SAFETY AWARENESS

FOR GENERAL AVIATION USERS

FEEL FREE TO USE THIS PUBLICATION YOURSELF

To help reach as many people as possible and save you time in your own organisation, you can use this publication as the basis for your own safety promotion material and safety awareness initiatives.

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🌐 https://www.transport.gov.mt/aviation

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FOREWORD

The purpose of this publication is to further improve aviation awareness and safety in the General Aviation sector. This is in line with the initiative of the European Plan for Aviation Safety (EPAS).

EPAS's aspirational safety goal is to achieve constant safety improvement within a growing aviation industry.

The content in this publication is intended as a means:

- of safety promotion,
- to encourage positive safety behaviours, and
- to promote best practices in complex airspaces for GA.

Safe landings.
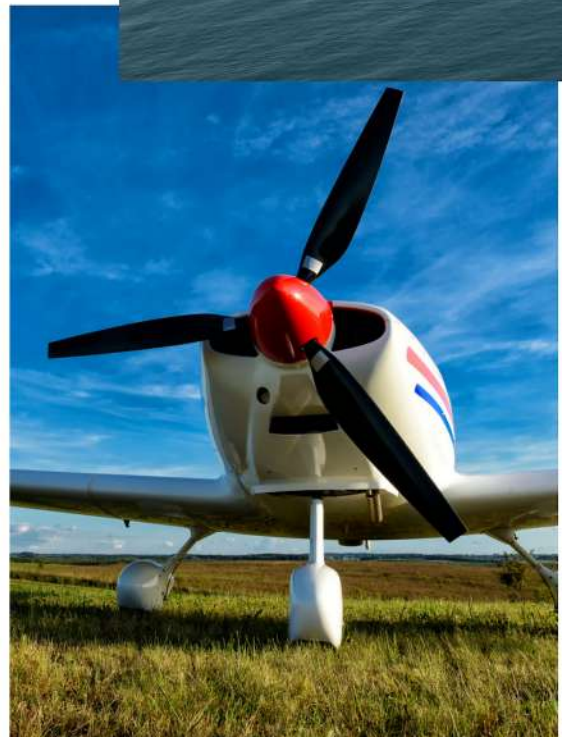
USE OF THE TRANSPONDER

A transponder transmits a 4-digit Secondary Surveillance Radar (SSR) code, commonly known as a 'squawk' code. The code is then displayed on the surveillance screens of air traffic service units (ATSU).
The SSR code allows an air traffic controller to identify a radar return as a specific aircraft.

An SSR code is either issued to a specific aircraft by an ATSU. There are also codes to indicate non-normal situations:

- **7500 - aircraft is subject to unlawful interference**
- **7600 - radio communication failure**
- **7700 - emergency**
- **7000 - not receiving an ATC service outside controlled airspace**
- **2000 - entering the Malta FIR/UIR from an adjacent region not requiring a transponder**

Pressing the 'IDENT' button highlights the aircraft's return on the surveillance display, enabling ATC to identify a particular aircraft. Only operate the function when instructed by ATC to 'squawk IDENT'.

All aircraft operating within the Malta FIR/UIR airspace are required to operate with serviceable transponder having Mode A4096 code and Mode C altitude reporting capability.

MAKING RADIO CALLS

Always use the standard phrases and procedures. Unnecessarily long or imprecise radio calls waste time and may delay others from using the frequency. Only revert to 'plain language' when you need to convey something outside the normal RTF vocabulary.

When two stations transmit simultaneously on the same frequency the signals can mix and this normally renders one or both transmissions unreadable. Always listen before speaking and keep transmissions concise.

WHEN SPEAKING:

- Avoid unnecessary 'filler' words such as 'this is', 'and' or 'with you' at the start of transmissions; and

- Avoid using voice inflections to imply meaning, for example to ask question – instead use a questioning word or phrase,

e.g. "Confirm descent to altitude three thousand feet?"

TO ENHANCE CLARITY:

- Ensure the frequency is clear from other transmissions;

- Keep the microphone close to your mouth;

- Speak directly into the microphone; and

- Ensure that the transmit button is firmly pressed prior to speaking and not released until you have finished.

