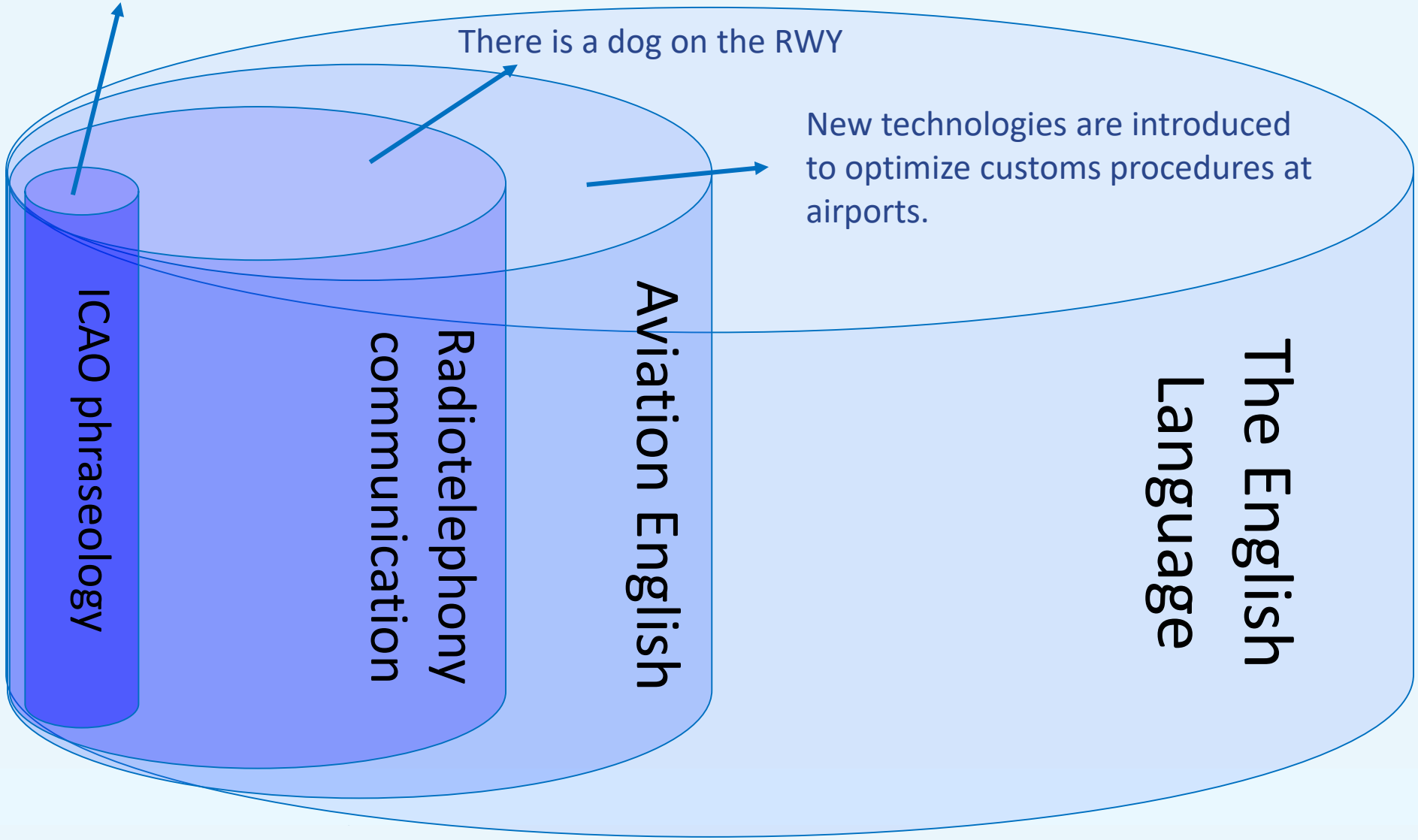
AIRBRIDGECARGO

Teaching Phraseology: How to reflect the Realia of Communication in Radiotelephony

