔥

- ▶ Your priority will be to consider the need for evacuation of members of the public in the vicinity, vapour containment and dispersal using fog nozzles or monitors and other ground sprays to curtail the movement of vapour clouds and to reduce the gas concentration to below its lower explosive limit by the entrainment of air. The application of water to liquid spills will increase the rate of vaporisation.

Flammability detectors can also be used to determine the remaining areas of risk and the effectiveness of the mitigation methods being employed. Remember to also check for possible accumulations of gas at low levels, eg, in basements, drain and water courses.

### Conclusion

Although I have spoken at length about the properties of LPG and the various risks it presents, I haven't elaborated much about incident

location. We must appreciate that with mobile LPG containers (road, rail or portable) an LPG incident can happen virtually anywhere. It will not be possible to pre-plan for LPG leak or fire incidents at every location. It is therefore important to carefully evaluate the surrounding environment and consider which of the surrounding features may be particularly vulnerable or exasperate the incident. Ensure you are looking "inside-out" as well as "outside-in". ⚠️