



VATNZ Pilot Talk

Note:

Information that is contained within this document is for flight simulation only operating within VATNZ airspace and isn't to be used for any real-world aviation.

VATNZ Pilot Talk Contents Page:

Contents Page and Document Control: 1

Tower: 2-4

Approach/Departures: 5-10

Enroute: 11-14

Oceanic (NZZO): 15-17

VFR: 18 - 22

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Changes:

Any changes you wish to submit to place within this document should be sent via email to Director of Operations (operations@vatnz.net) or to Director of ATC Training (atctraining@vatnz.net).

Scope:

Your push to talk key when you are flying around on the network is an important tool which must be used properly to be effective. But to know what to do you must learn how to fly in New Zealand's busy and cramped airspace and learn how it can differ from other countries in the world. This document is designed for all pilots flying in VATNZ's airspace, new to even the most experienced of pilots.

When you are being provided with air traffic control services by a controller within VATNZ airspace, your obligations are:

- To comply with instructions by ATC.
- Say when you are **UNABLE** to comply with instructions by ATC.
- Keep a look out for traffic at all times.
- Unless operating under IFR, you must remain VMC at all times. If you are unable to comply then you must inform ATC.

Tower/Ground/Delivery:

- NZAA_TWR – (Pronounced Auckland Tower)
- NZWB_TWR – (Pronounced Woodbourne Tower)
- NZWN_GND – (Pronounced Wellington Ground)
- NZCH_GND – (Pronounced Christchurch Ground)
- NZWN_DEL – (Pronounced Wellington Delivery)
- NZAA_DEL – (Pronounced Auckland Delivery)

When flying on the network, an online aerodrome control position is displayed with the aerodrome's ICAO code followed by an underscore with a suffix of DEL for Delivery, GND for ground and TWR for tower. For example, "Wellington Ground, LFI" the reply that you could get might be: "LFI, Wellington Ground". As a general trend if an airport has more than one aerodrome position they will address themselves fully e.g. Wellington Tower but sometimes the controller might turn around and say e.g. "BPO, Woodbourne". This doesn't change anything at all its just the controller shortening the sentence and therefore the amount of time that they are spending talking on the radios.

IFR Clearance:

Before you acquire your IFR clearance, you must make sure that you have done all your checks and **HAVE THE AERODROME ATIS**. It is very important that you have the ATIS as this lets the controller know that you have the weather. This means that they don't have to read the METAR out to you therefore shorting time on radios. The only exception to this rule is where you are on the ground at an uncontrolled aerodrome like NZAR (Ardmore) and aerodrome services are not provided in VATSIM e.g. UNICOM or AFIS services.

When you request your IFR clearance you must make sure that you establish the comms first! An example of this would be your callsign followed by the ATC Position that you are calling e.g. "Auckland Delivery, ANZ2". If you have just logged onto the network and you first want to start talking to the controller a much better way of establishing the comms is by saying what the example had in it. You may say "Request Radio Check" if you are really interested in what your audio sounds like. But if you are just saying that because you don't know what else to say, then use what in the example as it is more clear and effective way of saying what you want to say to the controller. When getting your IFR you must make sure that you have the following items included in your clearance in this order:

- Location e.g. Stand Number or where you are on the aerodrome
- ATIS with QNH
- Destination Aerodrome
- Requested Level

It should sound something like this when you are saying it.

Example:

"Auckland Delivery, ANZ2 with Kilo, 1014"

"ANZ2, Auckland Delivery Kilo 1014 confirmed"

"Good evening, stand 2, request airways clearance to Los Angeles, FL310"

"ANZ2 cleared to Los Angeles via flight plan route. FIRTH1P Departure AKLOM transition. Squawk 0202"

"Cleared to Los Angeles via flight plan route. FIRTH1P Departure AKLOM transition. Squawk 0202, ANZ2"

"ANZ2 Readback correct."

If you are flying within the NZCC (Domestic Airspace) you might be on a standard route. This means that you will be given a standard route clearance. This is almost the example clearance (above) but you read it back differently. You will notice that the clearance is much shorter.

Example:

"Wellington Delivery, ANZ441 Bravo 1011"

"ANZ441, Wellington Delivery. Bravo 1011 confirmed."

"Good morning, stand 17. Request airways clearance to Auckland, FL300"

"ANZ441 cleared Auckland 2, FL310. WITBY2B Departure. Squawk 5124"

"Cleared Auckland 2, FL310. WITBY2B Departure. Squawk 5124, ANZ441"

"ANZ441 Readback correct"

Something to take away from the examples is that you might notice that it only mentions the ATC callsign once throughout the whole time that ANZ441 is talking to them. This is because once you have established contact with the ATC unit you are no longer required to say the ATC positions callsign. The second thing that you might notice is that I am requesting "airways clearance" this is because in New Zealand this is how you request IFR clearance. The phraseology "request IFR clearance" is correct but is American phraseology and is very rarely used in New Zealand.

