

Radiotelefoni kontrollert flyplass og luftrom

Normal radiobruk ut av kontrollsonen

 **Elev:** Karmøy Tower this is LN-YEU (*LIMA-NOVEMBER-YANKEE-ECHO-UNIFORM*)

TWR: LN-YEU good morning, go ahead.

 **Elev:** Karmøy Tower, LN-YEU requesting clearance to operate east of Haugesund 1500ft or below QNH 1013 information HOTEL.

(QNH=atmosfæretrykk (query nautical height), HOTEL=Bekreftelse på at du har hørt den aktuelle ATIS (Værmelding, Automatic Terminal Information Service) på 118.175

TWR: L-EU, cleared to operate east of Haugesund area 1500ft or below, squawk 3302, QNH 1013.

Tårnet har her forkortet callsign til LIMA-ECHO-UNIFORM, da kan også du forkorte ved neste anrop. Squawk 3302 betyr at du har fått din unike transponderkode for denne turen som settes inn i transponderen..

 **Elev:** Cleared to operate east of Haugesund area 1500ft or below, squawk 3302, QNH 1013, L-EU.

TWR: L-EU, readback correct.

Når sjekklisterne er ferdig ber du om taxi clearance:

 **Elev:** Karmøy Tower, L-EU requesting taxi.

TWR: L-EU, taxi holding point ALFA.

 **Elev:** Taxi holding point ALFA, L-EU.

Sjekk aerodrome chart før du begynner å taxe – vit hvor du skal før du begynner å bevege deg

TWR: L-EU, via the runway, backtrack and line up runway 13.

 **Elev:** Via the runway, backtrack and line up runway 13, L-EU.

Backtrack betyr at du taxer på rullebanen mot retningen du skal ta av.

TWR: L-EU, wind 120 degrees 12 knots, runway 13 cleared for take off.


 **Elev:** Cleared for take off runway 13, L-EU.

Ordet TAKE OFF er ikke lov å bruke utenom i en klarering for take off.

Fått lov til å låne av Haugaland Flyklubb, og redigert kjennemerke på fly

Når du nærmer deg Haugesund eller slutten på Karmøy control sier tårnet følgende:

TWR: L-EU, for traffic information contact Sola Radar on 119.600 (*one, one, niner, decimal six*)

 **Elev:** 119.600, L-EU.

SOLA RADAR/Approach (*etter du har skiftet frekvens på radioen – 119.6*)


 **Elev:** Sola Radar this is LN-YEU (*fullt callsign ved første oppkall*)

APP: LN-YEU, go ahead.

 **Elev:** LN-YEU, overhead Haugesund 1500ft, would like to operate east of Haugesund 4500ft or below.

Be om den høyden du vil her.

APP: L-EU, cleared 4500 ft east of Haugesund, no reported traffic east of Haugesund area.
Her ser du APP har forkortet callsignet ditt, da kan du også gjøre det.

 **Elev:** Cleared to operate east of Haugesund 4500 or below, L-EU.

Dersom Sola ikke gir deg ny frekvens på vei tilbake mot kontrollsonen


 **Elev:** L-EU, request frequency change to Karmøy

APP: L-EU, frequency change approved, 120.5

Normal radiobruk inn i kontrollsonen (*etter du har skiftet frekvens på radioen – 120.5*)

 **Elev:** Karmøy tower this is LN-YEU. (*Fullt callsign ved første opprop*)

TWR: LN-YEU, Karmøy Tower, go ahead.

 **Elev:** LN-YEU, overhead Haugesund/Bridge/Røyksund/Skude/Bokn West/Bokn East, 1500ft request to enter control zone for full stop landing, QNH 1013, with information BRAVO.

Du sier QNH og Information BRAVO slik at TWR forstår at du har hørt ATIS.

Alltid fly med oppdaterte flykart, disse finner du på ippc.no. På disse kartene står de overnevnte kontrollpunktene merket med sort trekant som vist på kartet lenger ned. Der finner du også frekvensene til ATIS og TWR oppgitt.

Fått lov til å låne av Haugaland Flyklubb, og redigert kjennemerke på fly

TWR: L-EU, Cleared to enter control zone via Bridge 1500ft or below, continue left downwind runway 13.

Nå kan vi forkorte callsign – merk at du kan blir cleared rett til finalen også, eller andre deler av patternet

 **Elev:** Cleared to enter control zone via bridge 1500 ft or below to join left downwind runway 13 L-EU

Når du har wings level på downwind kontakter du tårnet

 **Elev:** Karmøy Tower, L-EU, left downwind runway 13.

TWR: L-EU, make a 360 (tree sixty) on downwind.


Dette skjer om det er trafikk som kommer inn, det betyr at du skal ta en 360 graders sving på downwind før du fortsetter som normalt etter det. Sier tårnet "Orbit on downwind" betyr det at du skal sirkle til tårnet sier "continue on downwind" eller Continue to final".

Allså 360 og orbit er to forskjellige ting, husk det.*

 **Elev:** 360 on downwind L-EU.

TWR: L-EU, wind 130 at 15 gusting 25 runway 13 cleared to land.

