AVISTRATA
AVIATION BUSINESS PLATFORM

ATC Radio Guide

Your flights' air traffic control radio, radio events and airport notes

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PREPARED FOR

Directors of operations, chief pilots and chief instructors

Admins who turn ATC Radio on, and the crews, instructors and dispatchers who use it

FROM

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At a glance

Avistrata can bring in the air traffic control radio for your flights. The radio is recorded and transcribed by **Enhanced Radar**, which listens to ATC frequencies at about 80 North American airports. You get three things, each turned on separately:

- **ATC radio on flights:** every transmission between ATC and your aircraft on a flight, as text you can read and audio you can play. Useful for debriefs, lessons and checking what was said.
- **Radio events:** after a flight is checked in, Avistrata looks for emergencies, bird strikes, engine problems, go-arounds and diversions involving your aircraft. The crew is notified and decides what to file.
- **ATC notes in the briefing:** runways in use, closures and other airport activity heard on the radio, and pilot reports near the departure and destination.

Good to know. Transcripts, events and airport notes are written by AI from radio audio and can be wrong: a word misheard, the wrong callsign, an event that didn't happen. Listen to the audio before relying on anything. ATC Radio is a review and safety tool, not an official briefing, a source of clearances or a replacement for your own records. Nothing is filed in Avistrata without a person deciding to file it.

1. Turn it on

Flight Ops → Settings → ATC Radio (organization admins). Tick what you want and Save. Everything is off until you turn it on.

Setting	What it does
ATC radio on flights	Adds an ATC radio box to dispatched and completed flights in the booking window, with **Load the radio for this flight**.
Scan flights for radio events	Every hour, flights checked in during the last day or so are checked for radio events involving the aircraft. Choose **which flights**: all, solo student flights and rentals, or released and Part 135 flights. Flights where the aircraft wasn't heard on a recorded frequency are skipped. Events wait on the flight for review.
ATC notes in the flight briefing	Adds airport activity and pilot reports heard on the radio to the briefing's airspace notes, for the departure and destination airports.

2. Check your coverage first

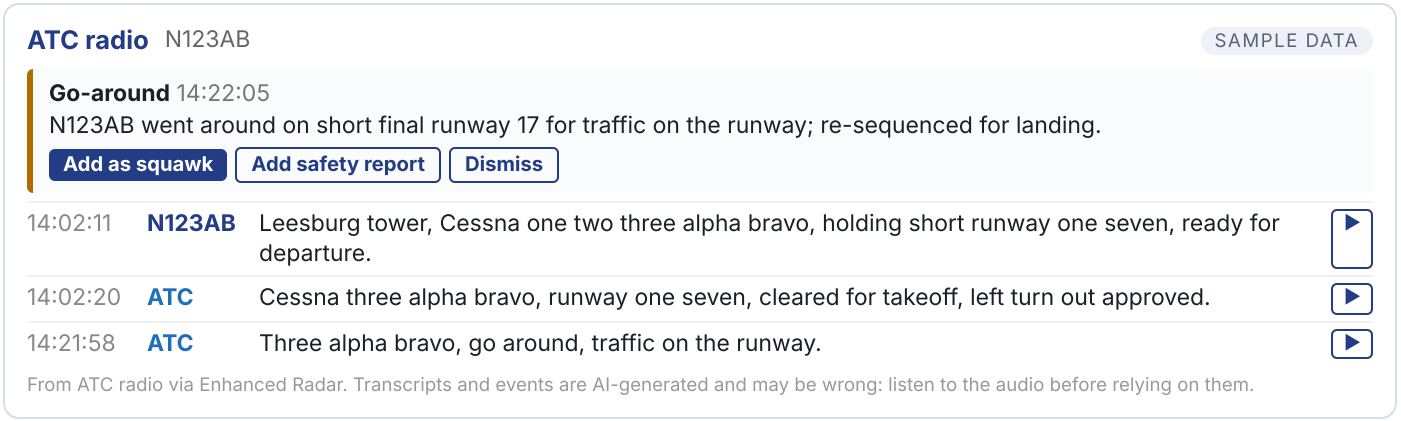
Enhanced Radar doesn't record every airport or every frequency. On the same settings screen, type the airports you fly from (for example **KJYO KIAD KDCA**) and press **Check**. Each airport shows **Covered** with the recorded frequencies (tower, ground, approach...), **Listed, no recorded frequencies**, or **Not covered**.