Push Back and Taxi

In New Zealand, you must get clearance from the controller for push and start or start and push if you are pushing back onto an active taxiway. The ground controller or the controller that is controlling you will taxi you to a specific holding point followed by instructions on how to get there. It is vital that you have your ground chart from the AIP open so you taxi via the right taxiways because the controller has given you this route for a reason. You should also make sure that you read back exactly what the controller has asked you to do.

Before Take Off:

Before you depart your aerodrome, it is crucial that you have read the charts for your departure and arrival (SID & STAR). You should be familiar with the *AIP New Zealand* aerodrome charts (www.aip.net.nz). You will find that most aerodrome charts will have a ground movements chart which shows you taxiways and runways.

Take-off:

When you are ready for take-off you have a couple of options how you can say that you are ready. If you are ready before the holding point “*Callsign* ready on reaching” or at the holding point if you have just switched onto tower you can say: “Auckland Tower, ANZ2 ready” or if you were already with Auckland Tower/Or you haven’t changed ATC position just say “*Callsign* ready”.

In some cases, tower might say the airborne frequency but if they don’t and they just say e.g. “ANZ2, RWY23L cleared for take-off” **then you should automatically change frequency to the radar controller above** e.g. APP/DEP or CTR or when no radar controller is online then change to UNICOM on 122.800 before 1500ft or as specified on the AIP chart.

Landing:

When landing the controller will do one of two things: clear you to land or tell you to continue approach followed by a number. If you are told to continue approach then readback what they said. But sometimes the controller might just say a number e.g. “Number 1” this just means that you are number 1 to land but they still want you to continue your approach. All you need to do if this is the case is readback exactly what the controller said, “e.g. Number 1, ANZ437”.

Procedural Tower:

Procedural towers are towers with no radar coverage and they cover approach as well. Sometimes they won’t be able to see you visually out the window till a 5nm final. Some examples of procedural towers are: Queenstown, New Plymouth, Dunedin, Napier and lots more! Even though phraseology doesn’t differ you should know some things that you should do. If the controller says, “cleared for take-off” and nothing else, you should **stay** on the frequency and report the level you are passing (altitude you are passing). The controller will then give you further instructions on what to do. For example, they might tell you report passing 7000ft. Once you report at 7000ft they will give you further instructions. When you are approaching the airport, the tower will clear you for the approach and then you must report when you are established or have the field in sight. Just as if approach was online (Read more about this on page 5 under approach).

Approach/Departures:

- NZAA_APP – (Pronounced Auckland Approach)
- NZWN_DEP – (Pronounced Wellington Approach)
- NZWN_APP – (Pronounced Wellington Approach)
- NZCH_DEP – (Pronounced Christchurch Approach)
- NZAA-F_APP – (Pronounced Auckland Approach)
- NZQN_APP – (Pronounced Queenstown Approach)

Approach and departures are the first controllers that you will be contacting as soon as you get airborne. Because you have already established the comms and you know that your radios work there is no need to say, "Auckland Approach, ANZ2". Instead because Approach's frequency can and will get very busy at times you will need to make sure that your radio work is quick and concise to minimise the amount of radio time that you are using as the controllers need to separate aircraft quickly in some cases. You should always assume that if you are flying internationally you climb to FL250 until you are given higher. The things you will need to include on first contact with a radar controller are the following:

- ATC position callsign e.g. Auckland Approach or say "Auckland"
- Your callsign e.g. ANZ2
- Altitude you are passing
- SID you are on

When you put it all together it should sound a little like this:

"Auckland Approach, ANZ2 passing 800ft. FIRTH1P."

"ANZ2, Auckland good evening identified"

The above examples mean's that you should track via the SID and climb to FL250 and should await further instructions from the controller. Note: since ANZ2 is international the height restriction applies. A radar controller has some options with you as the aircraft to make sure that the maximum separation is achieved. A radar controller could potentially do the following with you as the aircraft:

- Track you via the SID
- Cancel the SID and track direct to a waypoint
- Cancel the SID and give you a radar vector
- Give you further climb
- Or stop climb you and keep you at a low level

Some examples of these different types of first contact could sound like:

Track via the SID

"Wellington Approach, ANZ441 passing 1000ft"

"ANZ441, Wellington Identified. Track via the SID climb FL300, cancel height restriction at WITBY"

"Track via the SID climb FL300. Cancel height restriction at WITBY, ANZ441"

Cancel the SID and track direct to a waypoint

"Wellington Approach, ANZ849 passing 1000ft"

"ANZ849, Wellington Identified. Passing 3000ft cancel the SID track direct to TANEN, climb FL250"

"Passing 3000ft cancel the SID. Track direct to TANEN, climb FL250, ANZ862"

Cancel the SID and give you a radar vector

"Auckland Approach, ANZ2 passing 800ft, FIRTH1P."

