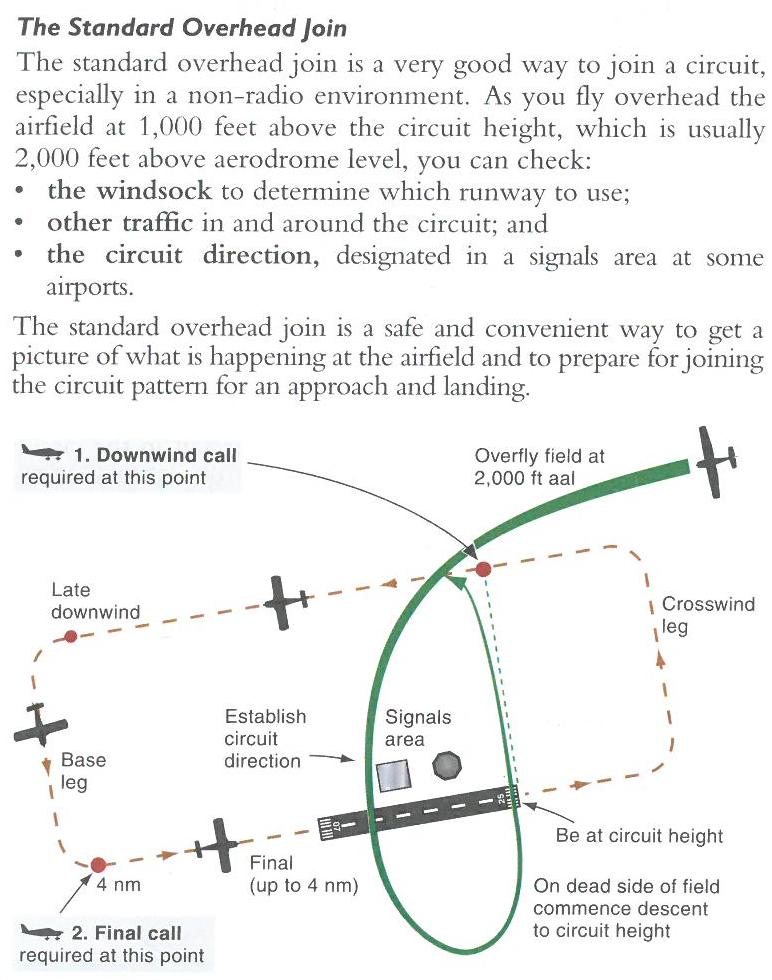
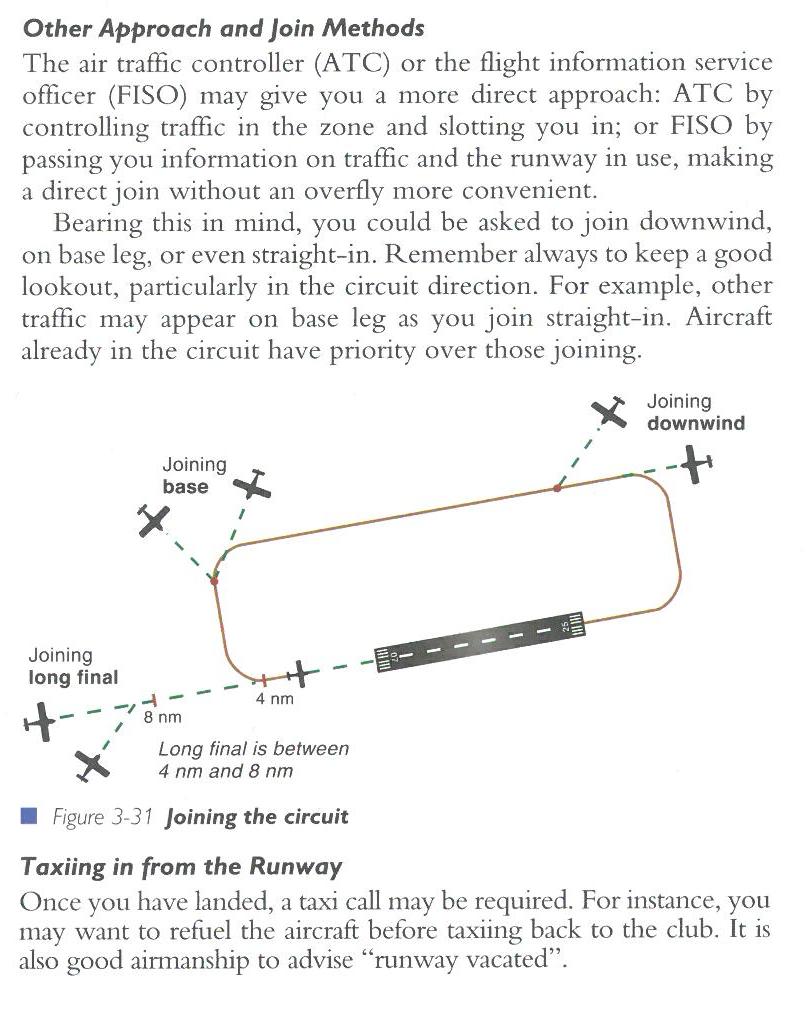