Cleared ILS approach RWY 14



Teaching Phraseology:
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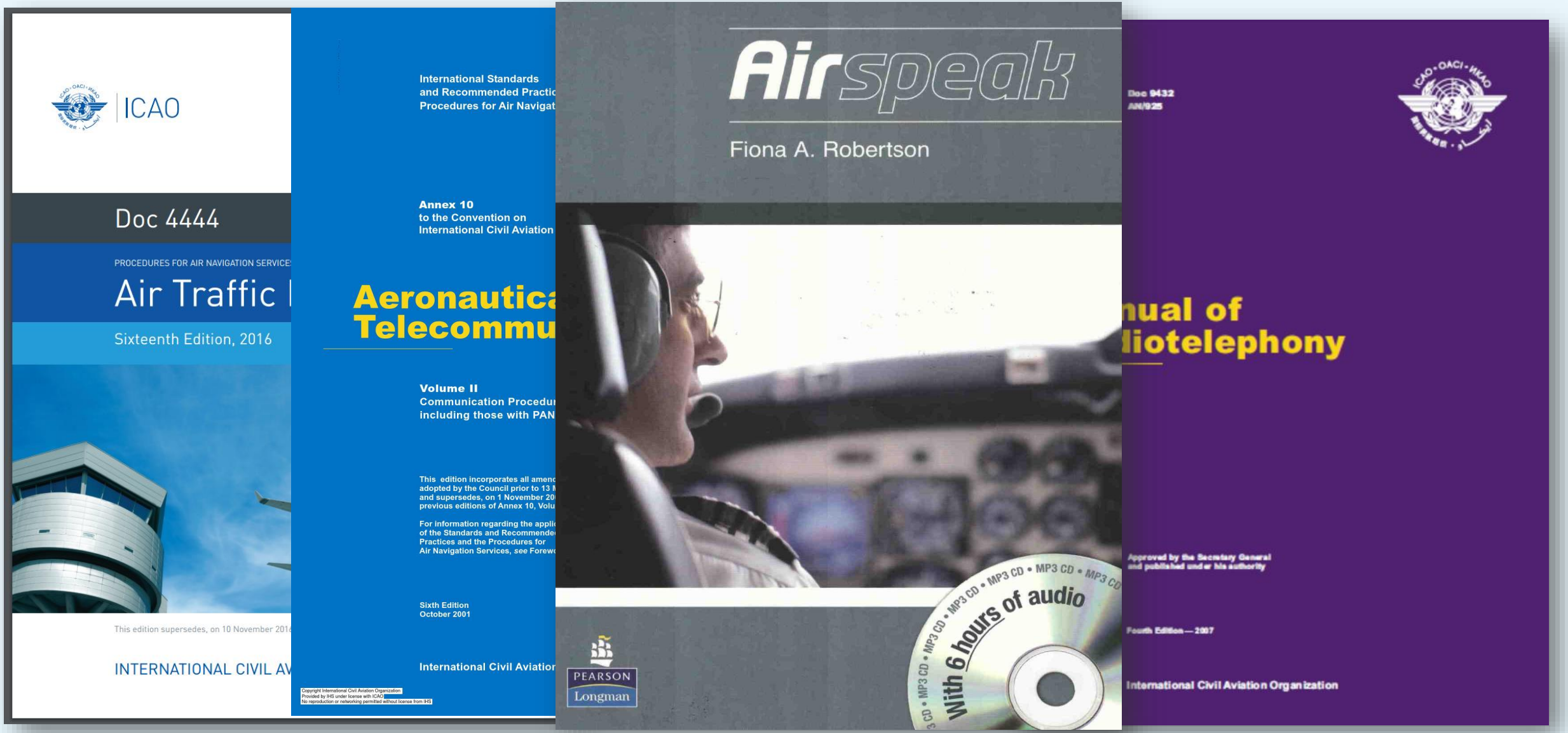
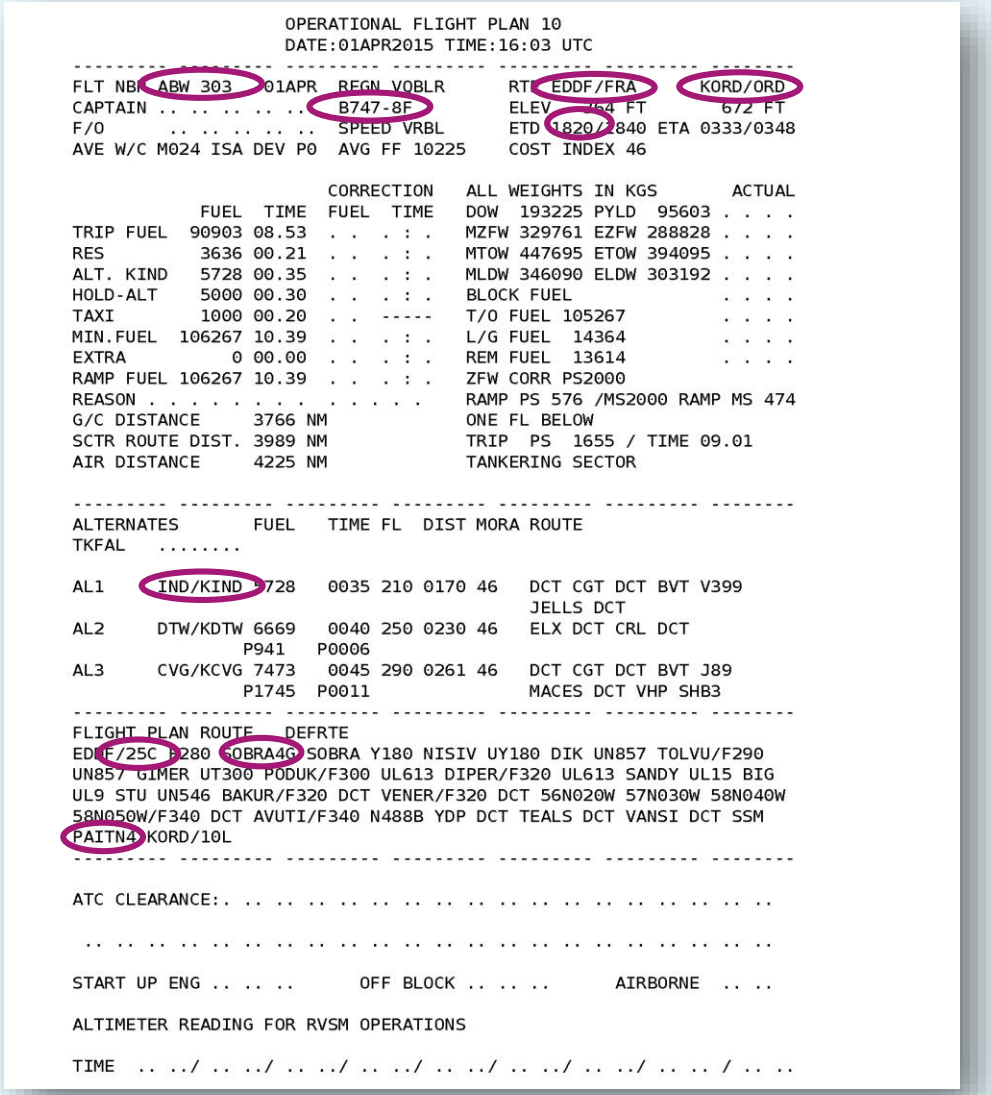


Radiotelephony Communication Training

Simulator Flight

Callsign	ABW 303 Heavy
Aircraft type	Boeing 747-8F
Departure airport	Frankfurt (EDDF)
Destination airport	Chicago (KORD)
Destination alternate	Indianapolis (KIND)
Present position	
RWY for departure	RWY 25C
SID	SOBRA4G
STAR	PAITN4
ETD	18.20
HLA entry point	
HLA exit point	
Requested M+FL	



