



ATC PHRASEOLOGY HANDBOOK

Version 1.0

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BASIC ATC POSITIONS

- GND - GROUND
- TWR - TOWER
- APP - APPROACH
- CTR - CONTROL

GENERAL PHRASEOLOGIES

- BBC001, Roger
- BBC001, Roger, number 2
- BBC001, Standby
- BBC001, Standby, number 1
- BBC001, Approved
- BBC001, Recleared
- BBC001, Say again
- BBC001, Approved
- BBC001, Disregard
- BBC001, Correct or Readback correct
- BBC001, Recleared
- BBC001, Confirm? Or Confirm Able < > ?
- Last station calling say again
- Last station calling Callsign please

If a traffic contacts any position in Bangladesh reply with [Callsign-Position-Go Ahead]

CLEARANCE DELIVERY (GIVEN BY GND OR TWR)

For Domestic Flights:

- ✓ <Callsign>, cleared to <destination>, <cruising altitude>, squawk <squawk code>
- Example: **Banglaster 151, cleared to Chattogram, ADMIL1, level 150, squawk 4177**
- ✧ Usually during the clearance, initial climb is not assigned for domestic. Initial climb is given at holding point or at line-up by the tower controller.

- ✧ A ground controller can assign an initial climb during a busy event by coordinating with upper area controller. In this case, the clearance will be like:
- **Banglastar 151, cleared to Chattogram, ADMIL1, initially climb 4000 feet, request flight level change enroute, squawk 4177.**

When there is no SID at other airports, instead of SID, assign the airway or direct to the waypoint just after the departure.

- Example: **Capella 420, cleared to Dhaka, G463, level 140, squawk 4150**
- Example: **Bangladesh 201, Cleared to Heathrow, W1, G463, level 260, request flight level change enroute, squawk 4776**

For International Flights:

- ✓ <Callsign>, cleared to <destination>, initially level <airspace boundary altitude>, request level change enroute, squawk <squawk code>
- Example: **Bangladesh 001, cleared to Heathrow, IDLOX1A, initially level 260, request level change enroute, squawk 4766.**
- ✧ Usually during the clearance, initial climb is not assigned for domestic. Initial climb is given at holding point or at line-up by the tower controller.
- ✓ Airspace Boundary usually follows, for the easbound flights, 270 or 290, and for the wesbound flights, 260 or 280.
- ✧ A ground controller can assign an **lower initial climb** during a busy event by coordinating with upper area controller.

When there is no SID at other airports, instead of SID, assign the airway or direct to the waypoint just after the departure.

Example: **Bangladesh 201, cleared to Manchester, W1, G463, initially level 260, request level change enroute, squawk 4766.**

GROUND PHRASEOLOGIES

- Pushback: <Callsign>, Time :XX Temperature : XX , Pushback and startup is Approved, Push to face South/North

Example: Bangladesh 001 Time 23 Temperature 31 Pushback and Startup Approved Push to face North

- TAXI: <Callsign> Taxi to Holding Point <Runway> via <Taxiway> QNH : XXXX
Example: Bangladesh 001 Taxi to Holding point Runway 14 Via C,N,N2, QNH 1004

- BBC001 Contact Tower 118.3
- BBC001 Over to Unicom 122.8
- Bangladesh 001, Taxi to bay 11 via S1,S,C
- BBC001 Hold Position
- BBC001 Give way to Bangladesh 131 (report the direction of the aircraft coming from)
- BBC001 Follow company traffic/ Airlines – Aircraft to Holding point 14 via C,N,N2
- BBC252, push to face taxiway Bravo, after lining up with taxiway Bravo, startup is approved (For Sylhet international stands, similar instructions can be given in Cox's Bazar and other airports with tight taxiways and stands)