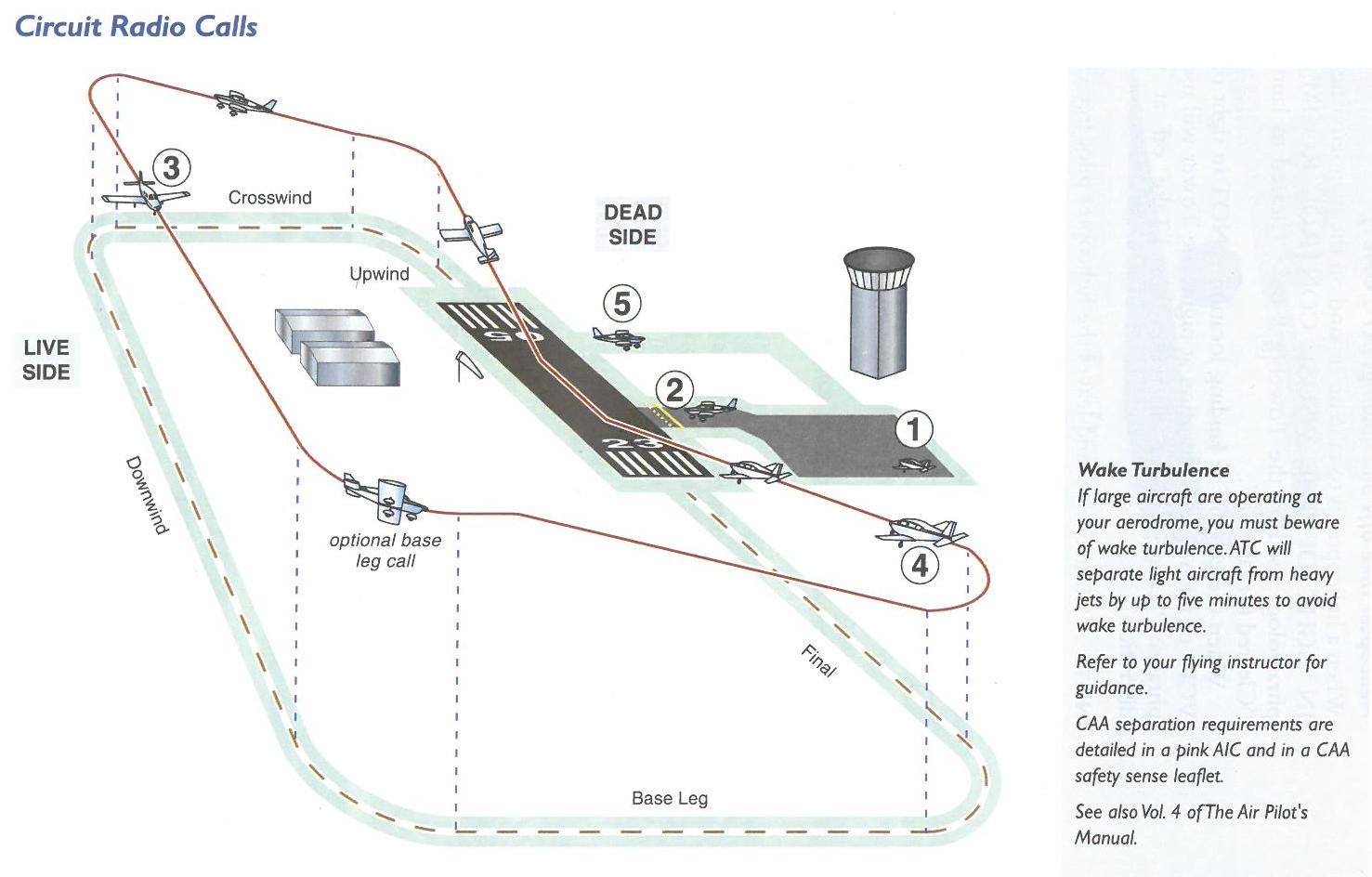
STANDARD AND NON STANDARD JOINS