"ANZ2, Auckland good evening identified. Cancel SID fly heading 050"

"Cancel SID. Fly heading 050, ANZ2"

Approaching the airport

Approaching the airport this is the most stressful part of the flight for you and for the controller controlling you. So, it's important that you get things right first time when it comes to radios, and that you remember the information that the controller is telling you. Much like when you have first contact on the ground when requesting IFR clearance, it is important that on first contact with the approach controller (when coming into the airport) that you notify the controller that you have the latest ATIS information for the aerodrome you are landing at (if it has one). As a checklist of what to say to the approach controller you should include the following:

- ATC Position Callsign
- Altitude descending through
- Altitude cleared to
- ATIS information and QNH

An example of this:

"Wellington Approach, ANZ437 descending through FL210 for Fl150. Kilo 1012"

"ANZ437, Wellington Approach. Kilo confirmed. Descend to 5000ft"

"Descend 5000ft, ANZ437"

Another example for Auckland:

"Auckland Approach, ANZ436 descending through 12,000ft for 11,000ft. Hotel 1018"

"ANZ436, Auckland Approach. Hotel confirmed. Descend via profile to 5000ft"

"Descend via profile to 5000ft, ANZ436"

You might have noticed in the Wellington that it doesn't mention "descend via STAR profile" this is because the standard operating procedures in the real world are different for the Wellington TMA and in the AIP it states in the chart that all descent given by the controller the pilot should automatically descend via the STAR profile until they have been given further descent or until they have hit the level that you have been cleared to.

Approach Clearance:

For you to turn to intercept the ILS or start an RNAV approach or take the approach visually you must first must been given clearance to do so. Sometime a controller will just clear you for the approach and say nothing else. **THIS DOES NOT MEAN THAT YOU ONLY DO THIS** the controller will expect you to as well call 'established' on the RNAV or ILS or call the airfield in sight before they hand you over to tower.

ILS/DME Example:

"ANZ437, cleared ILS/DME approach RWY34"

"Cleared ILS/DME approach RWY34, ANZ437"

Wait until establish on the ILS

"ANZ437, established"

"ANZ437, contact Wellington Tower 118.8"

"Contact Wellington Tower 118.8, ANZ437"

RNAV Example:

"ANZ124, cleared RNAV X RWY23L"

"Cleared RNAV X RWY23L, ANZ124"

Wait until establish on the RNAV X

"ANZ124 established on the RNAV X RWY23L"

"ANZ124, contact Auckland Tower 118.7"

Visual Approach Example:

"ANZ437, cleared visual approach RWY16. Track via RIDGE maintain 2000ft"

"Cleared visual approach RWY16. Track via RIDGE maintain 2000ft, ANZ437"

Wait until field in sight

"ANZ437, has the field"

"ANZ437, contact Wellington Tower 118.8"

"Contact Wellington Tower 118.8, ANZ437"

Another example of a visual approach with a frequency change in it:

"NZM6, cleared visual approach RWY16. Track via RIDGE maintain 2000ft. Crossing the coast contact Wellington Tower 118.800"

"Cleared visual approach RWY16. Track via RIDGE maintain 2000ft. Crossing the coast contact Wellington Tower 118.800, NZM896"

Another example of a visual approach with a frequency change in it using distance:

"NZM896, cleared visual approach RWY16. Track via RIDGE maintain 2000ft. In 5miles (5NM) contact Wellington Tower 118.800"

"Cleared visual approach RWY16. Track via RIDGE maintain 2000ft. In 5miles contact Wellington Tower 118.800, NZM896"

Radar Terrain:

Radar terrain is a term used by Area (CTR) and Terminal (APP) controllers. A radar terrain warning is issued by a controller upon initiation of descent either via the STAR profile or by manual descent from the controller. A controller will only issue a radar terrain warning once. What he means is they is descending you to a level at which terrain can be observed on the radar. What do you have to do with it? Well, when a controller issues a radar terrain warning, he is telling you that your aircraft will be descending into an area that has mountainous terrain so you should be cautious with your choice of descent. New Plymouth, Gisborne, Napier, Wellington, Nelson, Christchurch, Dunedin, Invercargill and Queenstown are the primary suspects of terrain in the area so you will definitely hear a controller issuing a warning in those parts of the country, however, you may also hear it in other parts as well.

