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**PRE-SOLO SELF STUDY 1**

## **CHAPTER 19 – RADIO CALL GUIDE**

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## READBACK GUIDE - RADIO CALLS

### START APPROVAL

Start approval is required for all circuit operations at Parafield. The format of the call is:

Parafield Ground / Callsign / location / request start for circuits.

Parafield Ground, YTF, FTA apron, request start for circuits.

Expect to hear controller replies; **Start approved, or Start At ..., Expect start at...**

### TAXI CALL

A taxi call is required at Parafield for all operations.

If on a Navex flight, the first landing point is advised. The format of the taxi call is:

Parafield Ground / Callsign / Type / Information (ATIS Identifier) / Location / TO First landing point or to the Western Training Area, or for circuits, solo or dual / request taxi.

Parafield Ground, YTF Tobago, Information Alpha, FTA apron, **to** the Western Training area, solo, request taxi.

All aircraft departing Parafield via the Substation or St Kilda and remaining OCTA, shall specify they are conducting a SUB/SKI departure. (Except for the Training area)

Parafield Ground, YTF Tobago, Information Alpha, FTA apron, for SUB/SKI Departure, solo, request taxi.

#### **NB. For IFR flights the taxi call is slightly different.**

Parafield Ground / Callsign / Type / **Number of POB** / Information (ATIS Identifier) / Location / **Flight rules** / INTENTIONS e.g. TO First landing point, or for crosswind circuits, / request taxi.

## CROSSING HOLDING POINTS

All runways at Parafield are considered to be active and you are required a clearance to cross any holding point, even if the runway is not being used.

This means that if you're taxiing to runway 03 left on taxiway Bravo, you will always have to get a clearance to cross the undershoots or overshoots of runways 26 and 08.

The undershoots of 21 right and 21 left are not considered close enough to require a clearance to cross: holding points are not marked there.

A clearance is also required to enter, cross or taxi or backtrack along any runway.

Parafield Ground, YTF Tobago, , Information Alpha, FTA apron, to the Western Training area, solo, request taxi.

*YTF, Parafield Ground, on Bravo, cross undershoots runways 26 right and 26 left, taxi to runup bay Bravo*

*On Bravo, cross undershoots runways 26 right and 26 left, runup bay Bravo, YTF*

Further taxi from runup bay Juliette, for runway 21 right

FTY request further taxi.

*FTY, on Bravo, enter undershoot runway 26 right, taxi to holding point Bravo 5 runway 21 right*

*On Bravo, enter undershoot runway 26 right, holding point Bravo 5, runway 21 right, FTY*

Or

FTY request further taxi.

*FTY, taxi via Juliet 3, cross threshold runway 26 right, then on Bravo taxi to holding point Bravo 4 runway 21 right*

*Via Juliet 3, cross threshold runway 26 right, then on Bravo holding point Bravo 4, runway 21 right, FTY*

TGX, request cross undershoots runways 26 right and left.

*TGX, cross undershoots runways 26 right and 26 left.*

*Crossing undershoots runways 26 right and left, TGX.*

TGX, request cross undershoots runways 26 right and left.

*TGX, cross the undershoot runway 26 right, hold short undershoot runway 26 left.*

*Crossing undershoot runway 26 right, holding short undershoot runway 26 left, TGX*

TGX, request cross undershoots runways 26 right and left.

*TGX, hold position.*

*Holding, TGX.*

TGX, request cross runway 08 left.

*TGX, cross runway 08 left.*

*Crossing runway 08 left, TGX.*

TGX, request cross holding points on Taxiway Bravo.

*TGX, cross holding points taxiway Bravo*

*Crossing holding points taxiway Bravo, TGX.*

## READY CALL

Pilots intending to do circuits and when number 1 at the holding point, must report ready for circuits.

Parafield Tower, YTC, ready runway 03 right, for circuits.

Pilots departing via the SUB/SKI and remaining OCTA, shall specify they are conducting a SUB/SKI departure with the Ready call.

Parafield Tower YTJ, ready runway 21 left via Substation / St Kilda Departure.

YTJ, Parafield Tower, hold position.

*Holding, YTJ*

YTJ, Parafield Tower, hold short of the runway.

*Holding short, YTJ*

YTJ, Parafield Tower, runway 03 left, line up.

*Runway 03 left, lining up, YTJ.*

YTJ, Parafield Tower, line up and wait.

*Lining up and waiting, YTJ.*

YTJ, Parafield Tower, runway 03 left, line up and wait.

