

AIRSERVICES AUSTRALIA
Airport Services
GAAP Radio Telephony Package
BANKSTOWN

General

Introduction	<p>AIP details all information that is required to be read back.</p> <p>This document outlines the more common phrases and readbacks required in the GAAP environment.</p> <p>Always check NOTAMS, ERSAs and AIP before operating in any controlled airspace</p>
---------------------	--

1. Aircraft taxiing

Pilot transmission	ATC response	Pilot readback
<p>“IJK request cross runway left”</p> <p>When parallel runways are in use, requests and responses to cross runways shall include left, centre or right as appropriate</p>	<p>“IJK cross runway left” or “IJK hold short runway left”</p> <p>“IJK cross runway left, hold short runway centre”</p>	<p>“Crossing left IJK”</p> <p>“Holding short IJK”</p> <p>“Crossing left, holding short centre, IJK”</p>

2. ATC response to Ready call

AIP Definition: “READY” when the aircraft is next at a holding point from which no backtrack on the runway is required and the aircraft will make a rolling take-off if take-off clearance is given. AIP ENR 1.1-55 para 2 (table)

ATC transmission	Pilot readback
“HCE hold short of runway 11 left”	“Holding short, HCE”
“LCV hold position”	“Holding, LCV”
“UNY wait”	“UNY” (Instruction “Wait” does not have to be read back)
“UNY Line up and wait”	“Lining up, UNY” (Instruction “Wait” does not have to be read back)
“HJE line up”	“Lining up HJE”
“LMY behind Cessna on final, line up behind”	“Behind Cessna, lining up, LMY”
<p>“IBU line up, be ready for immediate departure”</p> <p>(To “be ready for immediate departure” it means the controller needs you to respond quickly when the clearance for takeoff is given).</p>	“Lining up, IBU”.
“JWW cleared for takeoff”	“Cleared for takeoff, JWW”.

3. Cancellation of takeoff clearance

ATC transmission	Pilot readback
“TVX hold position. Cancel, I say again, cancel takeoff”	“Holding IVX”
“IVX stop immediately, IVX stop immediately (<i>reason</i>)” (In emergency conditions, used only when an aircraft is in imminent danger)	“Stopping, IVX”

4. ATC response to INBOUND call

If you would like circuits, advise ATC with the inbound call.

A GAAP Circuit Entry instruction **IS** a clearance and is required to be read back.

Pilot transmission	ATC response	Pilot readback
“Bankstown Tower, Cherokee PZW, Prospect 1500 inbound, received Bravo”	“PZW join downwind 29 right”	“downwind 29 right, PZW”
“Bankstown tower, Cessna JNB, 2RN 1500 inbound, negative ATIS” (For aircraft calling without ATIS information)	“JNB join final 11 left, report at Warwick Farm, QNH 1012”	“final 11 left, 1012, JNB” The QNH is readback because ATC directed it to the aircraft

ATC transmission	Pilot readback
“UWG, join right base runway 11 Right, report base”.	“right base 11 Right, UWG”
“JWX make straight-in approach runway 11 left, for circuits, report at 3 miles.”	“straight-in approach 11 left, JWJ” Do not read back:- 1. Reporting points 2. Advice that “circuits are available”
“UJF join upwind runway 29 centre at 1500,” (When parallel runways are in operation then use the runway specified by ATC; or the arrivals & departures runway notified on the ATIS if no runway is specified by ATC)	“upwind 29 centre, 1500, UJF” When a runway is specified, readback is required
“DXY overfly at 1500 contact tower 123.6 overhead” (An overfly instruction is used to transit an aircraft from one side of the airfield to the other side, it may also contain a clearance to enter the opposite circuit)	“overfly 1500, 123.6 overhead, DXY”
“DXY overfly at 1500 join downwind runway 29 right”	“overfly 1500, downwind 29 right, DXY”

5. Accurate position report

Situation	Pilot report
If you are unable to report at a standard reporting point then advise ATC of your current position when you are able to make your call. For example: use a known geographical position; your position relevant to the GAAP approach point; your position in the circuit.	<ul style="list-style-type: none"> • Overhead Homebush • 1nm east of Prospect • mid or late downwind • turning base

6. Circuit Operations

ATC transmission	Pilot reply
(if aircraft is positioned over the field following an Overfly instruction) “OZM join mid downwind 29 right, follow Cessna on base” (in response to aircraft Downwind report) “TGL number two, follow twin joining base”	“mid downwind 29 right, OZM” “TGL” When given a sequence instruction, acknowledge ATC immediately, and then allow yourself a few seconds to sight the traffic. If you can not see the traffic after those few seconds then advise ATC: “ TGL traffic not sighted” DO NOT:- <ol style="list-style-type: none"> 1. Readback traffic to follow or sequence number 2. advise “looking” for traffic. ATC accepts that if you are advised of traffic you will be looking for it. Note: “Looking for traffic” is a valid response for other classes of airspace, refer to AIP 3. advise “traffic sighted” unless specifically requested by ATC

7. Landing clearance

ATC transmission	Pilot readback
“FFF cleared to land”	“Cleared to land FFF”
“TFR cleared touch and go”	“Touch and go, TFR”
“IAD go around”	“Going around, IAD”

Summary

1. Frequency congestion:

Because of frequency loading at GAAP locations read back only the required parts to indicate the message has been understood.

There is an increasing demand for radio checks on Ground frequency.

If you need to do a radio check the first preference would be to use your company’s frequency, as this will help to minimise RT traffic on the ATC frequencies.

2. Plain English for unusual situations:

There will always be situations where there are no suitable standard phrases. Plain English is the best solution. If you have any doubt about any instruction, ask for clarification.

3. Accurate reports:

Due to frequency congestion it is not always possible to call at the specified point in the circuit or inbound. **Listen first:** don’t over transmit other aircraft or ATC, if you’re unable to make your call due to congestion wait for a pause in the traffic and give an accurate position report with your intentions. **Understand transmissions:** allow ATC to respond to aircraft and allow other aircraft to make their reply or readback before you make your transmission.

4. Problems and questions:

If you have any questions about GAAP phraseologies or procedures contact the tower.