Uncontrolled Aerodrome Procedures:

Uncontrolled aerodrome procedures are where you are at an airfield that doesn't have a tower operating at any times. Approach and Control (APP & CTR) controllers then have the responsibility of giving you IFR clearance if you call them. However, they will not give you full top down service (DEL, GND, TWR) and will only give you IFR clearance because that is not the role of an approach or centre controller. It is your responsibility to maintain safety on the ground. In this section, it will cover all the areas of uncontrolled aerodrome in detail and how to do it properly and effectively.

Some examples of uncontrolled aerodromes are: NZKK, NZWR, NZKT, NZFI, NZMS and NZPP. Please note that to the restrictions of VATSIM the Paraparamu and Milford Sound Flight Service Station (AFIS) and Christchurch Information is not simulated. We therefore treat both NZMF and NZPP as an uncontrolled aerodrome and any airports that are covered by Christchurch Information and are all treated as Class G airspace.

First, we will cover some examples and then decode what it means afterwards.

Departure Example:

"Wellington Approach, RLK864"

"RLK864 Wellington, hello"

"G'day RLK864 on the ground in Paraparamu. Request airways to Auckland, FL240. Estimated time of departure time 30."

"RLK864, cleared Auckland 1. FL240, Squawk 5233"

"Cleared Auckland 1. FL240, Squawk 5233, RLK864"

"RLK864, readback correct. Cleared into controlled airspace on the AGAXA2 departure climbing to 5000ft. Report passing 2000ft, clearance expires time 35"

"Cleared into controlled airspace on the AGAXA2 departure climbing to 5000ft. Report passing 2000ft, clearance expires time 35, RLK864."

Or: "Wellington Approach, RLK864"

"RLK864 Wellington, hello"

"G'day RLK864 on the ground in Paraparamu. Request airways to Auckland, FL240, estimated time of departure time 30."

"RLK864, cleared Auckland 1. FL240, Squawk 5233"

"Cleared Auckland 1. FL240, Squawk 5233, RLK864"

"RLK864 Readback correct. Report before engine start."

"Report before engine start, RLK864."

Arrival Example:

"LFI, leave controlled airspace by descent. Passing 3000ft monitor UNICOM 122.800. No reported IFR traffic. Report on the ground to cancel IFR."

"Leave controlled airspace by descent passing 3000ft monitor UNICOM 122.800. Copy all traffic and wilco, LFI"

At the stand

"LFI on the ground request termination of flight plan"

"LFI, SAR watch terminated time 23, G'day"

"SAR watch terminated, G'day LFI"

Another example:

"LFI leave controlled airspace RNAV approach runway 16. Passing 3000ft radar services terminated monitor UNICOM 122.800."

"Leave controlled airspace RNAV approach runway 16. Passing 3000ft radar services terminated monitor UNICOM 122.800, LFI"

At the stand

"LFI on the ground request termination of flight plan"

"LFI, Flight Plan SAR watch terminated time 23, G'day"

"Flight Plan SAR watch terminated, G'day LFI"

Now to explain what this all means. And as always, we will break it down:

Departures:

Much like tower regardless of what ATC unit you are talking to you as always much establish the comms. Once this has been achieved you will then need to request your airways clearance from the controller. You might also notice that included in the example is the estimated time of departure. The estimated time of departure is the time in minutes of which you estimate to depart e.g. 1733 hours = time 33. The estimated time of departure tells the controller which time you wish to depart and then they can check if they will be able to accommodate you in their airspace at the time. Which is why there is two examples. One with clearing into controlled airspace. And, another one where clearance isn't valid and the controller gives a pilot to report to they can then check if there will be space for you in their airspace.

Enroute:

- NZCH-R_CTR – (Pronounced Auckland Control)
- NZAA_CTR - (Pronounced Auckland Control)
- NZCH-T_CTR - (Pronounced Christchurch Control)
- NZCH-K_CTR - (Pronounced Christchurch Control)
- NZCH-S_CTR - (Pronounced Christchurch Control)
- NZOH_CTR - (Pronounced Ohakea Control)
- NZCH-B_CTR - (Pronounced Bay Approach)

These positions above are New Zealand's Enroute sectors all the sectors above are pronounced with saying "Control". Apart from Bay Sector, which is pronounced "Approach" at end. Even though Bay sector has the prefix "approach" it is still treated as an Enroute sector. This is because it can still give STAR clearances and controls up to FL600 (60,000ft). The reason for this is because Bay sector is just one big TMA as it has airports all around it and in close proximity of each other e.g. NZRO, NZTG, NZGS, NZWK.