TOWER PHRASEOLOGIES

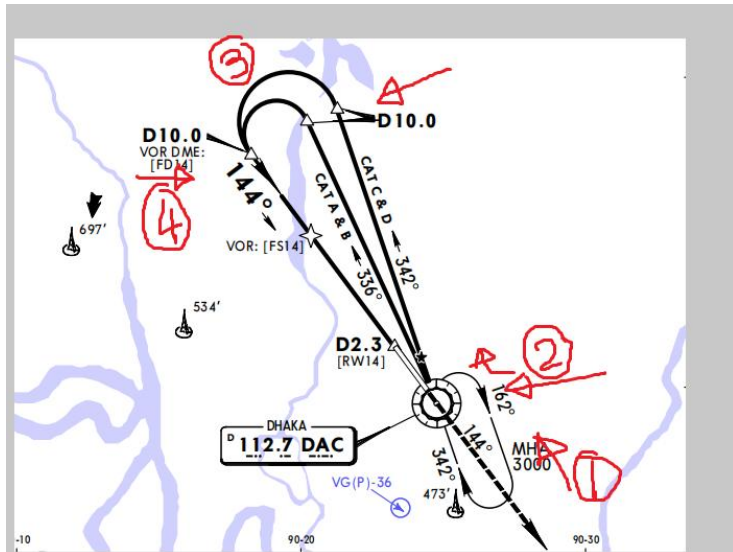
- BBC001 Dhaka tower roger _
- BBC001, surface winds 130 degrees at 05 knots, cleared for takeoff, runway 14. (Report Airborne/Report passing 2000 feet/When airborne contact Dhaka approach/Control at 12X.X)
- BBC001 Cancel SID, After departure, Proceed on Radial/Heading – VOR , Initially Climb (CLIMB ALT), surface wind xxx/xx, cleared for takeoff runway XX
- **Example: Bangladesh 001, Cancel SID, after Departure - proceed on Radial 290 and climb initially 3000ft, Surface wind 140 degrees 06KTS Cleared for takeoff Runway 14**
- BBC001 Check gears down and lock surface wind XXX/XX Runway XX Cleared to Land
- BBC001 Contact Approach/Control 121.3/125.7 Good Day
- BBC252, Changeover to Dhaka Control, Good day (some of the airports use it like Sylhet, not Dhaka)
- BBC201, taxi to enter runway via B, backtrack and lineup runway 29.
- BBC202, surface winds 120 at 3 knots, check gears down and locked, continue approach
- BBC202, reduce to minimum approach speed
- Capella 442, vacate via S2, contact ground 121.3

Procedural Tower:

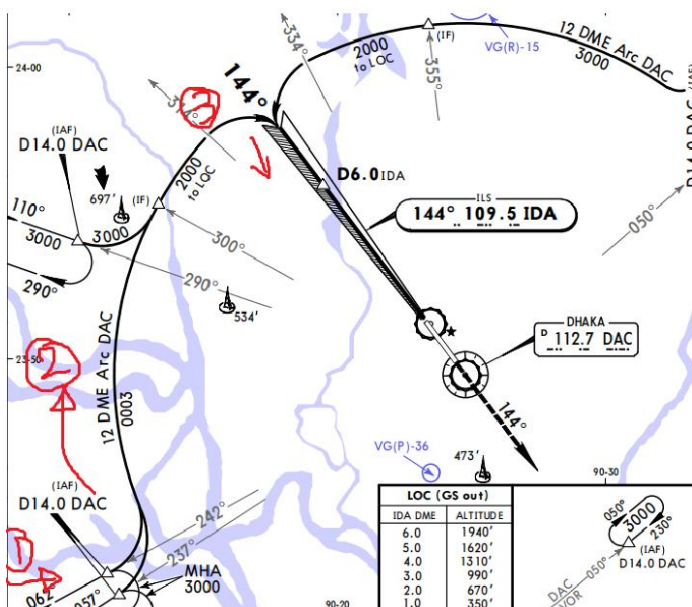
- Report ADMIL, in contact with Chattogram
- Bangladesh 094, coordinate with Chattogram (Tower) for lower
- Bangladesh 202, coordinate with Sylhet for lower
- Bangladesh 371, report establish on radial 290.
- Bangladesh 371, report 10 DME out (DAC VOR).
- Saudia 593, report 5 DME on radial 270
- Bangladesh 389, hold over DAC.