*Runway 03 left, lining up and waiting, YTJ.*

YTJ, Parafield Tower runway 03 left, line up, be ready for a rolling start.

*Runway 03 left, lining up YTJ.*

YTJ, Parafield Tower, cleared for takeoff.

*Cleared for takeoff, YTJ.*

YTJ, Parafield Tower, runway 03 left, cleared for takeoff.

*Runway 03 left, cleared for takeoff, YTJ.*

YTJ, Parafield Tower, cleared for immediate takeoff

*Cleared for takeoff, YTJ.*

YTJ, Parafield Tower, do not delay, cleared for takeoff

*Cleared for takeoff, YTJ.*

YTJ, Parafield Tower, Tobago turning final, behind that aircraft line up behind.

*Behind the Tobago turning final, lining up, behind, YTJ*

YTJ, Parafield Tower, Tobago turning final, 03 left, behind that aircraft line up behind.

*Behind the Tobago turning final, lining up runway 03 left, behind, YTJ*

YTJ, Parafield Tower, Tobago upwind also for the Training area, runway 03 left, cleared for take off

*Runway 03 left, cleared for takeoff, YTJ.*

YTJ, Parafield Tower, Tobago rolling also for circuits, runway 03 right, line up.

*Runway 03 right, lining up, YTJ.*

YTJ, Parafield Tower, Tobago just airborne, also for circuits, runway 03 right, line up.

*Runway 03 right, lining up, YTJ.*

## DOWNWIND CALLS

The call is made turning downwind and if not made in this position report your current position (mid-downwind, late downwind etc)

There is no requirement to read back a follow, a report instruction or a sequence number if given.

There is also no requirement to read back a roll through instruction.

If doing circuits on the non-duty runway you should include the runway with your downwind call.

If doing low level circuits you should advise the controller with your downwind call.

TGX, low level downwind, touch and go.

If you are given a follow instruction, controllers will assume that when you say your call sign, you have understood the instruction and have either sighted the traffic or are looking for the traffic.

If after looking the traffic is not sighted, then advise the controller by saying "Traffic not sighted or (ICAO) negative contact + reason". (Parafield Tower prefers not to hear "Looking out" – they know you are!)

TGX downwind touch and go.

**TGX, follow the Grob turning final.**

*TGX.*

TGX, downwind touch and go.

**TGX, number 3, follow the Grob late downwind.**

*TGX.*

TGX, downwind, touch and go.

**TGX, following a Katana on base, that aircraft for a full stop.**

*TGX.*

TGX, downwind, touch and go.

**TGX, runway right, cleared touch and go**

*Runway right, cleared touch and go, TGX*



TGX, downwind, touch and go.

TGX, runway 03 right, cleared touch and go

*Runway 03 right, cleared touch and go, TGX.*

TGX, downwind, full stop

TGX, runway 03 right, cleared to land

*Runway 03 right cleared to land, TGX.*

TGX, downwind, full stop. Request roll through.

TGX, cleared to land, roll through

*Cleared to land, TGX.*

TGX, downwind, full stop.

TGX, cleared to land, you can roll through and vacate at the upwind end

*Cleared to land, TGX.*

## GOING AROUND CALLS

TGX, go around.

*Going around TGX*

TGX, when ready make early right turn.

*Early right, TGX.*

TGX, when ready make early right turn to join mid downwind, follow the Tobago late downwind

*Early right for mid-downwind, TGX.*

TGX early right turn is available, advise?

*TGX, request early right.*

TGX early right turn approved.

*Early right approved, TGX.*

TGX, request early right turn.

TGX negative, make a full circuit, follow the Tobago upwind

*Make a full circuit, TGX.*

## INBOUND CALLS

Callsign, type, position, level, ATIS information and intentions

Parafield Tower, ABC, Cessna, Outer Harbor, 1500, Information "C", inbound ( for ... circuits or request .... circuits on arrival).

Read back the assigned runway, leg of the circuit for joining, and the level instruction (eg 'clear visual approach', 'maintain 1500', 'early descent to 1000'.

If given a join and follow instruction, the pilot must sight the traffic before they descend if the traffic is in their vicinity.

ABC, Parafield Tower, cleared visual approach, join mid-downwind runway 21 right, number 2, follow a Tobago late downwind.

*Cleared visual approach, mid-downwind runway 21 right, ABC.*

ABC, Parafield Tower, request early descent to 1000, join mid-downwind runway 21 right.