RECOMMENDED

- Check your home airport and your three or four most common destinations before turning anything on.
- A flight is only as complete as the coverage along its route: a departure from an uncovered field may show only the approach and landing at a covered one.
- Coverage grows over time. Check again every few months if your airports aren't covered yet.

3. ATC radio on a flight

Open the flight's booking window on the website (from the schedule). Once the flight is dispatched, the crew or a dispatcher can press **Load the radio for this flight**. Avistrata fetches the aircraft's transmissions from 15 minutes before block out to 15 minutes after block in (or the booked times when there are no block times), and keeps them with the flight.



- ▶ plays the original audio of that transmission. Press it again to stop.
- **ATC** marks the controller; your callsign marks the aircraft. Other aircraft on the frequency are not included.
- While the flight is still out, **Refresh** picks up the latest transmissions. After check-in the radio is complete and stays as it is.
- If nothing comes back, the airports or frequencies weren't covered, or the aircraft used a different callsign (see section 6).

RECOMMENDED FOR FLIGHT SCHOOLS

- Load the radio before the post-flight debrief and listen to two or three calls together: the initial call-up, a readback and the landing clearance.
- Students can practise from their own flights: read the transcript, then listen to how ATC phrased it.
- Use it to check a disputed instruction after a flight; don't use it as the only record of a clearance.

4. Reviewing radio events

With **Scan flights for radio events** on, Avistrata checks each flight in your chosen group after check-in, once it knows the aircraft was heard on the radio. When it finds an event involving your aircraft, the pilot in command and the instructor get a notification, and the event waits on the flight's ATC radio box until someone acts on it. The crew or a dispatcher picks one of:

- **Add as squawk:** adds it to the aircraft's discrepancy log, marked for review, as an entry by the person who pressed it. Maintenance then inspects and signs it off as usual.
- **Add safety report:** files a hazard report on the flight (Part 5 SMS), with the radio summary and time. Add what happened in Safety.
- **Dismiss:** nothing is filed. Use it when the event is wrong or needs no action.

Event heard on the radio	Usually
Bird strike / wildlife	Add as squawk: inspect the aircraft per the maintenance manual before the next flight. A safety report too if your SMS tracks wildlife strikes.
Engine problem, smoke or fire	Add as squawk, and a safety report. Ground the aircraft when the squawk calls for it.
Gear, flaps, electrical or other system problem	Add as squawk.
Emergency, medical, low fuel	Add safety report; add a squawk if the aircraft was involved.

Event heard on the radio	Usually
Runway incursion, deviation, laser	Add safety report. Check whether a report to the FAA (for example ASRS) is appropriate.
Go-around, diversion, return to the airport	Often routine: debrief it, then Dismiss or add a safety report if there's a lesson in it.

These are typical choices, not rules: follow your SMS, your maintenance program and your own judgment.

5. ATC notes in the briefing

With **ATC notes in the flight briefing** on, the flight briefing (in the Pilot app and the AI briefing summary) gets extra lines in its airspace notes for the departure and destination: runways in use, closures, debris on a runway, flow changes and other activity heard on the radio in the last hour, and up to three recent pilot reports (turbulence, icing, wind shear) within about 40 NM. Each note says how long ago it was heard; airports without recorded frequencies get pilot reports only. The notes never change the briefing's go / caution / no-go: check them against NOTAMs, the ATIS and your official weather briefing.

6. Callsigns

Avistrata listens for the flight's radio callsign: the flight number on a flight release when it's an airline-style callsign (three letters and a number, such as EJA412), otherwise the aircraft's registration without the dash (N123AB). Controllers often shorten a callsign after the first call ("three alpha bravo"); Enhanced Radar matches those to the aircraft, but an unusual callsign or a flight flown under someone else's callsign won't be found.

7. Who can do what

Who	Can
Organization admins	Turn the three settings on and off; check coverage.
Pilot, instructor, the person who booked	Load and play the radio for their flight; act on its radio events.
Dispatchers and other Flight Ops staff	The same, for any flight in the organization.
Everyone with access to the flight	See a radio log once it has been loaded.

PRIVACY AND RECORDS

- ATC frequencies are public radio. The transmissions kept with a flight are those involving your aircraft and the controller speaking to it.
- The radio log is kept with the flight, like the rest of the flight record. It is not an official ATC record; for an investigation, request the recordings from the FAA.

Want to try ATC Radio?

We'll check coverage for your airports and turn it on with you.

Avistrata support
703.520.5040
mrotracker.com

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