- Bangladesh 371, report passing?
- Bangladesh 391, report release from Dhaka (control).
- Bangladesh 201, report DME from SYT?
- Bangladesh 201, descend to FL 70, report approaching.
- Capella 418, report crossing radial 290

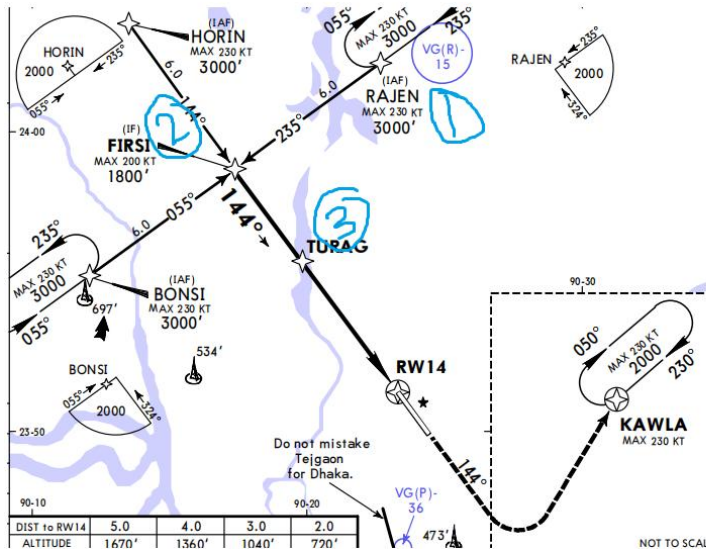
Approach (following approach plates + tower procedural):



- 1) Bangladesh 389, Descend 4000 feet, QNH 1004, report outbound DAC/ report outbound radial 342
- 2) Bangladesh 389, Cleared for the approach, descend 2000 feet, report turning inbound
- 3) Bangladesh 389, report on localizer
- 4) Bangladesh 389, report 6 ILS



- 1) Novo 982, report joining the arc (report joining radial XXX)
- 2) Novo 982, cleared for the approach, descend 2000 feet, report turning inbound
- Novo 982, cleared for the approach, descend 2000 feet, report crossing radial XXX
- 3) Novo 982, report established on the localizer
- 4) Novo 982, report on 6 ILS



- 1) Capella 446, descend 3000 feet, report RAJEN
- 2) Capella 446, descend 1800 feet, report FIRSI
- 3) Capella 446, contact Dhaka Tower 118.3 or
Capella 446, report TURAG - btw TURAG is approx 5NM.

APPROACH PHRASEOLOGIES

Departures:

- Bangladesh 518, Dhaka Approach, radar identified
- Bangladesh 518, Dhaka approach, radar identified, continue level 230
- Bangladesh 518, Dhaka approach, radar identified, report KANDI
- Bangladesh 518, Dhaka approach, radar identified, recleared level 150 (recleared usually given, if an initial climb is assigned, like 3000 or 4000 feet, then after a certain point, when the route is clear, 'recleared' is given to that aircraft to the cruising altitude)
- Bangladesh 518, turn right heading 180, reciprocal traffic descending from FL60 to 3000 feet
- Bangladesh 518, level like to climb?
- Bangladesh 201, fly direct NIKLI, climb FL 150

Arrivals:

- Novo 928, information Bravo, expect ILS runway 14.
- Novo 928, information Bravo, expect VOR-DME ILS 14 approach.
- Novo 928, information Bravo, expect radar vectors for ILS 14.
- Novo 928, turn right heading 110 degrees, cleared for the ILS (rwy) 14, report on the localizer
- Novo 928, turn right heading 110 degrees, cleared for the ILS (rwy) 14, report 6 ILS
- Novo 928, turn right heading 110 degrees, cleared for the ILS (rwy) 14, report established
- Novo 928, hold overhead DAC.
- Novo 928, hold at KANDI
- Novo 928, maintain 220 knots
- Novo 928, 180 knots till 7 DME

- Novo 928, 8 track miles till touchdown, contact Dhaka tower 118.3
- Novo 987, speed 140 till 4 DME, over to Dhaka tower 118.3
- Novo 987, resume normal speed

APPROACH CONTROLLERS CAN FOLLOW THE PROCEDURAL SYSTEM AS TOWER FOR THE ARRIVALS, AS MENTIONED IN THE TOWER PHRASEOLOGY SECTION. HOWEVER MOST OF THE TIME, APPROACH CONTROLLERS PROVIDE RADAR VECTORS.