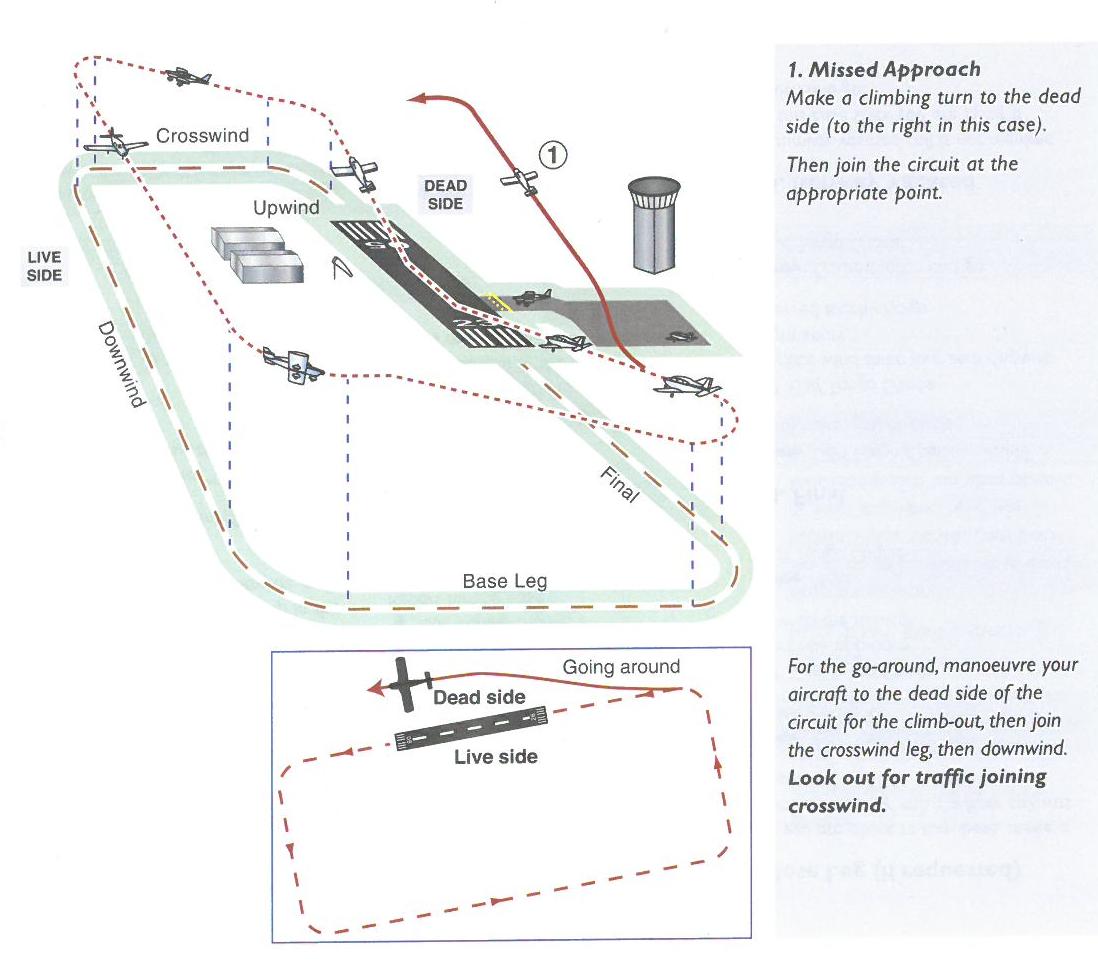






1. **ON THE APRON**
2. **HOLDING POINT**
3. **DOWNWIND**
4. **BASE LEG (if requested)**
5. **FINAL**
6. **RUNWAY VACATED**

**MISSED APPROACH**



**Listen Out**

You should always listen out on the frequency in use, particularly for any calls that are directed to you. The mention of your call sign should grab your attention. Always be ready to write down any important messages.

You should also listen in to other calls that are being made so that you remain aware of what is going on in the airspace around you.