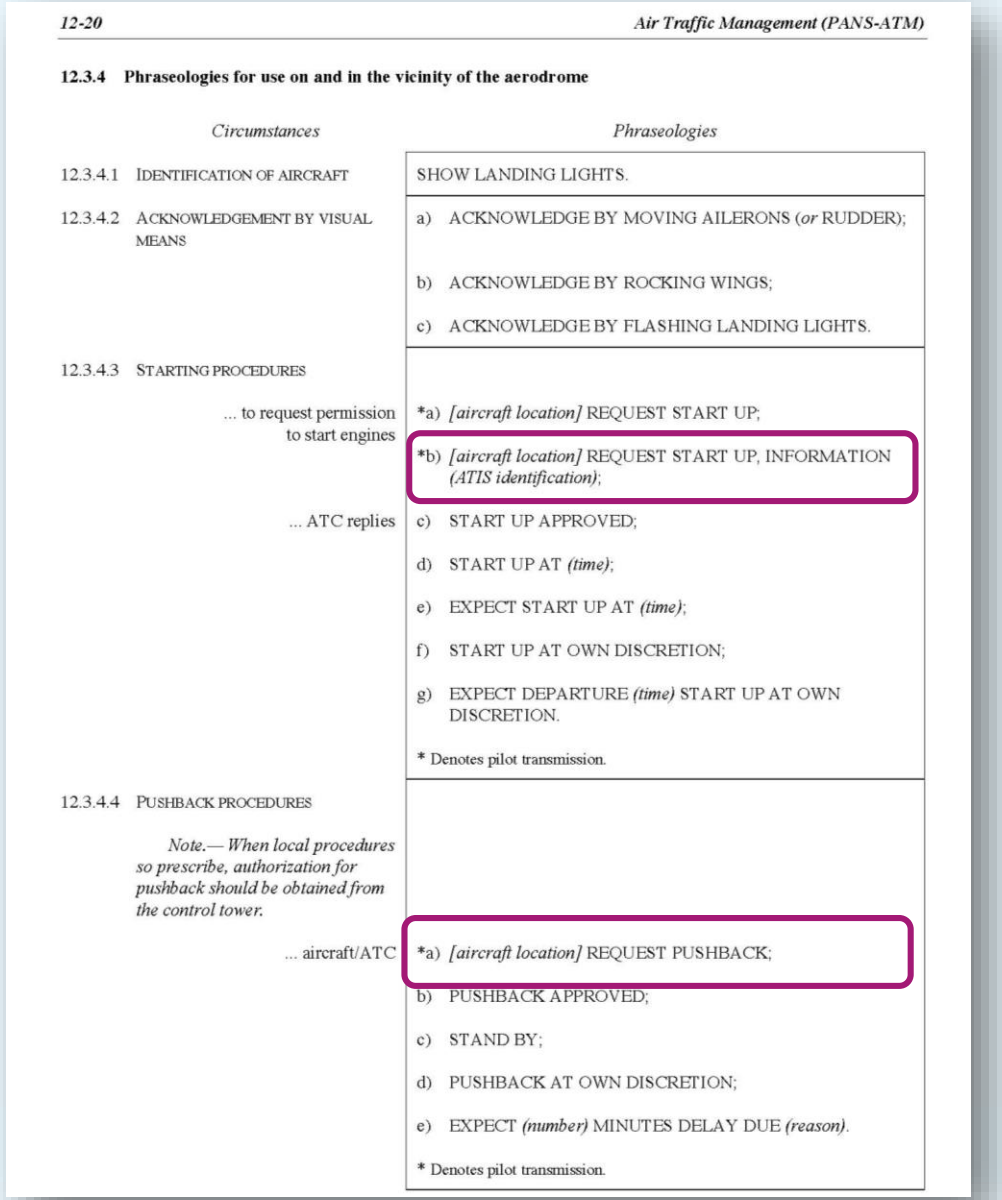
```
                    OPERATIONAL FLIGHT PLAN 10
                    DATE:01APR2015 TIME:16:03 UTC
--------- --------- --------- --------- --------- --------- ---------
FLT NBR  ABW 303    01APR  REGN VQBLR       RTE  EDDF/FRA      KORD/ORD
CAPTAIN .. .. .. .. ..    B747-8F           ELEV    364 FT       672 FT
F/O     .. .. .. .. ..   SPEED VRBL         ETD 1820/1840 ETA 0333/0348
AVE W/C M024 ISA DEV P0  AVG FF 10225      COST INDEX 46

                        CORRECTION    ALL WEIGHTS IN KGS        ACTUAL
             FUEL  TIME  FUEL  TIME    DOW  193225 PYLD  95603 . . . .
TRIP FUEL  90903 08.53  . .   . : .    MZFW 329761 EZFW 288828 . . . .
RES         3636 00.21  . .   . : .    MTOW 447695 ETOW 394095 . . . .
ALT. KIND   5728 00.35  . .   . : .    MLDW 346090 ELDW 303192 . . . .
HOLD-ALT    5000 00.30  . .   . : .    BLOCK FUEL              . . . .
TAXI        1000 00.20  . .   -----    T/O FUEL 105267         . . . .
MIN.FUEL  106267 10.39  . .   . : .    L/G FUEL  14364         . . . .
EXTRA          0 00.00  . .   . : .    REM FUEL  13614         . . . .
RAMP FUEL 106267 10.39  . .   . : .    ZFW CORR PS2000
REASON . . . . . .  . . . . .          RAMP PS 576 /MS2000 RAMP MS 474
G/C DISTANCE     3766 NM               ONE FL BELOW
SCTR ROUTE DIST. 3989 NM               TRIP  PS  1655 / TIME 09.01
AIR DISTANCE     4225 NM               TANKERING SECTOR

--------- --------- --------- --------- --------- --------- ---------
ALTERNATES       FUEL   TIME FL  DIST MORA ROUTE
TKFAL   ........

AL1     IND/KIND 5728   0035 210 0170 46   DCT CGT DCT BVT V399
                                           JELLS DCT
AL2     DTW/KDTW 6669   0040 250 0230 46   ELX DCT CRL DCT
                 P941   P0006
AL3     CVG/KCVG 7473   0045 290 0261 46   DCT CGT DCT BVT J89
                 P1745  P0011               MACES DCT VHP SHB3
--------- --------- --------- --------- --------- --------- ---------
FLIGHT PLAN ROUTE   DEFRTE
EDDF/25C F280 SOBRA4G SOBRA Y180 NISIV UY180 DIK UN857 TOLVU/F290
UN857 GIMER UT300 PODUK/F300 UL613 DIPER/F320 UL613 SANDY UL15 BIG
UL9 STU UN546 BAKUR/F320 DCT VENER/F320 DCT 56N020W 57N030W 58N040W
58N050W/F340 DCT AVUTI/F340 N488B YDP DCT TEALS DCT VANSI DCT SSM
PAITN4 KORD/10L
--------- --------- --------- --------- --------- --------- ---------

ATC CLEARANCE:. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. ..

 .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. .. ..

START UP ENG .. .. ..      OFF BLOCK .. .. ..      AIRBORNE  .. ..

ALTIMETER READING FOR RVSM OPERATIONS

TIME  .. ../ .. ../ .. ../ .. ../ .. ../ .. ../ .. ../ .. .. / .. ..
```