AREA CONTROL CENTER PHRASEOLOGIES

- Banglastar 581, Dhaka control identified.
- Banglastar 581, report ADMIL.
- Bangladesh 299, recleared FL 100
- Bangladesh 391, report indicated airspeed
- Bangladesh 391, report level passing?
- Bangladesh 202, after FL 100, resume normal navigation
- Bangladesh 581, level like to climb?
- Bangladesh 581, increase speed to mach .80
- Capella 456, reduce speed 190 knots
- Bangladesh 201, fly/proceed direct NIKLI, climb FL 150
- Bangladesh 220, coordinate with Kolkata/Yangon for higher
- Novo 987, maintain radial/heading 290
- Novo 987, squawk mode Charlie
- Novo 987, speed 140 till 4 DME, over to Dhaka tower 118.3
- Banglastar 206, Reduce mach .76
- Capella 416, pass your message
- Capella 416, contact Kolkata/Yangon at 1XX.XX
- Capella 416, proceed direct to finals, cleared for ILS 23, report on localizer.
- Capella 426, heading approved (deviation due to weather)

Procedural:

- ✓ Bangladesh 204, recleared FL 110, further descend at Sylhet, contact Sylhet at 122.9
- ✓ Bangladesh 204, coordinate with Sylhet for weather at 122.9
- ✓ Bangladesh 201, descend FL 90, contact Sylhet
- ✓ Bangladesh 477, in coordination with Chottogram for lower on 118.4
- ✓ Banglastar 581, request estimate at ONEKA?
- ✓ Bangladesh 201, estimate at Sylhet?
- ✓ Bangladesh 201, report level passing?
- ✓ Bangladesh 202, report in contact with Chottogram on 118.4

VFR TRAFFIC ATC CALLOUTS PROCEDURE (FOR ALL STATIONS)

For Traffic Patterns (Squawk 2000 for the VFRs)

- GND: S2-AEY, time 23, temp 25, startup is approved.
- GND: S2-AEY, taxi via A, hold short Runway 23, QNH1006
- GND: S2-AEY, contact tower 118.4
- TWR: S2-AEY, (backtrack and) lineup and wait, runway 23
- TWR: S2-AEY, After departure, left hand traffic pattern, 1000 feet, report downwind, surface winds 120 degrees at 06 knots, runway 23, cleared for takeoff .
- TWR: (Once reported on downwind) S2-AEY, Say intentions?
- TWR: S2-AEY, report on finals runway 23. (if there are too many tfc on the finals, say: "S2-AEY, extend downwind/hold downwind)
- TWR: (On Finals) S2-AEY, Surface wind 120 degrees at 06 knots, runway 23, cleared for touch and go. Report airborne.

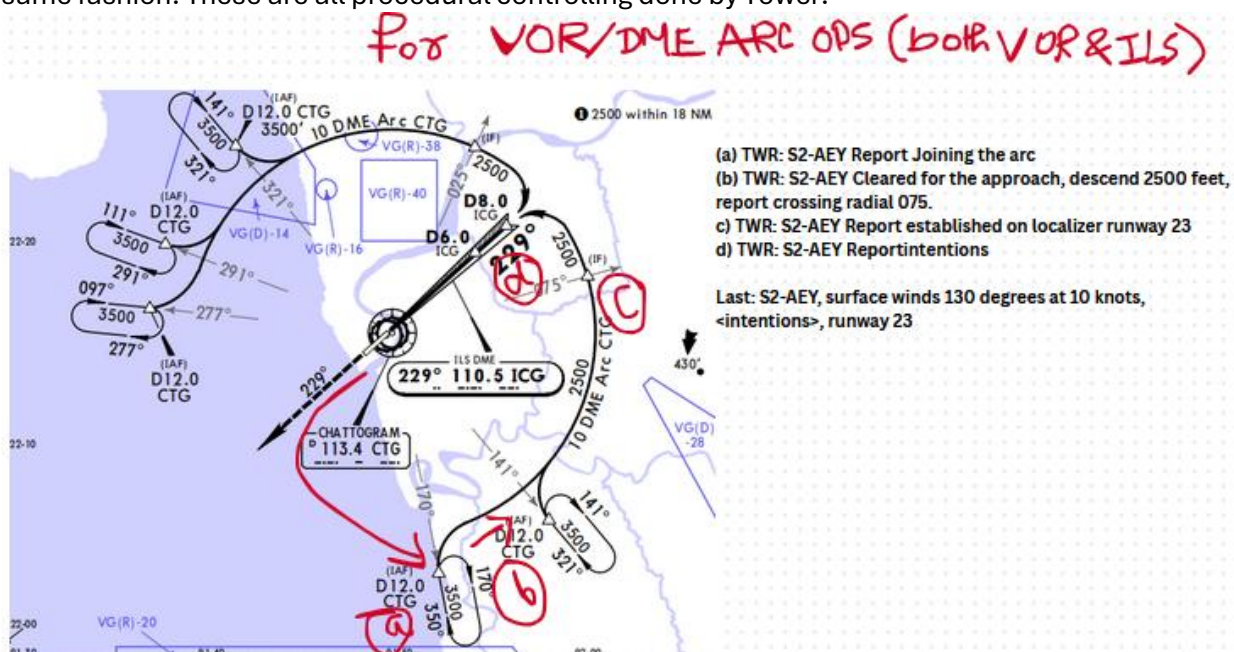
For local flight or local cross-country flights (Squawk 2000 for the local flight):