An Enroute can be identified by having 'CTR' (e.g. NZOH_CTR) when they log on. Their job is to keep you separated in flight and they give you your arrival clearance into your destination aerodrome. If you have just been handed off from a TMA controller (APP/DEP) to the Enroute controller then you don't have to say much for the flight from now but all you need to say now if you are passing altitude and cleared level if it's not your final level.

Example:

"Auckland Control, ANZ2 climbing through FL230 for FL250"

"ANZ2, Auckland Control. Continue climb FL310"

"Continue climb FL310, ANZ2"

Another example:

"Auckland Control, ANZ2 climbing through FL230 for FL250"

"ANZ2, Auckland Control. Climbing FL310"

"ANZ2"

When you are given a STAR clearance it is your job to program that arrival into your FMC and readback but make you read it back first! Then if you do not have that arrival in your FMC notify ATC A.S.A.P!

Example:

"ANZ437, cleared TPAPA3A arrival RWY34"

"Cleared TPAPA3A arrival RWY34, ANZ437"

After your STAR clearance, just before your TOD you will be given descent. The usual cleared altitude that you are cleared to is 11,000ft. Your descent should sound something like this:

Example:

"ANZ448, when ready descend 11,000ft, Northland QNH 1016"

"When ready descend 11,000ft, Northland QNH 1016, ANZ448"

Let's decode this now. In New Zealand, we give a when ready clearance so it means that when you're at your TOD it means that all you have to say to the controller is "Christchurch Control, ANZ435 leaving FL360 for 11,000ft" this makes it easier for the controllers as they can give you descent 50+nm out from your TOD.

Crossing from the NZZO/NZZC or NZZC to NZZO:

For the first example, we will go through leaving the NZZC (Domestic Airspace). When you are approaching the oceanic boundary the Enroute Controller should still have you on his or her radar so there is no reason for you to worry even though you might be 150nm+ from the nearest land. This is also part of the flight where you can start using some fancy equipment such as CPDLC or ACARS developed by Hoppie. This will just require you to have it ready to use for the next oceanic controller if they are online. But we look a bit more into that in the next section under 'Auckland Radio' (P14). When the Enroute controller hands you off at the oceanic boundary if no other ATC services are available then it might just be a simple UNICOM hand off to 122.800. But, if other ATC services are available i.e. Auckland Radio, then the Enroute might be able to give a few more options on how you contact them. Let's look at some examples:

Example:

NZZO Online:

"JST202 crossing MADEP. Contact Auckland Radio on CPDLC. Logon code NZZO or on VHF frequency 128.900, G'day."

"Crossing MADEP. Contact Auckland Radio on CPDLC. Logon NZZO or on VHF frequency 128.900, G'day JST202"

NZZO Offline:

"JST202 crossing MADEP. Monitor UNICOM 122.800, G'day"

"Crossing MADEP. Monitor UNICOM 122.800, G'day JST202"

Crossing into the NZZC from the NZZO is very easy because on your first call to the appropriate Enroute controller all you will need to do is report the fix and height to them. After they have found you on their radar they might give you a new squawk code and then just like the STAR clearances above they will give you one of these and a descent into your aerodrome.

Example:

If no new squawk code is required:

"Christchurch Control G'day, VOZ100 over GULUT, FL390"

"VOZ100, Christchurch G'day Identified. Cleared SIMZI4A arrival RWY34. When ready descend 11,000(ft) Cook Strait 1020"

"Cleared SIMZI4A arrival RWY34. When ready descend 11,000(ft) Cook Strait 1020, VOZ100"

New squawk needed:

"Auckland G'day ANZ52 over KALAG FL360"

"ANZ52 Auckland G'day Squawk 0203."

"0203, ANZ52"

"ANZ52 Identified. Cleared EXOPI6A arrival RWY23L. When ready descend 11,000(ft) Northland 1009"

"Cleared EXOPI6A RWY23L. When ready descend 11,000(ft) Northland 1009 ANZ52"

Auckland Radio (NZZO)

- NZZO_FSS – (Pronounced Auckland Radio)