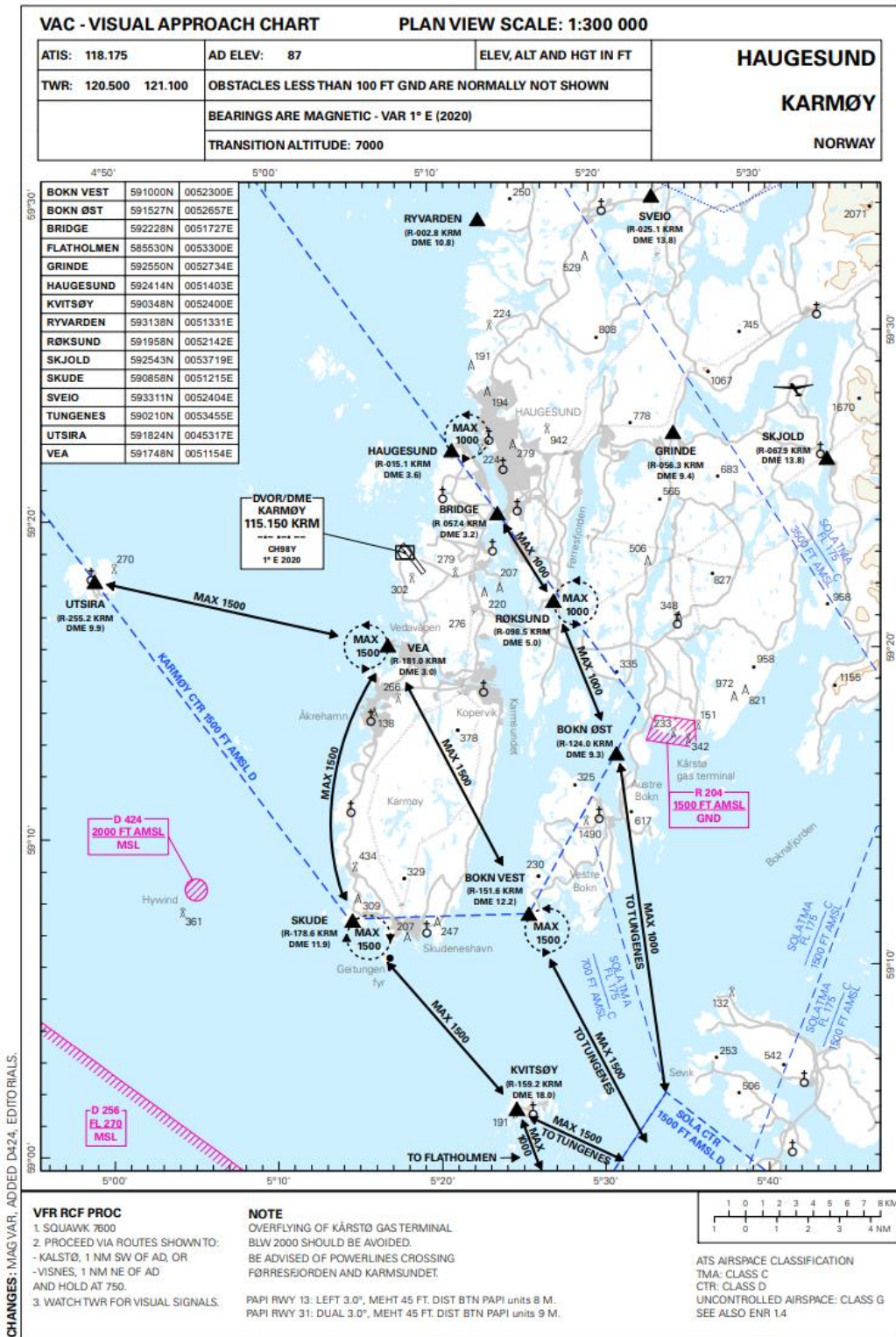
Her ser vi at det har blast opp en god del siden vi tok av, 15 knop med 25 knop I vindkastene.

 **Elev:** Runway 13, cleared to land, L-EU.

Etter du har landet:

TWR: L-EU, taxi ALFA to parking.

 **Elev:** ALFA to parking, L-EU.



Fonetisk alfabet

Bokstav	Ord	Uttale (engelsk)
A	Alfa (ICAO, ITU, FAA) Alpha (ANSI)	ALFA
B	Bravo	BRAVO
C	Charlie	CHARLI eller SHARLI (ICAO, ITU)
D	Delta	DELLTA
E	Echo	EKKO
F	Foxtrot	FOKSTROT
G	Golf	GOLF
H	Hotel	HOTELL (ICAO) HOTELL (ITU, FAA)
I	India	INDIA
J	Juliatt (ICAO, ITU, FAA) Juliet (ANSI)	JULIETT
K	Kilo	KILO
L	Lima	LIMA
M	Mike	MAIK
N	November	NOVEMBER