- ✓ Local flight - Pilot requested local flight:
TWR: S2-AEY, after departure, proceed 10 miles south, 1000 feet.
- ✓ XC Flight - Pilot requested XC flight (for example from Chottogram to Barisal)
TWR: S2-AEY, cleared to Barisal VFR on track 292, 2000 feet, squawk 4115.

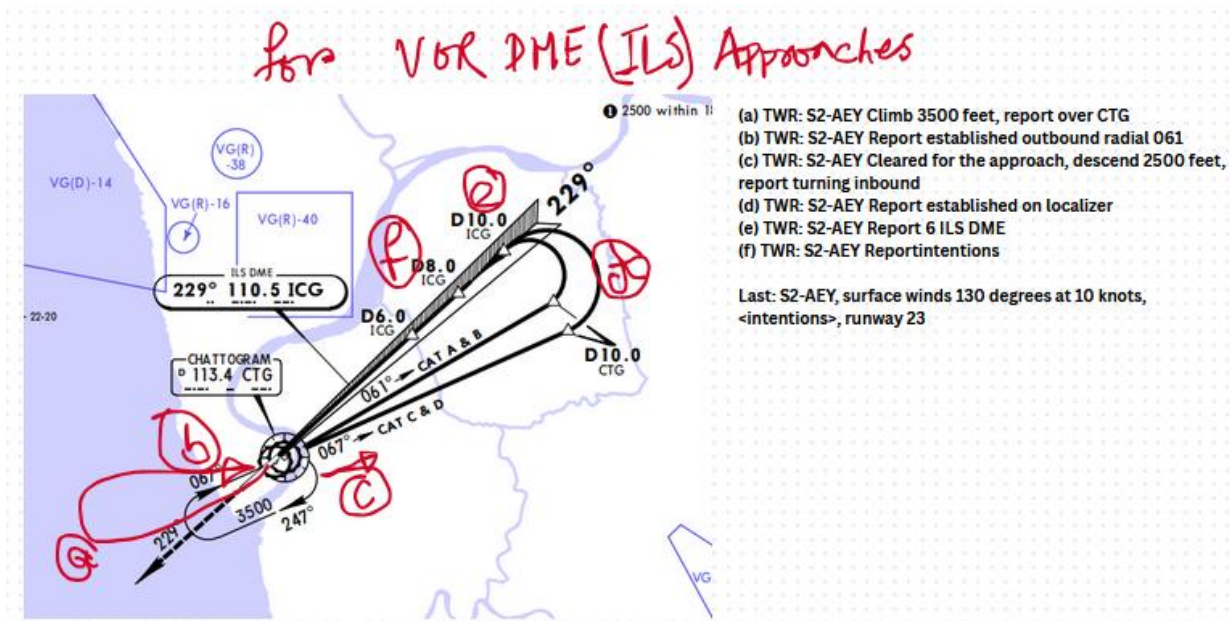
During the cross-country flight, when transferred over to DHAKA CONTROL, Dhaka Control acknowledges the flight. However after a certain period of time, during the flight phase, Dhaka Control often asks about the flight. For example: "**S2-AEY, report OPS Normal?**". This means if the VFR operations are normal or not.

For IFR training (C172/152 or GA Aircrafts) flights doing approach procedures:

All of the approaches are based on Chottogram. Operations at other airports can be done in the same fashion. These are all procedural controlling done by Tower.



In the above picture, the aircraft is expected to fly towards southbound to join radial 170 and climb 3500 feet for the local procedural flight.



RNP approach callouts are the same as highlighted in the Tower Phraseology section.