Callsign	ABW 303 Heavy
Aircraft type	Boeing 747-8F
Departure airport	Frankfurt (EDDF)
Destination airport	Chicago (KORD)
Destination alternate	Indianapolis (KIND)
Present position	
RWY for departure	RWY 25C
SID	SOBRA4G
STAR	PAITN4
ETD	18.20
HLA entry point	Vener
HLA exit point	Avuti
Requested M+FL	M 0.84; FL320

```
CPT/114.35              1 ..... 320   UL9    283    9  488 .840  88.5
N51 29.5 W001 13.2  0109 .....        32     281 3537  414 M03 31/084

KENET                   2 ..... 320   UL9    287   10  488 .840  88.2
N51 31.2 W001 27.3  0110 .....        32     285 3528  412 M03 31/084

GAVGO                   8 ..... 320   UL9    284   59  488 .840  88.0
N51 33.8 W001 42.6  0112 .....        49     283 3518  414 M02 31/082

DIKAS                  10 ..... 320   UL9    284   67  488 .840  86.4
N51 46.6 W003 15.6  0120 .....        49     282 3459  417 M02 31/078

STU/113.1               4 ..... 320   UN546  305   28  490 .840  84.7
N51 59.7 W005 02.4  0130 ..... EISN  37     302 3392  415 M02 30/075

BAKUR                  51 ..... 320   DCT    299  360  488 .840  84.0
N52 14.5 W005 40.8  0134 ..... EGGX  50     296 3364  421 M02 28/068

VENER                  26 ..... 320   DCT    307  193  488 .840  74.9
N54 30.0 W015 00.0  0225 .....        20     300 3004  443 M02 26/051

56N020W                44 ..... 320   DCT    295  337  490 .840  70.3
N56 00.0 W020 00.0  0251 ..... CZQX  20     284 2811  466 M00 20/035

57N030W                40 ..... 320   DCT    300  328  488 .840  62.8
N57 00.0 W030 00.0  0335 .....        20     285 2474  489 M03 18/045

58N040W                38 ..... 320   DCT    294  318  490 .840  56.0
N58 00.0 W040 00.0  0415 .....        20     274 2146  500 M00 16/058

58N050W                32 ..... 340   DCT    289  258  494 .840  49.5
N58 00.0 W050 00.0  0453 .....        20     266 1828  491 P07 17/032

AVUTI                  16 ..... 340   N488B  271  133  496 .840  44.2
N57 28.0 W058 00.0  0525 ..... CZQX  36     247 1570  489 P09 17/023

YDP/247.0              23 ..... 340   DCT    279  186  496 .838  41.5
N56 32.0 W061 41.5  0541 ..... CZUL  48     256 1437  493 P10 24/010

TEALS                  49 ..... 340   DCT    258  406  494 .838  37.8
N55 38.9 W067 00.0  0604 .....        50     236 1251  491 P08 32/039
```

Teaching Phraseology:
How to reflect the Realia of Communication in Radiotelephony

№	STATION	FREQUENCY	FUNCTION	PILOT'S WORDS	CONTROLLER'S INFORMATION TO COPY
1	ATIS		ATIS (departure)	**----- (monitor the frequency)**	
2	Frankfurt Delivery		ATC clearance	**ACFT location, Request ATC clearance to KORD information (A)**	
			start-up	**Request start-up**	
3	Frankfurt Apron		push-back	**ACFT location, request push-back**	
			taxi		
4	Frankfurt Ground		taxi		

