

AIRSERVICES AUSTRALIA

GAAP Radio Procedures Package for VFR Pilots

BANKSTOWN

General

- This document outlines the more common phrases and readbacks required in the GAAP environment.
- Always check relevant NOTAMs, ERSAs and AIP before operating in any controlled airspace.
- AIP details all information that is required to be readback.
- All transmissions are examples only.

1. Aircraft Taxying

Pilot Transmission	ATC Response	Pilot Readback
“IJK, VFR Cherokee, taxiing runway 11 for Mudgee, received Bravo, request clearance”	“IJK, time 34, report ready in the runup bay this frequency”	“IJK”
“IJK, ready in the runup bay”	“IJK, cleared to Mudgee via Richmond, maintain 3000, squawk 0425”	“Cleared Mudgee via Richmond, maintain 3000, squawk 0425, IJK”
“IJK, request cross runway left” <i>When parallel runways are in use, requests and responses to cross runways shall include left, centre and right as appropriate.</i>	“IJK, cross runway left” <i>or</i> “IJK, hold short runway left” <i>or</i> “IJK, cross runway centre, hold short runway left”	“Cross runway left, IJK” <i>or</i> “Hold short runway left, IJK” <i>or</i> “Cross runways centre, hold short runway left, IJK”

2. Aircraft Ready Call

AIP definition: “**READY**” is when the aircraft is next at the 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 1.1-58).

If you anticipate a delay in the lined up position you must request the delay with the ready call.

Ready Call Requirements	Example
(ATS unit) TOWER (aircraft callsign) (aircraft type) READY RUNWAY (number) [LEFT, CENTRE or RIGHT] FOR CIRCUITS (or first tracking point or departure intentions) [DUAL (or SOLO) (for training flights only)] RECEIVED (ATIS identification)	“Bankstown Tower, HCE, Cessna 152, ready runway 29 right, upwind departure, dual, received Charlie”

ATC Response	Pilot Readback
“HCE, hold short runway left” “HCE, hold position” “HCE, line up” “HCE, line up, be ready immediate” <i>(used when the tower is requiring immediate action once the take off clearance is issued)</i> “HCE, clear for take off”	“Hold short runway left, HCE” “Hold position, HCE” “Line up, HCE” “Line up, HCE” “Clear for take off, HCE”

3. Take off Clearances into Controlled Airspace

Whether an assigned heading or direction of turn is issued with a take off clearance is dependant upon SY TCU and their traffic disposition at the time. Expect either.

ATC Transmission	Pilot Readback
“ASA, assigned heading 290 visual, report passing 2000, clear for take off”	“Assigned heading 290 visual, clear for take off, ASA”
“ ASA, report passing 2000, clear for take off, make right turn”	“Clear for take off, right turn, ASA”

4. ATC Response to INBOUND Call

Requests and requirements shall be advised to ATC with the inbound call.

A GAAP circuit entry instruction is a clearance and is required to be readback.

Whenever a runway is identified in an ATC clearance or instruction, it must be read back to ATC.

Inbound Call Requirements	Example
(ATS unit) TOWER (aircraft callsign) ([aircraft type] (position) (level) RECEIVED (ATIS identification) INBOUND	“Bankstown Tower, PZW, Cherokee, 2RN, 1500, received Delta, inbound,”

Pilot Transmission	ATC Response	Pilot Readback
“Bankstown Tower, PZW, Cherokee, Prospect, 1500 inbound, received Bravo”	“PZW, join downwind, 29 right”	“Downwind, 29 right, PZW”
“Bankstown Tower, PZW, Cherokee, 2RN, 1500 inbound, negative ATIS”	“PZW, report at Warwick Farm then join final runway 11 left, QNH 1012”	“Final 11 left, 1012, PZW”

Pilot Transmission	ATC Response	Pilot Readback
“Bankstown Tower, PZW, Cherokee, 2RN, 1500 inbound, received Delta, request circuits”	“PZW, report at Warwick Farm, frequency 123.6 for circuit joining instructions” <i>or</i> “PZW, maintain 1500, join left downwind runway 29, contact tower 123.6 at 2 miles”	“123.6, PZW” <i>or</i> “1500, left downwind runway 29, 123.6, PZW”

5. Circuit Operations

Pilot Transmission	ATC Reply	Pilot Readback
“IMX, 3 mile final, 11 left” <i>After joining from Prospect</i>	“IMX, number 2, follow the Cessna 1 mile final”	“IMX”
<i>It is important to acknowledge ATC immediately whether you have sighted the traffic or not. If after a few seconds the traffic is still not sighted, advise the tower</i>		“Traffic not sighted, IMX”
“IMX, downwind, 29 right, full stop” <i>After joining crosswind from 2RN and requesting centre.</i>	“IMX, recleared runway centre, number 1”	“Recleared runway centre, IMX”

6. Landing Clearances

ATC Transmission	Pilot Readback
“FFF, cleared to land”	“Cleared to land, FFF”
“FFF, cleared touch and go”	“Cleared touch and go, FFF”
“FFF, go around”	“Going around, FFF”
“FFF, recleared runway centre, cleared to land”	“Recleared runway centre, cleared to land, FFF”

7. Summary

1. Frequency Congestion

Because of frequency loading at GAAP locations, readback only the required parts to indicate the message has been understood. More often than not, everything with numbers is required to be readback – runways, frequencies, altitudes, QNH. Do not readback “REPORTS” and “EXPECTATIONS”

ATC Transmission	Pilot Readback
“MVG, report passing 2000, clear for takeoff”	“Clear for take off, MVG”
“MVG, join downwind 29 right. Expect circuits on arrival”	“Downwind, 29 right, MVG”

If radio congestion prevents you making a call at the GAAP inbound point, do not continue flight into the GAAP control zone. Return to the training area and try again in 5 mins.

Do not just listen for a break in the radio chatter. Listen to the previous transmission as it may need a readback from the aircraft it was directed to. By overtransmitting, this will lead to increased congestion and workload and may delay your clearance.

There is an increasing demand for radio checks on Ground frequency. The first preference would be to conduct the check on your company's frequency, as this will help to reduce RT traffic on 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 an instruction, ask the Tower for clarification.

3. Accurate Reports

Correct position reports allow ATC to know exactly where you are and provide more accurate and relevant traffic information.

“Join final, report at 3 miles” does not mean join a 2 mile and report when you are 3 miles away. By tracking to establish the aircraft on a 3 mile final, this gives ATC plenty of time to sight the aircraft, provide traffic information and recognise any potential conflicts with aircraft joining from 2RN via Warwick Farm.

Situation	Pilot Report
<p><i>If you are unable to report at a standard reporting point, advise ATC or your current position when you are able to make your call.</i></p> <p><i>You may use:</i></p> <ul style="list-style-type: none"> * known geographical position * your position as a distance and direction * your position relevant to a GAAP approach point * your position in the circuit 	<p>“overhead Hoxton Park”</p> <p>“6 miles to the north”</p> <p>“1 mile past Prospect”</p> <p>“mid or late downwind” or “turning base”</p>

4. Problem and Questions

If you have any questions about GAAP phraseologies or procedures, call the tower or send an email to bankstown_atc_liaison@airservicesaustralia.com. Alternatively, all readback requirements can be found in AIP.

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