

# AIRSERVICES AUSTRALIA

## Airport Services

### GAAP Radio Telephony Package

#### CAMDEN

## General

<b>Introduction</b>	<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>
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**1. Aircraft taxiing** (FOR INFORMATION ONLY: The majority of aircraft at Camden do not require clearances to cross runways. For those pilots who may fly into Bankstown for the experience this phraseology is relevant)

Pilot transmission	ATC response	Pilot readback
<p>“IJK request cross runway left”</p> <p>When more than one direction is notified as active, requests and responses to cross runways shall include the runway number and left, centre or right as appropriate</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 29 left, hold short runway 36”</p> <p>“IJK cross runway left, hold short runway centre”</p>	<p>“Crossing left IJK”</p> <p>“Holding short IJK”</p> <p>“Crossing 29 left, holding short 36, 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
‘PBS hold short of runway 06’	“Holding short, PBS”
“SOX hold position”	“Holding, SOX”
“WKM wait”	“WKM” (Instruction “Wait” does not have to be read back)
“SRE Line up and wait”	“Lining up, SRE” (Instruction “Wait” does not have to be read back)
“FOX line up”	“Lining up FOX”
“RRW behind Cessna on final, line up behind”	“Behind Cessna, lining up, RRW”
“HAY line up, be ready for immediate departure” (To “be ready for immediate departure” it means the controller needs you to respond quickly when the clearance for takeoff is given).	“Lining up, HAY”.
“HAW cleared for takeoff”	“Cleared for takeoff, HAW”.

### 3. Cancellation of takeoff clearance

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

### 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
“Camden Tower, Dakota LJK, Mayfield 1800 inbound, received Bravo”	“LJK join left base runway 06 report at two miles”	“base 06, LJK”
“Camden Tower, Cessna SRE, Bringelly 1800 inbound, negative ATIS” (For aircraft calling without ATIS information)	“SRE join final runway 24, report at Oram Park, QNH 1012”	“final 24, 1012, SRE”  The QNH is readback because ATC directed it to the aircraft

ATC transmission	Pilot readback
“HAY, join left base runway 10, report base”.	“left base 10, HAY”
“SCK make straight-in approach runway 28, for circuits, report at 3 miles.”	“straight-in approach 28, SCK” Do not read back:- 1. Reporting points 2. Advice that “circuits are available”
“MAW join upwind runway 06 at 1800,” (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 06, 1800, MAW” When a runway is specified, readback is required
“MIF overfly at 1800” (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 1800, MIF”
“MEW overfly at 1800 join downwind runway 06”	“overfly 1800, downwind 06 MEW”

### 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"> <li>• Overhead Oram Park</li> <li>• 1nm east of The Oakes</li> <li>• mid or late downwind</li> <li>• turning base</li> </ul>

## 6. Circuit Operations

ATC transmission	Pilot reply
<p>(if aircraft is positioned over the field following an Overfly instruction) “BMX join mid downwind 24, follow Cessna on base”</p> <p>(in response to aircraft Downwind report) “HAW number two, follow twin joining base”</p>	<p>“mid downwind 24, BMX”</p> <p>“HAW”</p> <p>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:</p> <p>“ HAW traffic not sighted”</p> <p>DO NOT:-</p> <ol style="list-style-type: none"> <li>1. Readback traffic to follow or sequence number</li> <li>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</li> <li>3. advise “traffic sighted” unless specifically requested by ATC</li> </ol>

## 7. Landing clearance

ATC transmission	Pilot readback
“FOX cleared to land”	“Cleared to land FOX”
“RRW cleared touch and go”	“Touch and go, RRW”
“SCK go around”	“Going around, SCK”

## **IMPORTANT REMINDER:**

**Hours of Air Traffic Control are 9am till 5pm Saturday and Sunday.**

- When ATC have the tower open you must remember to comply with ERSA: Camden GAAP section.
- Remember:
  - **CIRCUIT ENTRY (JOIN) INSTRUCTIONS ARE NOT A CLEARANCE TO DESCEND**
  - **ACFT SHALL MAINTAIN 1800FT UNTIL IN RECEIPT OF AN ATC SEQUENCING INSTRUCTION**
- Circuit entry (join) instructions are in the form of “**JOIN**” or “**TRACK FOR**” (base, final, cross wind, up wind, down wind) or “**MAKE STRAIGHT IN APPROACH**”. “Sequencing instructions are in the form of “**NUMBER (sequence number 1, 2, 3 etc) FOLLOW (aircraft type and position)**” or “**CLEARED TO LAND, TOUCH AND GO**” if there is no traffic for you to follow.

## 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.