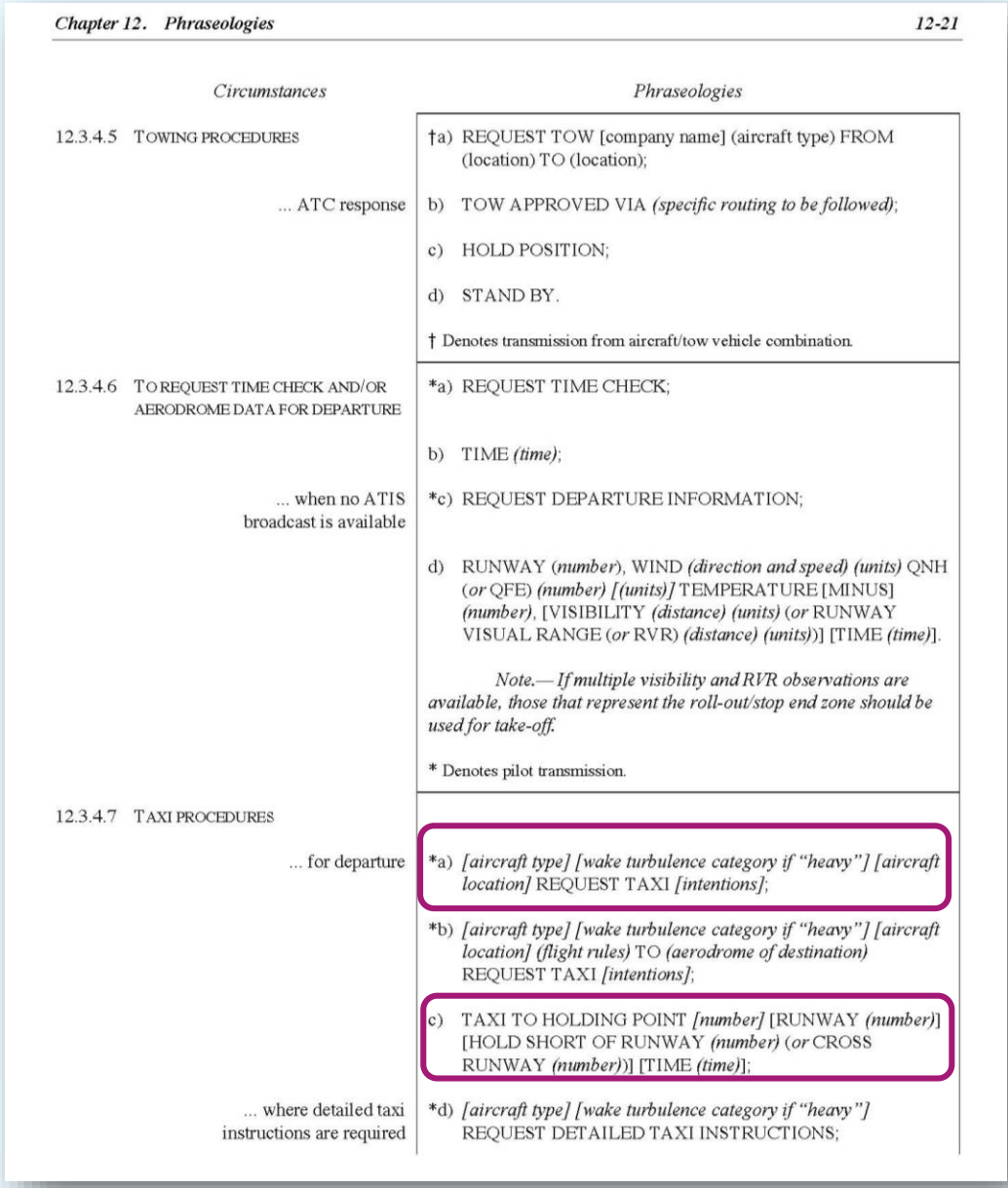


12-20 *Air Traffic Management (PANS-ATM)*

12.3.4 Phraseologies for use on and in the vicinity of the aerodrome

Circumstances	*Phraseologies*
12.3.4.1 IDENTIFICATION OF AIRCRAFT	SHOW LANDING LIGHTS.
12.3.4.2 ACKNOWLEDGEMENT BY VISUAL MEANS	a) ACKNOWLEDGE BY MOVING AILERONS (*or* RUDDER); b) ACKNOWLEDGE BY ROCKING WINGS; c) ACKNOWLEDGE BY FLASHING LANDING LIGHTS.
12.3.4.3 STARTING PROCEDURES	
... to request permission to start engines	*a) *[aircraft location]* REQUEST START UP; *b) *[aircraft location]* REQUEST START UP, INFORMATION *(ATIS identification)*;
... ATC replies	c) START UP APPROVED; d) START UP AT *(time)*; e) EXPECT START UP AT *(time)*; f) START UP AT OWN DISCRETION; g) EXPECT DEPARTURE *(time)* START UP AT OWN DISCRETION. * Denotes pilot transmission.
12.3.4.4 PUSHBACK PROCEDURES *Note.— When local procedures so prescribe, authorization for pushback should be obtained from the control tower.*	
... aircraft/ATC	*a) *[aircraft location]* REQUEST PUSHBACK; b) PUSHBACK APPROVED; c) STAND BY; d) PUSHBACK AT OWN DISCRETION; e) EXPECT *(number)* MINUTES DELAY DUE *(reason)*. * Denotes pilot transmission.

№	STATION	FREQUENCY	FUNCTION	PILOT'S WORDS	CONTROLLER'S INFORMATION TO COPY
1	ATIS		ATIS (departure)	**----- (monitor the frequency)**	
2	Frankfurt Delivery		ATC clearance	**ACFT location, request ATC clearance to KORD, information (A)**	
			start-up	**Request start-up**	
3	Frankfurt Apron		push-back	**ACFT location, request push-back**	
			taxi	**Request taxi**	
4	Frankfurt Ground		taxi	**Holding short of TWY/RWY… on TWY… / Holding point TWY/RWY… on TWY… *Request cross RWY…**	