Many professional pilots listen out and transmit on their primary radio VHF-COM-1, and also listen out on their second communications radio VHF-COM-2, perhaps selected to the emergency frequency 121.5 or to an ATIS frequency where tape-recorded aerodrome information is continually being broadcast. These pilots must ensure that the second radio does not distract them from listening out on the main frequency. In your early training you will be busy enough coping with just the one radio.

Listen out for your call sign.

When your message is completed, release the button mike and make sure that it is not stuck in the transmit position your radio will continue to transmit as long as the press to transmit button is pressed or stuck in.

Even if you are not speaking the carrier wave will continue to be transmitted, blocking out other stations that are trying to call on that frequency.

Therefore at the end of each transmission, ensure that the mike button is released and not stuck in the transmit position, known as a 'stuck mike' or 'open mike'. Some radio sets have a 'T' symbol which is illuminated when the radio is transmitting, which enables you to check whether it is transmitting or not. If your mike button is stuck, a couple of strong presses will probably release it to the non-transmit position.

**Pronunciation and Voice Control**

Note the following important points.

• Pronounce each word clearly and ensure that you enunciate the end of the word clearly. Running words together, or slurring them, may make understanding difficult for the person receiving, the message.

• A slight pause before and after transmission of numbers helps in their accurate transmission.

• Maintain a constant speaking volume – do not whisper (reception may be impossible) nor shout (which may distort the radio signal).

Do not lower your voice at the end of the radio transmission.

• Maintain an even rate of speech slightly more slowly than normal conversation.

• If parts of your transmission have to be written down by the person receiving, then speak a little more slowly.

**What If the Radio Does Not Work?**

Very occasionally the radio may not work. Usually the reason is a human factor – wrong frequency selected, volume turned right down, squelch turned right up, microphone and headset not plugged in, and so on. On rare occasions, it is a genuine radio failure.

Just in case it happens early in your training, (Most unlikely!)

What you must do is fly the airplane accurately, the airplane doesn’t need a radio to fly

Then you can:

**Check the frequency**

**Check the switching** ON / OFF, audio selector panel, volume, squelch

**Check headset** and microphone firmly plugged in;

**Check circuit breaker and fuses**

**If your radio still doesn’t work, squawk 7600 on your transponder to alert radar controllers, transmit blind, stay in visual conditions and land at the nearest suitable airfield**

**PHRASEOLOGY**

**WORD OR PHRASE MEANING**

**READ BACK:** Repeat all, or the specified part, of this message back to me exactly as received.

**READY FOR DEPARTURE** Pilot reporting all checks complete and ready for take-off and departure.

RADIO CHECK Request for radio serviceability check.

***Readability scale*** READIBILITY 1 UNREADABLE

READIBILITY 2 READABLE NOW AND THEN

READIBILITY 3 READIBLE BUT WITH DIFFICULTY

READIBILITY 4 READABLE

READIBILITY 5 PERFECTLY READABLE

**WORD OR PHRASE**  **MEANING**

**RECEIVED**  .... (information code letter) Advice to ATC that the pilot has received and understood the specific automatic terminal information (ATIS) for that particular aerodrome. Note that if you receive on altimeter pressure setting from the ATIS prior to departure, and it is not given again by the ATC unit, you must read back that pressure setting, e.g. "Received information Bravo, QNH 1012."

**RESET SQUAWK** Set your transponder to standby, and then reselect the assigned code. (mode) (code)

**REPORT** Pass requested information

**REPORT ESTABLISHED**: Report when you are established on the stated flight path or track.

**REPORT FINAL**: Report when you are within 4 nm of runway on final approach.

**REPORT LONG FINAL**: Report when you are between 4 nm and 8 nm from runway on final approach.

**REQUEST**: I should like to know .... or I wish to obtain ....

**ROGER:** I have received all of your lost transmission. Note: Under no circumstances to be used in reply to a question requiring a direct answer in the positive sense ("affirm') or negative sense ("negative').

**RUNWAY VACATED** Pilot reporting that aircraft has now vacated active runway (crossed holding point and is completely on taxiway).