Flying in oceanic Class A airspace (FL245-FL600) all around the world is an experience unlike no other. It can be either be extremely hard or very easy if you have done the appropriate study or preparation to make sure that as the pilot it is easy for you to make the position report calls. You should also know how to do it effectively. In New Zealand, oceanic airspace is supported by HF Radio which is long range radio capability's which mean that the radio waves bounce of the ionosphere. This means that through the pilot's headsets it produces a static sound like an old TV with no signal. But due to the limitations of VATSIM we cannot support HF because not all aircraft have HF radios therefore we continue to use VHF radio on the frequency 128.900. Even though you are on an VHF radio, in VATSIM to try and keep things as realistic as possible we still simulate HF radio communications which is why it is so vitally important that when flying in oceanic airspace you are up to speed with how to do things correctly. Air Traffic Services provided in a radar environment directly utilise both primary and secondary radar returns to fix the position of an aircraft in time and space. This method is highly accurate – both aircraft and ground equipment is precisely calibrated, and the radar's rotation enables the aircraft's position to be re-assessed every few seconds. Knowing the precise location of the aircraft in his/her sector enables the controller to take advantage of relatively low, distance-based lateral separation minima, permitting higher traffic densities and improved flow. Aircraft within radar coverage are likely to also be within the rated coverage of a ground navaid (eg. VOR, DME or NDB), and so themselves conforming to a higher standard of navigational accuracy. ATS in a non-radar (or 'procedural') environment differs significantly in that rather than using radar to ascertain the position of aircraft under his control, the controller must receive regular 'position reports' from aircraft as they pass over known fixes (e.g. waypoints, nav aids or airfields). This is what Auckland Radio is, it is a procedural environment. Somethings that you should know how to do inside and out in oceanic airspace are:

- Position Reports
- Speed Techniques and how to reduce speed in Mach numbers
- How to read VOR/NDB distance on your display or FMC

Much like other sections in this guide I will give some phraseology and then explain it afterwards. For these example, it will not cover how to use CPDLC.

Example:

First call from the NZZC or from YBBB.

"Auckland Radio, Auckland Radio VOZ101 overhead GULUT. SELCAL KPHJ"

"VOZ101, Auckland Radio G'day. Accepts primary guard 128.900, stand by for SELCAL check"

Wait for SELCAL test to come through

"Good SELCAL, primary guard 128.900, ready for position report"

"VOZ101 pass position"

"VOZ101 was position GULUT time 1834z, FL370, estimating VEPAS time 1946z, LHI Next"

"VOZ101 position GULUT time 1834z, FL370, estimating VEPAS time 1946z, LHI Next, Auckland"

"Readback Correct VOZ101"

For the second example, we will be using the same scenario but now with a speed restriction because of another aircraft on the same track and level.

"Auckland Radio, Auckland Radio VOZ101 overhead GULUT, SELCAL KPHJ"

"VOZ101, Auckland Radio G'day accepts primary guard 128.900, stand by for SELCAL check"

Wait for SELCAL test to come through

"Good SELCAL. Primary guard 128.900. Ready for position report, VOZ101"

"VOZ101 pass position"

"VOZ101 was position GULUT time 1834z. FL370. Estimating VEPAS time 1946z. LHI Next"

"VOZ101 position GULUT time 1834z. FL370. Estimating VEPAS time 1946z. LHI Next and, report your Mach Number."

"Readback Correct and maintaining M.82, VOZ101"

"VOZ101, Thanks reduce M.80"

"M.80 VOZ101"

Now because Auckland Radio has put VOZ101 on a speed restriction this will mean that at **EVERY** fix in the NZZO or YBBB in their position reports they will need to report their Mach number speed restriction by saying it at the end of their position report. A hand off from the NZZO into the NZZC is treated like any other handoff by a controller and nothing special happens i.e. "VOZ100 over GULUT. Contact Christchurch Control 123.700 G'day"

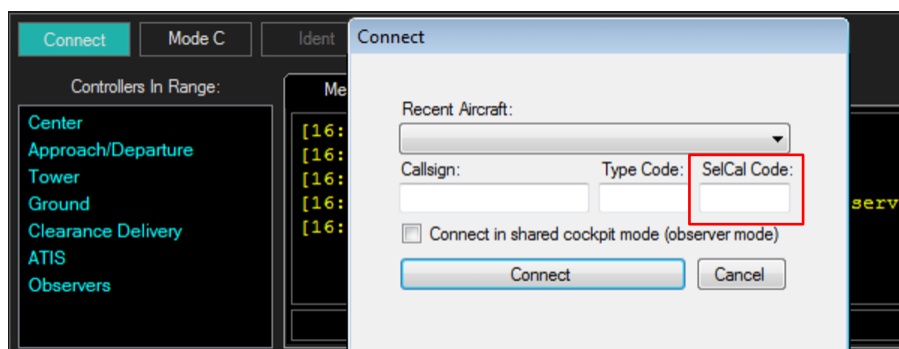
Now to explain. Position reports must contain the following information:

- 1) Aircraft identification
- 2) Position
- 3) Time
- 4) Flight level or altitude, including passing level and cleared level if not maintaining the cleared level
- 5) Next position and time over
- 6) Ensuing significant point

The following are required in a position because the NZZO is a procedural environment and it is so important for your safety in the air that the controller know exactly what you are doing at each fix. So, if necessary they can keep you separated from any aircraft. Therefore, you must include all components (as stated above) in your position report.