"BAD COMMUNICATION ENDS A LOT OF GOOD THINGS. GOOD COMMUNICATION ENDS A LOT OF BAD THINGS."
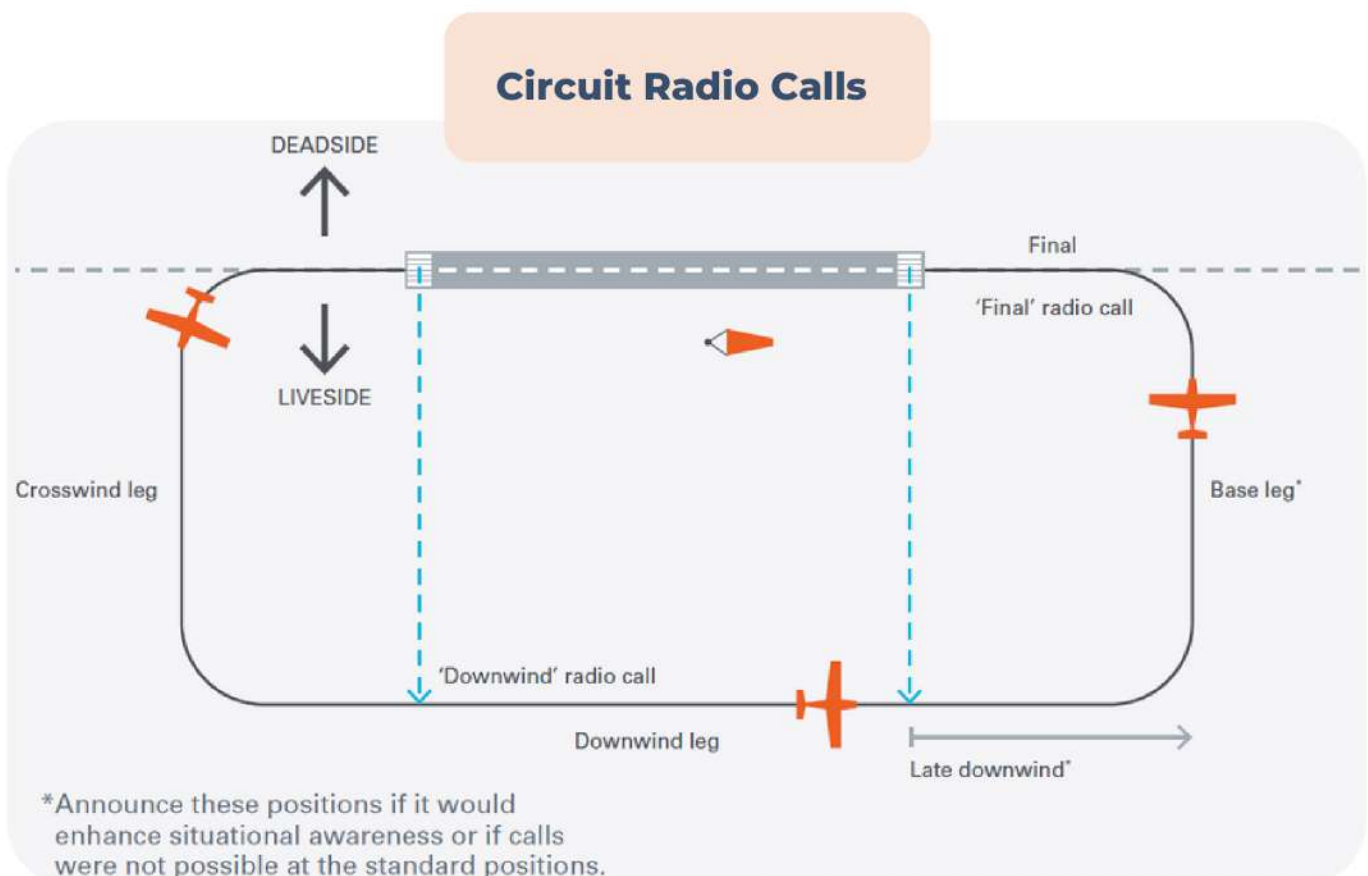
Frank Viscuso