**SELCAL**  Selective calling on HF radio.

**SAY AGAIN** Repeat all, or the following part of your last transmission.

**SPEAK SLOWER** Reduce your rote of speech

**SQUAWK** Set this squawk code on your transponder

**SQUAWK CHARLIE** Set Mode C (altitude reporting) on your transponder.

**SQUAWK IDENT** Press the Ident button on your transponder

**SQUAWK MAYDAY** Select code 7700 on your transponder.

**SQUAWK STANDBY** Set Standby mode on your transponder

**STANDBY** Wait and I will call you. Note: No onward clearance to be assumed.

**STOP CLIMB / STOP DESCENT** : Revised clearance to a new flight level or altitude

which will be reached prior to the originally cleared (and now cancelled) flight level or altitude.

**STOP IMMEDIATELY MAYDAY** Aircraft specified taxiing or taking off to stop

immediately.

**STOP TRANSMITTING**. All stations, other than the one transmitting the

Mayday call, temporarily to cease transmissions.

**TAXI TO….. VIA** Taxi instructions to taxi as specified.

**TRANSMITTING BLIND ON (FREQUENCY)**  Pilot transmitting with a suspected receiver failure (i.e.) possibly can transmit, but cannot receive messages).

**TURN (LEFT or RIGHT) HEADING** Turn in the direction indicated onto the stated

magnetic heading.

**VACATE RUNWAY** Taxi clear of active runway.

**VECTORING FOR** Radar vectors (heading) for final approach or stated procedure.

**VERIFY** Check and confirm.

**WHEN READY** Clearance to climb to or descend to the stated flight level or altitude at the pilot's discretion.

**WILCO** understand your message and will comply with it (abbreviation for will comply).

**WORDS TWICE** As a request: Communication is difficult. Please send every word twice.

As information: Since communication is difficult, every word in this message will be sent twice.

1. 'Over' and 'out' may be omitted after initial contact has been firmly established provided no possibility of confusion or ambiguity will result These words are not used in VHF transmissions which are usually very clear, but may be used in HF (high frequency) transmissions in remote areas which are often difficult to hear clearly.

2. In relation to level instructions, the phrase 're-cleared' should not be used

Conclusion

Fluency in using the radio and thinking of the right phraseology will come with practice. Practice makes you proficient. If you find that you are unsure of what to say, or are having difficulty understanding what is being said to you, tell the controllers that you are a trainee pilot so that they can assist you by perhaps speaking more slowly and choosing simpler phraseology, etc.

Visit an ATSU. The staff will be pleased to see you and you will learn a lot from them.

**WORD OR PHRASE** **MEANING**

**HOLD SHORT** Stop before reaching the specified location. Note: Only used in circumstances where no defined holding point exists (i.e. where there is no suitably located holding point), or to reinforce a clearance limit.

**HOW DO YOU READ**? What is the readability of my transmission?

**IMMEDIATELY**: Indicates on exceptional circumstance requiring immediate action by the pilot

**I SAY AGAIN** I repeat for clarity or emphasis.

**KNOWN TRAFFIC IS**…… Traffic, whose current flight details and intentions are known to the controller.

**LATE DOWNWIND** Somewhere on the downwind leg of the circuit pattern, post the normal point for calling "Downwind".

**LINE UP or LINE UP AND WAIT** Taxi onto the runway, and into position ready for take-off but do not take off

**LONG FINAL** Between 4 and 8 miles on a long straight-in approach to land.

**MAINTAIN**………….Continue in accordance with the condition(s) specified or in its literal sense e.g. 'maintain VFR'.

**MAYDAY MAYDAY MAYDAY** : Distress call from a pilot with details following.

**MAYDAY TRAFFIC ENDED**: Cancellation of emergency communications and radio silence.

**MONITOR:** Listen out on (frequency).

**NEGATIVE** No, or permission not granted, or, That is not correct.

**NO KNOWN TRAFFIC**: ATC reporting no known traffic that will conflict with you.

**NOW** Indicates that the instruction should be complied with in accordance with normal aircraft operating procedures, but without undue delay.

**ORBIT LEFT/RIGHT** Make a 360° turn left/right.

**OUT** This exchange of transmission is ended and no response is expected.

**OVER** My transmission is ended and I expect a response from you.

**PAN-PAN PAN-PAN PAN-PAN** Urgency call from a pilot with details following.

**PASS YOUR MESSAGE** Proceed with your message. You may sometimes hear the phrase "Go ahead". This is still an ICAO-approved term, though the UK CAA has dropped it

**PRACTICE-PAN PRACTICE-PAN PRACTICE-PAN** : Pilot making a practice PAN-PAN call on emergency frequency 121.5 MHz.

HELICOPTER PHRASEOLOGY