Chapter 12. Phraseologies 12-21

	Circumstances	*Phraseologies*
12.3.4.5	TOWING PROCEDURES	†a) REQUEST TOW [company name] (aircraft type) FROM (location) TO (location);
	... ATC response	b) TOW APPROVED VIA *(specific routing to be followed)*;
		c) HOLD POSITION;
		d) STAND BY.
		† Denotes transmission from aircraft/tow vehicle combination.
12.3.4.6	TO REQUEST TIME CHECK AND/OR AERODROME DATA FOR DEPARTURE	*a) REQUEST TIME CHECK;
		b) TIME *(time)*;
	... when no ATIS broadcast is available	*c) REQUEST DEPARTURE INFORMATION;
		d) RUNWAY *(number)*, WIND *(direction and speed) (units)* QNH (*or* QFE) *(number) [(units)]* TEMPERATURE [MINUS] *(number)*, [VISIBILITY *(distance) (units)* (*or* RUNWAY VISUAL RANGE (*or* RVR) *(distance) (units)*)] [TIME *(time)*].
		Note.— If multiple visibility and RVR observations are available, those that represent the roll-out/stop end zone should be used for take-off.
		* Denotes pilot transmission.
12.3.4.7	TAXI PROCEDURES	
	... for departure	*a) *[aircraft type] [wake turbulence category if "heavy"] [aircraft location]* REQUEST TAXI *[intentions]*;
		*b) *[aircraft type] [wake turbulence category if "heavy"] [aircraft location] (flight rules)* TO *(aerodrome of destination)* REQUEST TAXI *[intentions]*;
		c) TAXI TO HOLDING POINT *[number]* [RUNWAY *(number)*] [HOLD SHORT OF RUNWAY *(number)* (*or* CROSS RUNWAY *(number)*)] [TIME *(time)*];
	... where detailed taxi instructions are required	*d) *[aircraft type] [wake turbulence category if "heavy"]* REQUEST DETAILED TAXI INSTRUCTIONS;

Teaching Phraseology:
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№	STATION	FREQUENCY	FUNCTION	PILOT'S WORDS	CONTROLLER'S INFORMATION TO COPY
8	Shanwick Oceanic		oceanic clearance		
9	Shanwick Radio		secal check & position reports		
	Gander Radio				

meet the MEL requirements for RVSM or NAT HLA Approval on the flight, then the pilot must advise ATC at initial contact when requesting Oceanic Clearance.

5.1.7 After obtaining and reading back the clearance, the pilot should monitor the forward estimate for oceanic entry, and if this changes by **3 minutes or more**, unless providing position reports via ADS-C, the pilot must pass a revised estimate to ATC. As planned longitudinal spacing by these OACs is based solely on the estimated times over the oceanic entry fix or boundary, failure to adhere to this ETA amendment procedure may jeopardise planned separation between aircraft, thus resulting in a subsequent re-clearance to a less economical track/flight level for the complete crossing. Any such failure may also penalise following aircraft.

5.1.8 If any of the route, flight level or Mach Number in the clearance differs from that flight planned, requested or previously cleared, attention may be drawn to such changes when the clearance is delivered (whether by voice or by data link). Pilots should pay particular attention when the issued clearance differs from the Flight Plan. *(N.B. a significant proportion of navigation errors investigated in the NAT involve an aircraft which has followed its Flight Plan rather than its differing clearance).*

5.1.9 Furthermore it must be recognised that if the entry point of the oceanic route on which the flight is cleared differs from that originally requested and/or the oceanic flight level differs from the current flight level, **the pilot is responsible for requesting and obtaining the necessary domestic re-clearance** to ensure that the flight is in compliance with its Oceanic Clearance when entering oceanic airspace.

5.1.10 If pilots have not received their Oceanic Clearance prior to reaching the Shanwick OCA boundary, they must contact Domestic ATC and request instructions to enable them to remain clear of Oceanic Airspace whilst awaiting such Clearance. This is not the case for other NAT OCAs into any of which flights may enter whilst pilots are awaiting receipt of a delayed Oceanic Clearance. Pilots should always endeavour to obtain Oceanic Clearance prior to entering these other NAT OCAs; however if any difficulty is encountered the pilot should not hold while awaiting Clearance unless so directed by ATC. In such circumstances, pending receipt of the Oceanic Clearance, the aircraft should continue to maintain the flight level cleared by the current control authority.

5.1.11 Unless otherwise stated the Oceanic Clearance issued to each aircraft is at a specified flight level and cruise Mach Number (Exceptions are discussed at section 5.7 below). Subsequent enroute changes to Flight level or Mach Number should not be made without prior ATC clearance, except in an urgency situation. (e.g. *encountering unanticipated severe turbulence).*

5.1.12 An example of a pilot voice request for Oceanic Clearance is as follows:

"ACA 865 request Oceanic Clearance. Estimating PIKIL at 1131. Request Mach decimal eight zero, Flight Level three five zero, able Flight Level three six zero, second choice Track Charlie".

5.1.13 If the request also includes a change to the original flight plan, affecting the oceanic segment, then it should be according to the following example:

