Radio Check

Used by pilots to confirm the frequency used and how easily you can understand them. Consists of a range from 1-5 where 1 is unreadable and 5 is crystal clear. And requires an explanation if the value is not 5.

[station] [callsign] radio check

[Callsign} [station] readability [1-5] [explanation]

Taxing to runway

Is used to get aircraft from the stand to the holding point for the runway.

[station] [callsign] ready for taxi

[callsign] taxi to [holding point] for runway [runway] via [taxiways]

Taxi to [holding point] for runway [runway] via [taxiways]

Prenote

Used to let area controllers and terminal controllers know to expect a departure. Is used when the aircraft is pushing back from stand

[controller callsign] [your callsign]

Pass your message

Prenote [aircraft callsign] [SID]

Rodger

Clearance

Used by pilots to get the departure runway and departure route as well as squawk code and confirm aircraft type and stand number

[station] [callsign] requesting clearance to [destination] [aircraft type] [stand number] [ATIS information] [QNH]

[callsign] cleared to [destination] via [SID] [squawk]

[station] cleared to [destination] via [SID] [squawk] [callsign]

[callsign] correct

Taxing to stand

Used to get aircraft from the runway to the stand

[callsign] taxi to stand [stand number] via [taxiways]

taxi to stand [stand number] via [taxiways] [callsign]

Release

Used when a controller asks you to check departures during periods of heavy traffic. Is only valid for three minutes

[controller callsign] [your callsign]

Pass your message

Request release [aircraft callsign] [SID]

Released at [time]

Rodger released at [time]

Push back

Requested by pilots when they are ready to leave the stand and push onto the taxiway

[station] [callsign] ready for push back

[callsign] [stand number] push and start approved face [direction]

Push and start approved face [direction] [callsign]

Taxi expect stand

Used when the aircraft cannot be taxied directly to stand due to traffic

[callsign] taxi to [holding point] via [taxiways] expect stand number [stand number]

taxi to [holding point] via [taxiways] expect stand number [stand number] [callsign]

Start up no push back

Can be used if it is not feasible to push an aircraft back due to traffic but you want to get the aircraft out quickly. If on delivery then you can add the frequency of ground

[station] [callsign] ready for push back

[callsign] hold position start up approved

Hold position start up approved [callsign]

Emergency stop

Used to stop traffic due to safety reasons

[Callsign] stop immediately I say again stop immediately, acknowledge

[callsign] stopping

Common ALIASs

.ho (tab) three letter callsign e.g. kkt: Contact (callsign) on (frequency)
.p(direction (n, s, e, w) push and start approved face (direction)
.taxi taxi to holding point (x) via (y)
.stand Taxi to stand (n) via (b)

All sentences underlined are what you say and any sentences not underlined are said by other aircraft

Created by Nathaniel Laurence and Giles Holloway

S1 Phraseology sheet

AVIATION SIM UK