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RADIO CALLS IN THE VISUAL CIRCUIT

The circuit can be a busy place where multiple aircraft operate in close proximity. Position reports on the radio are an important source of situational information for pilots, helping them to avoid collisions.
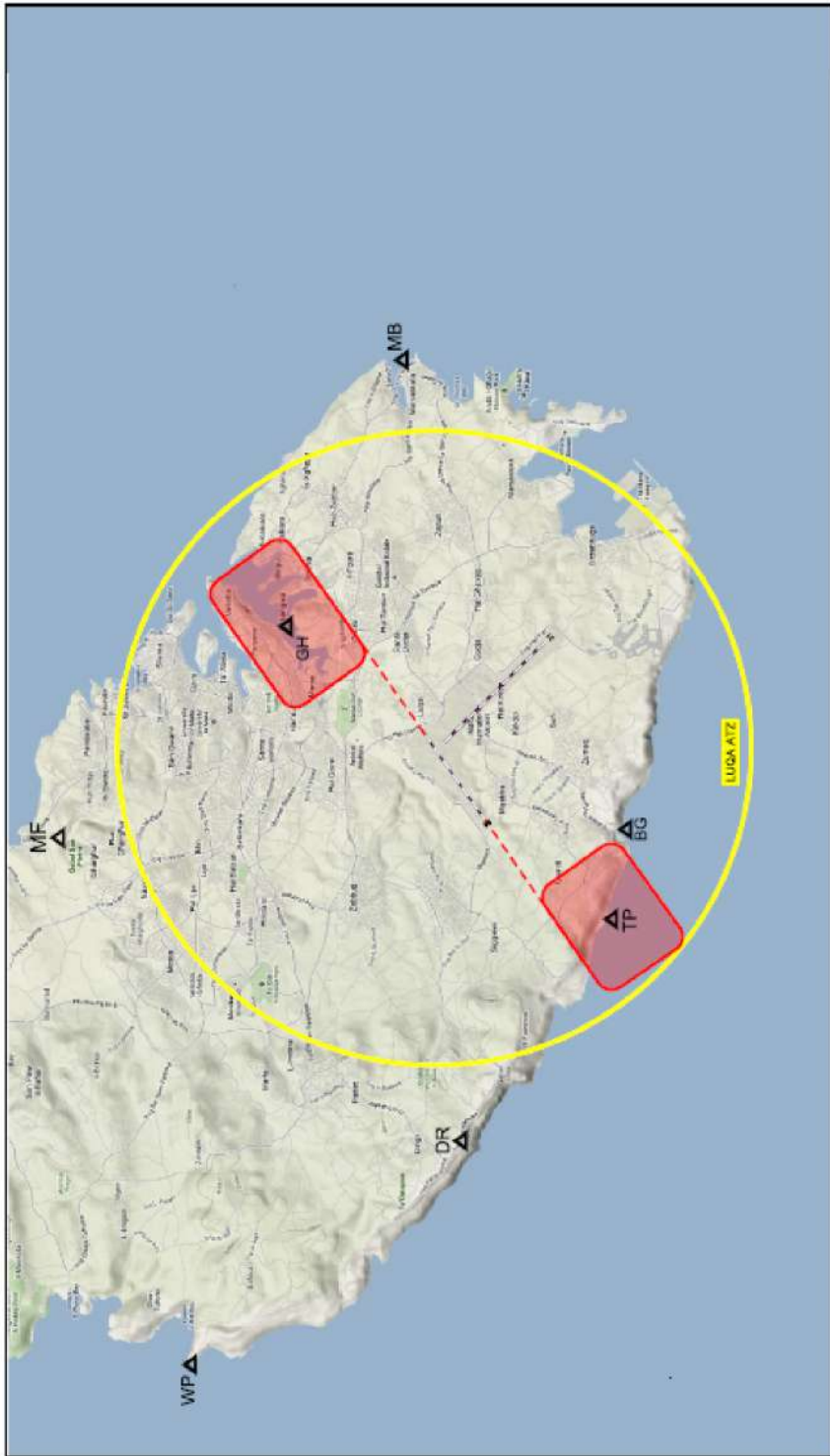
It is therefore important that you make the correct radio calls when in the circuit.