O	Oscar	OSS-CAH
P	Papa	PAPA
Q	Quebec	KEH-BECK
R	Romeo	ROMEO
S	Sierra	SIÈRA (ICAO, ITU) SIÈRA
T	Tango	TANGO
U	Uniform	YOU NEE FORM or OO NEE FORM (ICAO, ITU)
V	Victor	VIKTOR
W	Whiskey	WISKI
X	X-ray	EKS REY (ICAO, ITU) EKKS REI (FAA)
Y	Yankee	JANKI
Z	Zulu	SULU
0	Zero (ICAO, FAA) Nadazero (ITU)	ZERO (ICAO, FAA) NAH-DAH-ZAY-ROH (ITU)
1	One (ICAO, FAA) Unaone (ITU)	WUN (ICAO, FAA) OO-NAH-WUN (ITU)
2	Two (ICAO, FAA) Bissotwo (ITU)	TU (ICAO, FAA) BEES-SOH-TOO (ITU)

Fått lov til å låne av Haugaland Flyklubb, og redigert kjennemerke på fly

3	Three (ICAO, FAA) Terrathree (ITU)	TREE (ICAO, FAA) TAY-RAH-TREE (ITU)
4	Four (ICAO, FAA) Kartefour (ITU)	FOW-ER (ICAO, FAA) KAR-TAY-FOWER (ITU)
5	Five (ICAO, FAA) Pantafive (ITU)	FAIV (ICAO, FAA) PAN-TAH-FIVE (ITU)
6	Six (ICAO, FAA) Soxisix (ITU)	SIX (ICAO, FAA) SOK-SEE-SIX (ITU)
7	Seven (ICAO, FAA) Setteseven (ITU)	SEVEN (ICAO, FAA) SAY-TAY-SEVEN (ITU)
8	Eight (ICAO, FAA) Oktoeight (ITU)	EIT (ICAO, FAA) OK-TOH-AIT (ITU)
9	Niner (ICAO, FAA) Novenine (ITU)	NINER (ICAO, FAA) NO-VAY-NINER (ITU)

SERA.14045 Transmitting technique

Regulation (EU) 2016/1185

- (a) Transmissions shall be conducted concisely in a normal conversational tone.
- (b) The following words and phrases shall be used in radiotelephony communications as appropriate and shall have the meaning ascribed in Table S14-4:

Table S14-4	
Phrase	Meaning
ACKNOWLEDGE	'Let me know that you have received and understood this message.'
AFFIRM	'Yes.'
APPROVED	'Permission for proposed action granted.'
BREAK	'I hereby indicate the separation between portions of the message.'
BREAK BREAK	'I hereby indicate the separation between messages transmitted to different aircraft in a very busy environment.'
CANCEL	'Annul the previously transmitted clearance.'
CHECK	'Examine a system or procedure.'
CLEARED	'Authorised to proceed under the conditions specified.'
CONFIRM	'I request verification of: (clearance, instruction, action, information).'
CONTACT	'Establish communications with...'
CORRECT	'True' or 'Accurate'.
CORRECTION	'An error has been made in this transmission (or message indicated). The correct version is...'
DISREGARD	'Ignore.'
HOW DO YOU READ	'What is the readability of my transmission?' (see point SERA.14070(c))
I SAY AGAIN	'I repeat for clarity or emphasis.'
MAINTAIN	'Continue in accordance with the condition(s) specified' or in its literal sense.
MONITOR	'Listen out on (frequency).'
NEGATIVE	'No' or 'Permission not granted' or 'That is not correct' or 'Not capable'.
OVER	'My transmission is ended, and I expect a response from you.'
OUT	'This exchange of transmissions is ended and no response is expected.'
READ BACK	'Repeat all, or the specified part, of this message back to me exactly as received.'
RECLEARED	'A change has been made to your last clearance and this new clearance supersedes your previous clearance or part thereof.'
REPORT	'Pass me the following information...'
REQUEST	'I should like to know...' or 'I wish to obtain...'
ROGER	'I have received all of your last transmission.'
SAY AGAIN	'Repeat all, or the following part, of your last transmission.'
SPEAK SLOWER	'Reduce your rate of speech.'
STANDBY	'Wait and I will call you.'
UNABLE	'I cannot comply with your request, instruction, or clearance.'
WILCO	(Abbreviation for 'will comply') 'I understand your message and will comply with it.'
WORDS TWICE	(a) As a request: 'Communication is difficult. Please send every word, or group of words, twice.' (b) As information: 'Since communication is difficult, every word, or group of words, in this message will be sent twice.'

- (a) The form of test transmissions shall be as follows:
- (1) the identification of the station being called;
 - (2) the identification of the station calling;
 - (3) the words 'RADIO CHECK';
 - (4) the frequency being used.
- (b) The reply to a test transmission shall be as follows:
- (1) the identification of the station requesting the test;
 - (2) the identification of the station replying;
 - (3) information regarding the readability of the station requesting the test transmission.
- (c) When the tests are made, the following readability scale shall be used:
- Readability Scale
- (1) 1 Unreadable
 - (2) 2 Readable now and then
 - (3) 3 Readable but with difficulty
 - (4) 4 Readable
 - (5) 5 Perfectly readable