g. Self-Announce Position and/or Intentions

1. General. Self-announce is a procedure whereby pilots broadcast their position or intended flight activity or ground operation on the designated CTAF. This procedure is used primarily at airports which do not have an FSS on the airport. The self-announce procedure should also be used if a pilot is unable to communicate with the FSS on the designated CTAF. Pilots stating, *"Traffic in the area, please advise"* is not a recognized Self–Announce Position and/or Intention phrase and should not be used under any condition.

2. If an airport has a tower and it is temporarily closed, or operated on a part-time basis and there is no FSS on the airport or the FSS is closed, use the CTAF to self-announce your position or intentions.

3. Where there is no tower, FSS, or UNICOM station on the airport, use MULTICOM frequency 122.9 for self-announce procedures. Such airports will be identified in appropriate aeronautical information publications.

4. Straight–in Landings. The FAA discourages VFR straight–in approaches to landings due to the increased risk of a mid–air collision. However, if a pilot chooses to execute a straight–in approach for landing without entering the airport traffic pattern, the pilot should self–announce their position on the designated CTAF approximately 8 to 10 miles from the airport and coordinate their straight–in approach and landing with other airport traffic. Pilots executing a straight–in approach (IFR or VFR) do not have priority over other aircraft in the traffic pattern, and must comply with the provisions of 14 CFR 91.113 (g), Right–of–way rules.

5. Traffic Pattern Operations. All traffic within a 10–mile radius of a non–towered airport or a part–time–towered airport when the control tower is not operating, should monitor and communicate on the designated CTAF when entering the traffic pattern. Pilots operating in the traffic pattern or on a straight–in approach must be alert at all times to other aircraft in the pattern, or conducting straight–in approaches, and communicate their position to avoid a possible traffic conflict. In the airport traffic pattern and while on straight–in approaches to a runway, effective communication and a pilot's responsibility to see–and–avoid are essential mitigations to avoid a possible midair collision. In addition, following established traffic pattern procedures eliminates excessive maneuvering at low altitudes, reducing the risk of loss of aircraft control.

REFERENCE–
FAA Advisory Circular (AC) 90–66, Non–Towered Airport Flight Operations.

6. Practice Approaches. Pilots conducting practice instrument approaches should be particularly alert for other aircraft that may be departing in the opposite direction. When conducting any practice approach, regardless of its direction relative to other airport operations, pilots should make announcements on the CTAF as follows:

(a) Departing the final approach fix, inbound (nonprecision approach) or departing the outer marker or fix used in lieu of the outer marker, inbound (precision approach);

(b) Established on the final approach segment or immediately upon being released by ATC;

(c) Upon completion or termination of the approach; and

(d) Upon executing the missed approach procedure.

7. Departing aircraft should always be alert for arrival aircraft coming from the opposite direction.

8. Recommended self–announce broadcasts: It should be noted that aircraft operating to or from another nearby airport may be making self–announce broadcasts on the same UNICOM or MULTICOM frequency. To help identify one airport from another, the airport name should be spoken at the beginning and end of each self–announce transmission. When referring to a specific runway, pilots should use the runway number and not use the phrase "Active Runway."

(a) Inbound

EXAMPLE–
Strawn traffic, Apache Two Two Five Zulu, (position), (altitude), (descending) or entering downwind/base/final (as appropriate) runway one seven full stop, touch–and–go, Strawn.
Strawn traffic Apache Two Two Five Zulu clear of runway one seven Strawn.

(b) Outbound