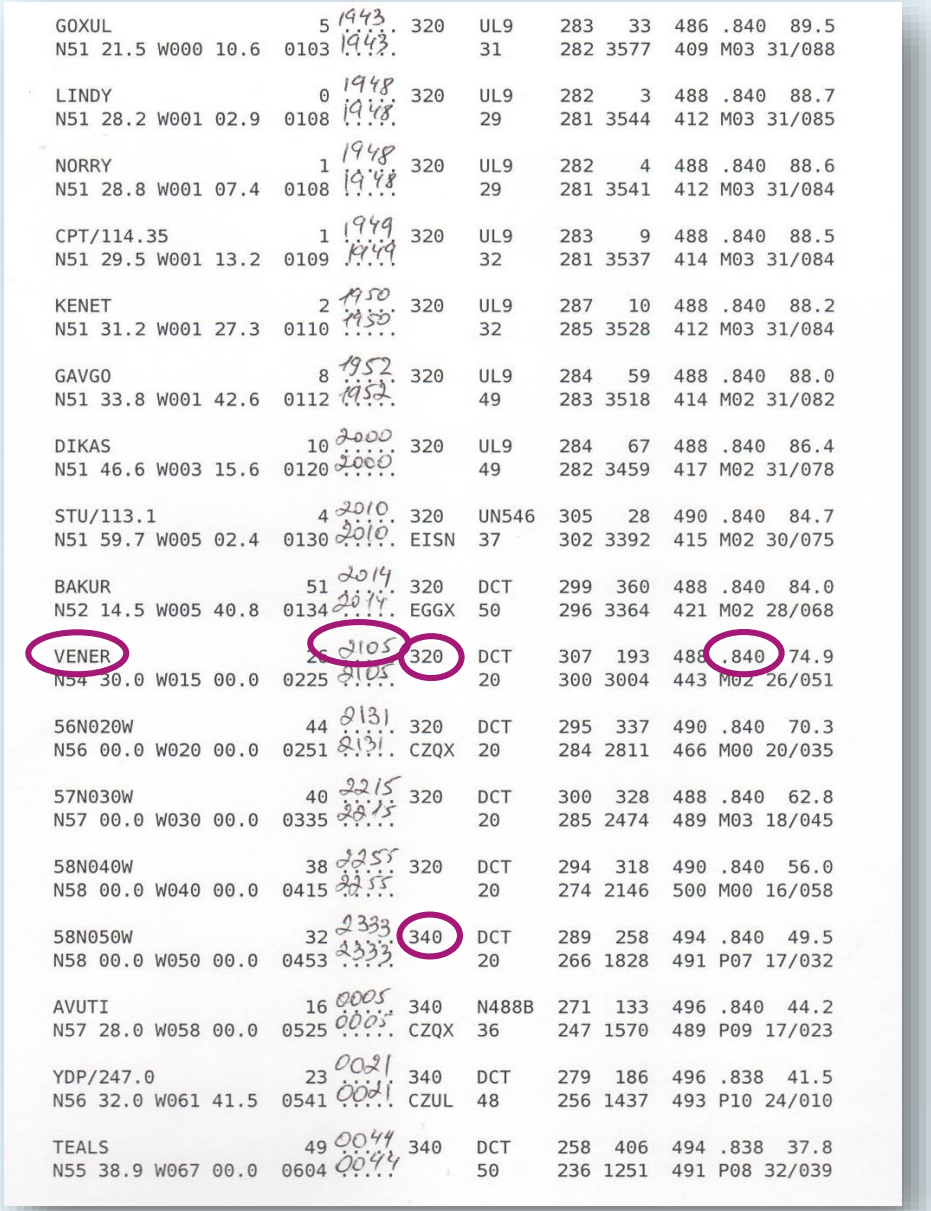
"BAW 123 request Oceanic Clearance. Estimating RESNO at 1147. Request Mach decimal eight zero, Flight Level three four zero. Now requesting Track Charlie, able Flight Level three six zero, second choice Track Delta".

5.2 CONTENTS OF CLEARANCES

5.2.1 An abbreviated clearance is issued by Air Traffic Services when clearing an aircraft to fly along the whole length of an Organised Track. When an abbreviated clearance is issued it includes:

a) clearance Limit, which will normally be destination airfield;

№	STATION	FREQUENCY	FUNCTION	PILOT'S WORDS	CONTROLLER'S INFORMATION TO COPY
8	Shanwick Oceanic		oceanic clearance	**Request Oceanic Clearance, estimating Vener at 21.05, request Mach decimal 84, FL 320, able FL 340**	
9	Shanwick Radio		secal check & position reports		
	Gander Radio				



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GOXUL                5 1943  320   UL9    283   33  486 .840  89.5
N51 21.5 W000 10.6 0103 1943        31     282 3577  409 M03 31/088

LINDY                0 1948  320   UL9    282    3  488 .840  88.7
N51 28.2 W001 02.9 0108 1948        29     281 3544  412 M03 31/085

NORRY                1 1948  320   UL9    282    4  488 .840  88.6
N51 28.8 W001 07.4 0108 1948        29     281 3541  412 M03 31/084

CPT/114.35           1 1949  320   UL9    283    9  488 .840  88.5
N51 29.5 W001 13.2 0109 1949        32     281 3537  414 M03 31/084

KENET                2 1950  320   UL9    287   10  488 .840  88.2
N51 31.2 W001 27.3 0110 1955        32     285 3528  412 M03 31/084

GAVGO                8 1952  320   UL9    284   59  488 .840  88.0
N51 33.8 W001 42.6 0112 1952        49     283 3518  414 M02 31/082

DIKAS               10 2000  320   UL9    284   67  488 .840  86.4
N51 46.6 W003 15.6 0120 2000        49     282 3459  417 M02 31/078

STU/113.1            4 2010  320   UN546  305   28  490 .840  84.7
N51 59.7 W005 02.4 0130 2010  EISN  37     302 3392  415 M02 30/075

BAKUR               51 2014  320   DCT    299  360  488 .840  84.0
N52 14.5 W005 40.8 0134 2014  EGGX  50     296 3364  421 M02 28/068

VENER               25 2105  320   DCT    307  193  488 .840  74.9
N54 30.0 W015 00.0 0225 2105        20     300 3004  443 M02 26/051

56N020W             44 2131  320   DCT    295  337  490 .840  70.3
N56 00.0 W020 00.0 0251 2131  CZQX  20     284 2811  466 M00 20/035

57N030W             40 2215  320   DCT    300  328  488 .840  62.8
N57 00.0 W030 00.0 0335 2215        20     285 2474  489 M03 18/045

58N040W             38 2255  320   DCT    294  318  490 .840  56.0
N58 00.0 W040 00.0 0415 2255        20     274 2146  500 M00 16/058

58N050W             32 2333  340   DCT    289  258  494 .840  49.5
N58 00.0 W050 00.0 0453 2333        20     266 1828  491 P07 17/032

AVUTI               16 0005  340   N488B  271  133  496 .840  44.2
N57 28.0 W058 00.0 0525 0005  CZQX  36     247 1570  489 P09 17/023