You might have seen the 'SELCAL' check and be wondering what it is? This code is a code that can be used by an oceanic controller to contact you. The reason for this code in the real world is because of the static of an HF radio some flight crews might turn down there radios so if an oceanic controller wants to talk to the flight crew they will send them a SELCAL alert. This is four letter code that goes in this format: xx-xx. Although it is not a requirement when flying in oceanic airspace to have a SELCAL code, it is highly recommended because it means you can go do other things and just keep a listening watch on SELCAL. If you are using vPilot then when you log in it is to the right of the type code box. It is also important that you include your SELCAL code in your remarks in your flight plan so the controller can send you a SELCAL check or get in contact with you via SELCAL. You should do it by doing this: SEL/xxxx. Here is an example in vPilot: In the 'SelCal Code' box you should put your SELCAL code in the same format as in your remarks but put a dash in the middle e.g. 'KP-HJ'.

For any extra help with position reports visit: <http://www.vatnz.net/pilots/oceanic-report-tool/>



VFR

Flying VFR in New Zealand is very unique because of how great our landscape is. But flying VFR in New Zealand is so different than other places in the world and our procedures in flying differ. This section will not cover how to fly a plane VFR in New Zealand or how to do your checks inside the aircraft but instead will keep talking about how to deal with the radios whilst flying VFR.

When you log onto the network and you are flying a VFR aircraft I highly recommend that you log on with the whole registration of the aircraft e.g. "ZKFLC". Even though you might log on with the whole registration of the aircraft you should only say the last **three** letters of the registration e.g. "Foxtrot Lima Charlie". Much like everything to do with aviation it is still important to reinforce that you should be pronouncing all the letters in the phonetic alphabet. In the first section, we will cover how to fly circuits correctly and how ATC will respond because this is one of the most popular ways of starting or practicing your VFR flying on the network. For the first section, we will be doing circuits at NZWB (RNZAF Woodbourne) with runway 24 grass in use. We will explain all of it afterwards as always.

Example:

"Woodbourne Tower BPO"

"BPO Woodbourne Tower G'day"

"Over at the apron with B 1016. Request taxi to the remain in the circuit 1POB"

"BPO B 1016 confirmed. Cleared to operate in the circuit. Taxi holding point grass 24"

"Cleared to operate in the circuit. Taxi holding point grass 24, BPO"

Taxi's to holding point

"BPO ready"

"BPO remain in the circuit. Grass 24 cleared for take-off"

"Remain in the circuit, Grass 24 cleared for take-off, BPO"

On the downwind leg

"BPO downwind Grass 24, request full stop"

"BPO Grass 24 cleared to land"

Clears runway

"BPO clear"

"BPO Taxi to the apron"

Some key things that have been mentioned in the example can be seen in the Tower section on pages 3,4 and 5. Some of these are: Making sure you have aerodrome ATIS, state where you are on the field and what you would like to do. A new word that it is included in the example is POB. This stands for persons on board and is in there for a safety feature if something was to go wrong while you were flying. In the example, it said full stop but you can still request other things such as a touch and go, stop and go or approach and overshoot. The controller still has the option to clear you for something else due traffic levels, or can tell you to continue approach. It is a good idea for when you establish the comms to have your engine running so when you are given taxi clearance you can do it straight away while the ATIS is still valid. It is also a good idea to make sure that you do your run ups and then say your "ready".

Flying circuits at an uncontrolled aerodrome is much like flying at a controlled aerodrome except instead of requesting you **state** that this is what you are doing and maybe for how long you intend to do circuits for.

Example:

"Fielding Traffic NFO over at flight training. Taxi to operate in circuit for approximately 15min. Backtracking sealed 28"

Ready on the runway

"Fielding Traffic NFO rolling sealed 28. Remaining in the circuit"

From there the only calls you must do is state when on downwind and what you are doing e.g. "Fielding Traffic NFO downwind sealed 28 touch and go". If you have heard on the radios that you are not the only one on the downwind leg and there is someone in front of you it is a good idea to add the number of order that you are for the runway. E.g. "Fielding Traffic NFO downwind sealed 28. Touch and go, number 2". Because most aerodromes have their own frequency for the region in New Zealand, there is **no requirement** to add the aerodromes name at the end of your call.

