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Radiotelephony / Communication

References: ICAO Annex 10
ICAO Doc. PANS-ATM 4444
ICAO Doc. 9432 Radiotelephony Manual

Following RTF procedures have been amended:

Amended standard expressions

Previous expression	Current expression
STANDBY (<i>frequency</i>) FOR (<i>unit call sign</i>) Phraseology in French is unchanged:	STANDBY FOR (<i>unit call sign</i>) (<i>channel</i>) ATTENDEZ L'APPEL DE (<i>indicatif d'appel de l'organisme</i>) SUR (<i>canal</i>)
	At first contact on a RTF channel, instructions on speed and/or heading received from the preceding ATC unit shall be reported: SWISS RADAR, CITRON AIR 425 FLIGHT LEVEL 230 DESCENDING TO FLIGHT LEVEL 160, HEADING 105 SPEED 280 KTS
RECYCLE TRANSPONDER Phraseology in French is unchanged:	RESET SQUAWK RECYCLEZ TRANSPONDEUR
ADVISE TYPE OF TRANSPONDER INDIQUEZ TYPE DE TRANSPONDEUR	ADVISE TRANSPONDER CAPABILITY INDIQUEZ POSSIBILITES TRANSPONDEUR
	UNABLE / IMPOSSIBLE To indicate that a request can not be complied with, or that a requested maneuver can not be executed
	PROCEDEZ La traduction en français du terme "proceed" est admise
	WHEN READY (<i>instructions</i>) QUAND VOUS ETES PRÊT (<i>instruction</i>)
	ATTENDEZ EN RETRAIT DE ... New expression in French for "hold short of ..."
	To instruct a flight not to initiate any turn after departure: CONTINUE RUNWAY HEADING CONTINUEZ AU CAP DE LA PISTE
	To instruct a flight to remain on runway axis after departure: TRACK EXTENDED CENTERLINE RESTEZ DANS L'AXE DE PISTE
HOLDING POSITION	HOLDING POINT

Traffic information

In traffic information messages, it is accepted to indicate the numbers 10, 11 and 12 as in everyday life, and not in the standard manner of pronouncing each digit separately:

- TRAFFIC TEN O'CLOCK
- TRAFFIC ELEVEN O'CLOCK
- TRAFIC DIX HEURES
- TRAFIC ONZE HEURES

Runway in use

The runway in use is always indicated with the landing or take-off clearance.
(previously: only when there were more than one runway in use):

- RUNWAY (*number*) CLEARED FOR TAKE OFF
- PISTE (*numéro*) AUTORISE A ATTERRIR

RVSM

During operations in or vertical transit through RVSM airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status:

- a) at initial call on any channel within RVSM airspace:
SWISS RADAR CITRON AIR 425 FLIGHT LEVEL 380 NEGATIVE RVSM
SWISS RADAR CITRON AIR 425 NIVEAU DE VOL 380 NEGATIF RVSM
- b) in all requests for level change:
CITRON AIR 425 REQUEST DESCENT TO FLIGHT LEVEL 360 NEGATIVE RVSM
CITRON AIR 425 DEMANDE DESCENTE AU NIVEAU DE VOL 360 NEGATIF RVSM
- c) in all read-backs of level clearances:
DESCEND TO FLIGHT LEVEL 360 NEGATIVE RVSM, CITRON AIR 425
DESCENDS AU NIVEAU DE VOL 360 NEGATIF RVSM, CITRON AIR 425

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