YDP/247.0           23 0021  340   DCT    279  186  496 .838  41.5
N56 32.0 W061 41.5 0541 0021  CZUL  48     256 1437  493 P10 24/010

TEALS               49 0044  340   DCT    258  406  494 .838  37.8
N55 38.9 W067 00.0 0604 0044        50     236 1251  491 P08 32/039
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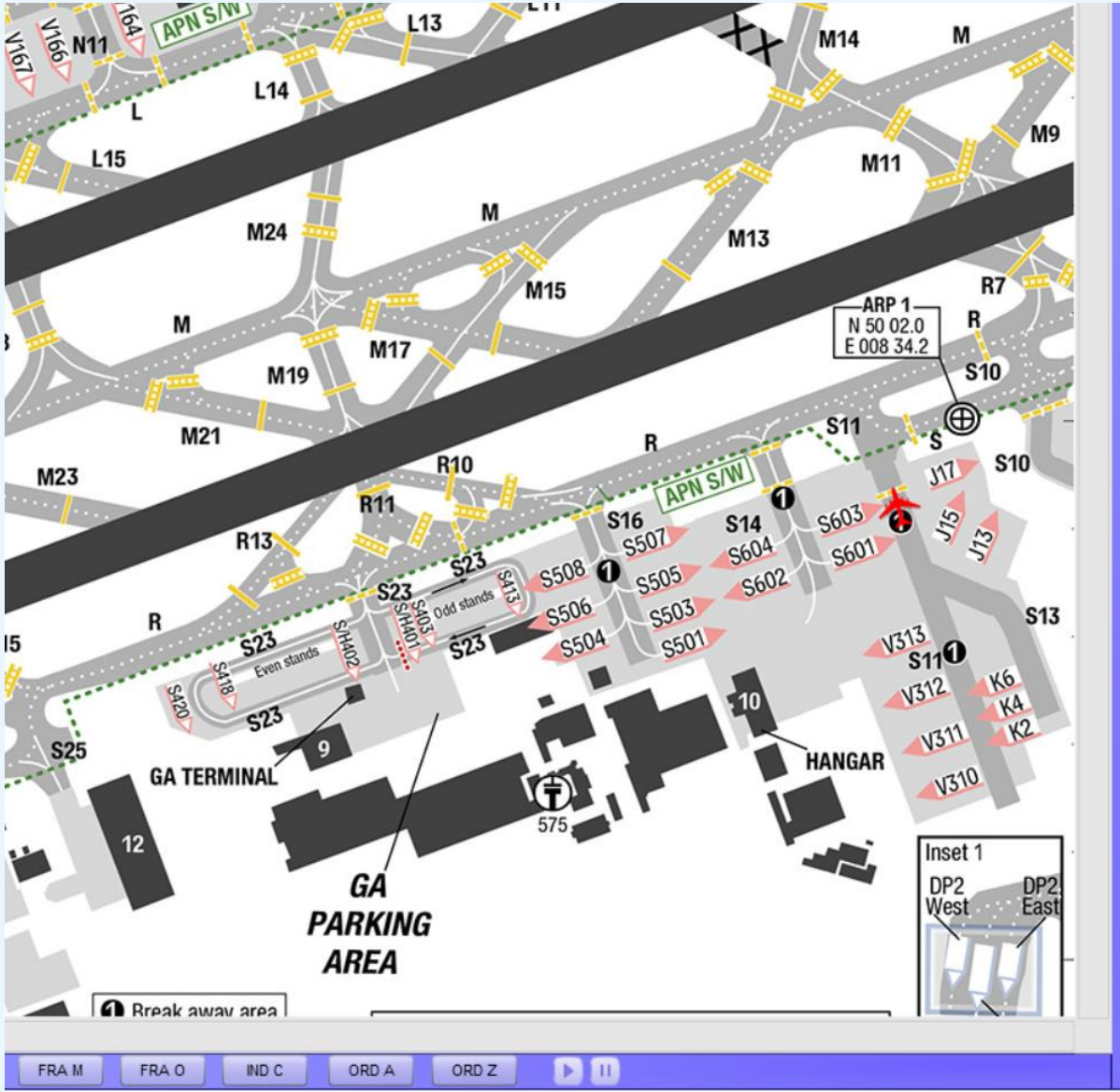

PILOT	FRANKFURT APRON, ABW303 HEAVY, STAND V313, REQUEST PUSH-BACK
ATC	ABW303 FRANKFURT APRON, PUSH-BACK APPROVED (*TO BREAK AWAY AREA)
PILOT	PUSH-BACK APPROVED (TO BREAK AWAY AREA), ABW303
PILOT	ABW303, REQUEST TAXI
ATC	ABW303, TAXI VIA TWY S11, HOLD SHORT OF TWY S
PILOT	TAXI VIA TWY S11, HOLD SHORT OF TWY S, ABW303
Non-routine 1	LEFT FMS FAILURE
PILOT	FRANKFURT APRON, ABW303
ATC	ABW 303, FRANKFURT APRON
PILOT	ABW303, UNABLE TO PROCEED FURTHER ON THE ROUTE DUE TO FLIGHT MANAGEMENT SYSTEM FAILURE. THIS DOESN'T ALLOW US TO CROSS MNPS AIRSPACE. REQUEST RETURN TO STAND TO SORT OUT THE PROBLEM. (*REQUEST RETURN TO STAND DUE TECHNICAL PROBLEM)
ATC	ABW303, CONFIRM YOU ARE UNABLE TO CONTINUE WITH YOUR FLIGHT
PILOT	AFFIRM, ABW 303
ATC	ABW 303, WHAT IS YOUR POSITION?
PILOT	HOLDING SHORT AT TWY S, ABW303
ATC	ABW 303, STAND BY FOR A PUSH-BACK TUG TO TOW YOU BACK TO STAND
PILOT	STANDING BY, PARKING STAND V313, ABW303

THANK YOU FOR YOUR ATTENTION!