*Early descent to 1000, mid-downwind runway 21 right, ABC*

ABC, Parafield Tower, cleared visual approach, join left base runway 03 right.

*Cleared visual approach, left base, runway 03 right, ABC*

ABC, Parafield Tower, cleared visual approach, join right downwind runway 26 right

*Cleared visual approach, right downwind, runway 26 right, ABC.*

ABC, Parafield Tower, cleared visual approach, straight-in, runway 08L left.

*Cleared visual approach, straight in, runway 08 left, ABC.*

ABC, Parafield Tower, join upwind runway 03 left, maintain 1500

*Join upwind runway 03 left, maintain 1500, ABC*

ABC, Parafield Tower, maintain 1500, runway 03 left, report approaching a wide left base position.

*Maintain 1500, runway 03 left, wilco, ABC*

ABC, Parafield Tower, maintain 1500, overfly the field. Contact 118.7 overhead

*Overfly 1500, 118.7 overhead, ABC*

## CONFIRMING CALLS

We encourage students not only to answer affirm or negative to a controller's question, but also to say what they are actually confirming. This avoids misunderstandings.

TGN confirm you are maintaining 1500

*TGN affirm, maintaining 1500.*

TGN confirm you have the Tobago sighted.

*TGN affirm, traffic in sight / TGN negative, traffic not sighted.*

TGN confirm ready.

*TGN affirm, ready.*

TGN confirm you're tracking via the Substation?

*TGN affirm, via the Substation.*

TGN, confirming 03 left?

*TGN affirm 03 left.*

## RUNWAY CHANGES

YTW, when ready make a left turn change of runway 21 left.

*When ready, left turn for runway 21 left, YTW.*

YTG, continue through final and join 03 left. 03 left cleared touch and go, roll through.

*Through final for runway 03 left, cleared touch and go, YTG.*

IES, continue through centreline for change of runway 21 right, cleared touch and go, right circuits. Call me 118.7 downwind

*Through centreline for runway 21 right cleared touch and go. 118.7 downwind, IES.*

TGT, we're going to change the duty runway now to 03, when ready make a right turn, position yourself for a right crosswind for change of runway 03 right.

*When ready, right turn, right crosswind, runway 03 right, TGT.*

TGT, we're going to change the duty runway now to 03, when ready you can turn as required for change of runway 03 right.

*When ready, turning right (or left) for runway 03 right, TGT.*

CGR, continue on a right base for change of runway 26 left. 26 left cleared touch and go.

*Right base for runway 26 left. Runway 26 left cleared touch and go, CGR.*

TGP, Parafield Tower, maintain 1500, join early downwind 26 left, I say again 26 left

*Maintain 1500, early downwind runway 26 left, TGP.*

YTW when ready, make a right turn, for change of runway 21 right. Low level circuits approved. Call me 118.7 on a low level right downwind.

*When ready, right turn for runway 21 right, low level circuits approved, 118.7 downwind, YTW.*

YTX, when ready make a left turn, low level circuits runway 03 left.

*When ready, left turn for low level circuits, runway 03 left, YTX.*

IES, continue through centreline for change of runway 03 left, runway 03 left, cleared touch and go, low level circuits approved

*Through centreline for runway 03 left, cleared touch and go. Low level circuits approved, IES.*

HUU, track through final, change of runway 21 left, cleared to land.

*Through final for runway 21 left, cleared to land, HUU.*

## OTHER CONTROLLER CALLS

“Other” calls are unpredictable calls; the Controller is often just seeking information.

TGX, Tower do you read?

*TGX, affirm, readability 5*

YTO, at the moment there's about 4 knots of downwind 03. Is that acceptable?

*YTO negative. Can we have 21 left?*

YTB, how many circuits are you for?

*YTB, 4 circuits.*

JAZ do you have the preceding traffic in sight?

*JAZ, affirm, traffic in sight.*

TGT, can you give me a close base?

*Close base TGT.*

YTB, be advised that there's up to 3 knots downwind occasionally on 21

*YTB, roger.*

YTO information Echo now current, do you have that?

*YTO, affirm, I have Echo, or YTO negative, (I don't have Echo)*

WZC for information there's a Tobago outbound at 1500, tracking to Port Adelaide.

*WZC, roger, or traffic in sight, or negative contact*

YTB, do you have traffic in your 2 o'clock

*YTB, affirm, traffic in sight / or negative contact*

YTB, traffic for you a Tobago in your 2 o'clock

*YTB, traffic in sight /or negative contact*

YTB, vacate runway.

*Vacating, YTB.*