Leaving the zone.

Leaving the zone of an uncontrolled or controlled aerodrome doesn't differ much but does only a little. In busy airspace, you should make sure that you announce your position only if it is **necessary to other pilots** otherwise you should keep your make sure that you only talk on the radios if it is necessary. Depending on if you are in a control zone of a tower or in Class G depends on what you should say when you are clear of the zone. We will first look at an example of leaving the zone at an uncontrolled aerodrome.

Example:

"Paraparaumu Traffic ELA over the aeroclub. Taxi to leave the zone to the north on track Ohakea 1500ft and below. Entering via C to backtrack sealed 34."

Ready on the runway

"Paraparaumu Traffic ELA rolling sealed 34. Leave the zone to the north on track Ohakea 1500ft and below."

Near to leaving the zone

"Paraparaumu Traffic ELA overhead Waitarere Beach. Changing to Ohakea Control 125.1."

As you should see by now the first couple of calls are the same and the only difference is that you are just stating the you are leaving the zone, your destination aerodrome and it's a good idea to state how high you intend to leave the zone at. You might also notice that instead of saying "final call" (because it is American phraseology) you should just say what you are going to next e.g. NZOH_CTR or NZWN_APP.

Let's go over a controlled aerodrome example.

Example:

"Wellington Tower MYM"

"MYM Wellington Tower G'day"

"Over at the Western apron with O 1013. Request runway 34 Eastbourne departure on track Masterton, 1POB"

"MYM O 1013 confirmed. Cleared runway 34 Eastbourne departure"

"Cleared runway 34 Eastbourne departure"

"MYM request taxi"

"MYM Taxi holding point L3"

Taxi's to holding point

"MYM ready"

"MYM Runway 34 cleared for take-off"

On the leaving the zone

"MYM is clear of the zone"

"MYM"

In this example, it mentioned "Eastbourne departure" this is because it is much like a SID but for a VFR aircraft. Sometimes a controller at any aerodrome (if they have these) will clear you on a VFR departure that will require you to make sure that you are leaving the zone on a track that is safe so it is important that you have the chart up and ready if the controller clears you on that track. When you report clear the controller will acknowledge that you have reported and then it is **your call** on what frequency you go to if that is UNICOM or another controller e.g. NZOH_CTR. A controller might also give you a plain language departure as well depending on traffic flow. All this is, is that the controller will give you all of the instructions of what to do in the clearance. See the example (below).

Example:

"Wellington Tower MYM"

"MYM Wellington Tower G'day"

"Over at the western apron with O 1013. Request to leave the zone on track Masterton, 1POB"

"MYM O 1013 confirmed. Cleared to leave the zone on track Masterton 1500ft or below. Taxi holding point L3"

"Leave the zone on track Masterton 1500ft or below. Taxi holding point L3, MYM"

Taxi's to holding point

"MYM ready"

"MYM Runway 34 cleared for take-off"

On the leaving the zone

"MYM is clear of the zone"

"MYM"

VFR in Control Areas:

Much like America radar controllers can offer VFR aircraft a service, we call this radar monitoring in New Zealand. Radar monitoring is where controllers will give VFR pilots the QNH and traffic information. All VFR if operating in controlled airspace **must** have radar monitoring and will be told to squawk a squawk code starting with a 3. ATC may not be able to provide you a VFR controlled service because of traffic, all this means is that you must fly under controlled airspace or use your plan 'B'. If traffic levels get too much for the controller you may be asked to leave controlled airspace or deviation of track so make sure you have your plan B ready. To find out when controlled airspace starts and finishes you can look at VNC's or look on [Skyvector](#). To request a controlled VFR clearance, you will need to tell ATC the following:

- ATC Unit Callsign
- Your Callsign
- Wait for ATC to respond to you, THEN
- Your callsign
- Position e.g. Island Bay
- Altitude
- Squawk Code
- Requested type of VFR clearance
- Requested Track e.g. Nelson
- Requested Altitude

VFR Flight Plans

Even if you are flying around in the circuit at an uncontrolled aerodrome it is very important that for the controller's sake that you file a basic VFR flight plan so the controllers can get access to basic information about you e.g. your aircraft type. If you are going cross country or going into controlled airspace it is also vital that you make sure you have filed a flight plan. If you wish to go the extra step forward you can file a complete VFR flight plan that can be accessed through the CAA (NZ) and you can put the same components into your flight plan on the network. They can be basic things like:

- Full Registration
- POB
- Owner
- Type
- SARTIME
- And your route including things such as VFR transit lanes and airports you intend on visiting.