


Bondiger ATC terminologie.

Voorbeelden van verkeerd gebruikte woorden.

Standard Phraseology...

- Keep communication clear, compact, simple... to reduce the possibility of confusion or misinterpretation to a minimum.
- Use standard expressions as much as you can.
- Always readback!


**the only valid clearance is a correct readback**



Standard Phraseology...


- use standard phraseology
- don't tell your life story
- keep it short and simple
- frequency occupation time !!!

~~you are  
"please"  
"you can"  
"with you"  
...~~



Frequency

- ALL 6 digits shall be pronounced
  - 134.050 one three four decimal zero five **zero**
  - 121.875 one two one decimal eight seven **five**
  - 128.450 one two eight decimal four five zero
- except when 5th and 6th digit are zero
  - 131.100 one three one decimal one
  - 118.600 one one eight decimal six
  - 125.000 one two five **decimal zero**



Taxi

"ready for taxi"

WRONG!

"request taxi"

CORRECT!

good practise: add your location !

"BAW123, R4, request taxi"

"taxi to holding point B1 runway  
25R via R4, outer-7, qnh 1021"



Take off

"request takeoff"

WRONG!

"ready for takeoff"

ofcourse you want to takeoff..  
unless you want to walk...

"B1, ready for departure"

CORRECT!

good practice to report your position  
(the holding point / intersection)



Take off Clearance

"~~the~~ wind 253 ~~at~~ 8 knots  
~~you are~~ cleared for takeoff"

WRONG!

~~"the wind" "you are" "at"~~

wind direction:  
always round to nearest 10

"wind 250 degrees 8 knots  
runway 25R  
cleared for takeoff "

CORRECT!



Take off - Pilot Readback

"copy the winds"  
"wind copied"

WRONG!

no readback of wind information !

"runway 25R cleared for takeoff "

CORRECT!

always readback takeoff clearance,  
INCLUDING the runway



Enroute...

"request climb to FL \_\_\_\_"  
"request descent to FL \_\_\_\_"

WRONG!

ATC decides on the FL to climb/descent  
as a pilot you are unaware of any  
conflicting traffic, restrictions or requirements

"request climb"  
"request descent"

CORRECT!



Readback

"copy the winds"  
"wind copied"

WRONG!

no readback of wind information !

"runway 02 cleared to land "

CORRECT!

always readback landing clearance,  
INCLUDING the runway



### Taxi Instructions

“cleared to taxi to ...”  
“taxi to apron 1 north”

WRONG!

- not a clearance but an instruction
- always give a complete taxi instruction including gate/stand number

CORRECT!

“taxi to \_\_\_ via \_\_\_”  
“taxi to stand 161 via outer-8 and R4”



### Runway Crossing

if runway crossing is required:

“request to cross runway \_\_\_”

“cleared to cross runway 02”

WRONG!

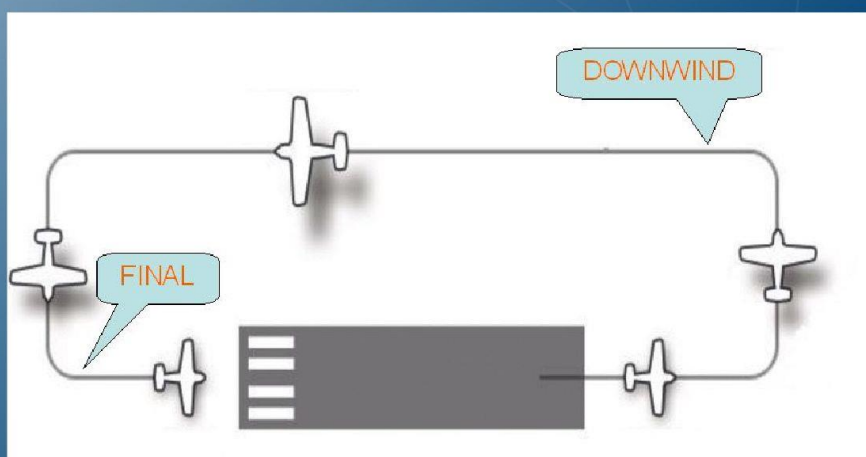
runway crossing is a **instruction** not a clearance:

“cross runway 02”  
“cross runway 02, report vacated”

CORRECT!



### VFR Reporting Points



always report FINAL and DOWNWIND




VFR Reporting Points

**WRONG!**

LEFTHAND DOWNWIND

**CORRECT!**

DOWNWIND



VFR Reporting Points

"Lefthand downwind"  
"Lefthand base"


**WRONG!**

- Standard circuit always left turns.
- Do not say "lefthand downwind" pilots when confused they will remember they heard two words: 'righthand downwind' ?

"Downwind"  
"Base"

**CORRECT!**

- 1 word so left turns



Dan hieronder de standaardteksten die wij in de Sundowners sessies gebeuren :

Online Sundowners / Verkeersleiding :

Belangrijk is om een kort en bondig taalgebruik te hanteren. Dus kort aangeven wat de bedoeling is en ATC dient ook kort en bondig te antwoorden. Hierdoor wordt vermeden, dat bij een groot aantal deelnemende piloten geen contact met de toren kan ontstaan.

Voorbeeld voor de landing op Eelde rwy 23 :

Toren aanroepen door een piloot : Eelde tower this is PH-MAK

Toren : PAK , go ahead

Piloot : PAK is a twinotter , 2 persons , VFR , to land

Toren : PAK , report downwind 23 , QNH 1019

Piloot : report downwind 23 , QNH 1019 , PAK

Piloot : PAK on downwind 23

Toren : PAK , you are nr 1 , report final 23

Piloot : nr 1 , report final 23 , PAK

Piloot : PAK on final 23

Toren : PAK , cleared to land 23

Piloot : cleared to land 23 , PAK

Piloot : PAK vacated runway

Toren : PAK , taxi to parking , shutdown approved

Piloot : taxi to parking, shutdown approved , PAK

Voorbeeld voor Takeoff op Eelde rwy 23 :

Toren aanroepen door een piloot : Eelde tower this is PH-MAK

Toren : PAK , go ahead

Piloot : PAK , Twinotter, on the parking, two persons , VFR to Lelystad , request startup

Toren : startup approved

Piloot : startup approved , PAK

Piloot : PAK ready to taxi

Toren : PAK taxi to and hold short 23

Piloot : taxi to and hold short 23

Piloot : PAK at holding point 23

Nu kunnen div situaties ontstaan :

1. Toren : PAK , You are cleared for takeoff 23 ( als er 1 vliegtuig is )
2. Toren : PAK , Stand by ( als er toestellen voor zijn of de toren is bezig )
3. Toren : PAK , line up 23 and wait ( als er een vliegtuig voor nog in de takeoff zit )

Piloot : "herhaalt letterlijk de opdracht" , PAK

Na verlaten van de control zone :

Piloot : PAK is leaving your CTR , request frequency change

Toren : PAK frequency change approved

Piloot : frequency change approved , PAK

Dan overschakelen in Teamspeak naar het betreffende multicom kanaal.