At most aerodromes, pilots are expected to report when on the downwind leg and on final approach to land. In some situations extra calls such as 'base leg' may be advisable, to assist the situational awareness of others.

When joining the circuit, be clear about your intentions - for example when making an overhead join, report in the overhead and when descending 'deadside'.

Circuit Radio Calls

DEADSIDE

LIVESIDE

Crosswind leg

Final

'Final' radio call

Base leg*

'Downwind' radio call

Downwind leg

Late downwind*

*Announce these positions if it would enhance situational awareness or if calls were not possible at the standard positions.

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CIRCUIT HOLDING AREAS FOR LIGHT AIRCRAFT - LUQA

Circuit Holding Areas in the Luqa ATZ for light aircraft

AD ELEV 300 FT	ARP 355127.15N 0142838.78E	MAG VAR 3° 02' E (2017)
LUQA TOWER 135.1 MHZ	LUQA GROUND 121.6 MHZ	LUQA INFORMATION DEP 127.0 MHZ ARR 127.4 MHZ

Change: modified circuit holding areas; relocated GH and TP

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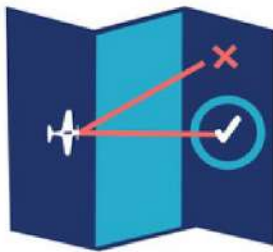
EASA
European Union Aviation Safety Agency

together 4safety

DID YOU KNOW?
Tips to avoid airspace infringement & reduce the risk of mid-air collision

Before Flight

Plan and prepare your flight and identify controlled and restricted airspace.

Use modern navigation technology and exercise your basic navigation skills.

Turn on your transponder! For VFR flights, the default code is 7000 in most countries.

7000

ADS-B, Automatic Dependent Surveillance Broadcast, makes you visible and makes other equipped aircraft visible to you.

During Flight

Keep good situational awareness: *Know where you are at all times!*

Entering controlled airspace requires a clearance!

If you enter unauthorised airspace without clearance, keep your transponder on and contact ATC!

Stay visible and don't be shy to communicate!

Navigation errors can lead to mid-air collisions:

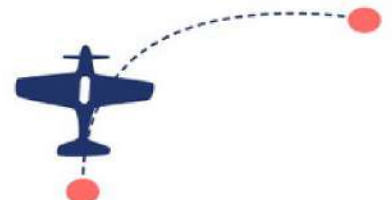*Navigate accurately, look for other aircraft and practice See and Avoid!*

After Flight

Export the flight log from the navigation software and take a moment to debrief your flight.

How can I improve my next flight?

Report any Airspace Infringement and other incidents.

European airspace is complex and navigational errors can lead to airspace infringement and mid-air collisions.
Prepare your flight, use modern navigation technologies safely, keep good situational awareness, stay visible and never hesitate to communicate!

Never stop learning and share your flight experience with others!

Communicate, stay visible and stay on track.

An Agency of the European Union

GENERAL AVIATION BEST PRACTICES

ATC

Do not be afraid to use 'standby' or 'say again'. Do not drop the aircraft to fly the radio.

FLY THE AIRCRAFT

Whatever the situation, return your focus to the aircraft's flightpath at regular intervals.

PREPARE

Effective preflight preparation, and threat and error management will make you more resilient.

CHECKLIST DISCIPLINE

Consider how to make best use of checklists.

THREAT & ERROR MANAGEMENT

Use TEM to anticipate high workload, distractions and interruptions during the flight. Plan essential tasks to minimise the risk of errors.

For further information refer to:

SIAN Nr 04/22
Avoiding Airspace Infringements

https://www.transport.gov.mt/SIAN-04_22-General-Aviation-Avoiding-Airspace-Infringements.pdf-f7593

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Help us to **improve AVIATION safety** by reporting your concerns & ideas.

VOLUNTARY REPORT

Reports will remain confidential

SCAN ME

https://www.transport.gov.mt/aviation

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