ATS phraseologies
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QUESTION

Where standard phraseology exists for a situation, what must the pilot do?

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ANSWER

Use it. Use plain language only when no standard phraseology can carry the intended message.

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QUESTION

Is standard phraseology a full list of every radio exchange?

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ANSWER

No. It is a core set for usual situations. When circumstances differ, use clear and concise plain language.

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QUESTION

Where are the ATS phraseology tables published?

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ANSWER

In an appendix to the AMC, not in the regulation text itself.

AMC1 SERA.14001; Appendix 1 to AMC1 SERA.14001

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QUESTION

What is the status of the phraseology tables?

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ANSWER

They form part of an AMC, which is an accepted way of complying with the rule.

SERA EAR "Note from the editor"; Appendix 1 to AMC1 SERA.14001 header

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QUESTION

Which Appendix 1 holds the phraseology tables?

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ANSWER

The appendix to the AMC. The other Appendix 1 lists the signals.

SERA Appendix 1; Appendix 1 to AMC1 SERA.14001

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QUESTION

What do the ATC and FIS columns show?

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ANSWER

Whether a phrase belongs to an ATC unit, a FIS unit, or both.

GM2 Appendix 1 to AMC1 SERA.14001; Appendix 1 sections 1.1.7, 1.1.8, 1.4.7, 1.4.8, 1.4.13–1.4.16, 1.4.19

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QUESTION

Are clearances and instructions for ATC only, or for both units?

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ANSWER

ATC only. Information items are marked for both ATC and FIS units.

GM2 Appendix 1 to AMC1 SERA.14001; Appendix 1 sections 1.1.7, 1.1.8, 1.4.7, 1.4.8, 1.4.13–1.4.16, 1.4.19

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QUESTION

What can a FIS unit do with clearances from an ATC unit?

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ANSWER

Relay them on behalf of the ATC unit. A FIS unit cannot issue them itself.

Appendix 1 to AMC1 SERA.14001, 1.2.5 Note

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QUESTION

A pilot calls a FIS unit to join the circuit. Does the reply say JOIN?

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ANSWER

No. The reply gives information only, such as runway, wind, QNH and traffic.

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QUESTION

What does ROGER mean?

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ANSWER

I have received all of your last transmission.

SERA.14045(b), Table S14-4

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QUESTION

Is ROGER a valid answer to a question?

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ANSWER

No. ROGER is never valid where a readback, AFFIRM or NEGATIVE is needed.

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QUESTION

What does WILCO mean?

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ANSWER

I understand and will comply.

SERA.14045(b), Table S14-4

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QUESTION

What does STANDBY mean?

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ANSWER

Wait, and I will call you.

SERA.14045(b), Table S14-4

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QUESTION

What does CORRECTION mean?

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ANSWER

An error was made, and the correct version follows.

SERA.14045(b), Table S14-4

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QUESTION

What does NEGATIVE mean?

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ANSWER

No. Permission is not granted, the statement is not correct, or the aircraft is not capable.

SERA.14045(b), Table S14-4

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QUESTION

When is the word TAKE-OFF used on the radio?

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ANSWER

Only with a take-off clearance, or when a take-off clearance is cancelled.

SERA.14045(c); Appendix 1 to AMC1 SERA.14001, 1.4.10 b–d

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QUESTION

At other times, which word is used instead of TAKE-OFF?

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ANSWER

DEPARTURE, for example READY FOR DEPARTURE.

SERA.14045(c); Appendix 1 to AMC1 SERA.14001, 1.4.10 b–d

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QUESTION

Which reply is needed to a HOLD SHORT OF instruction on the ground?

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ANSWER

HOLDING SHORT. ROGER or WILCO is not enough.

Appendix 1 to AMC1 SERA.14001, 1.4.8 (‡ note)

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QUESTION

Which reply is needed to a HOLD instruction on the ground?

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ATS phraseologies
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ANSWER

HOLDING. ROGER or WILCO is not enough.

Appendix 1 to AMC1 SERA.14001, 1.4.8 (‡ note)

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QUESTION

You turn onto final from the circuit. Beyond what distance from touchdown do you report LONG FINAL?

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ANSWER

7 km (4 NM). FINAL then follows at 7 km (4 NM).

Appendix 1 to AMC1 SERA.14001, 1.4.15 Note

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QUESTION

On a straight-in approach, at what distance is LONG FINAL reported?

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ANSWER

15 km (8 NM) from touchdown.

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QUESTION

After a LONG FINAL report, at what distance is FINAL reported?

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ANSWER

7 km (4 NM) from touchdown, in both cases.

Appendix 1 to AMC1 SERA.14001, 1.4.15 Note

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