



RT droog-oefen document

Dit document is bedoeld om meer geoefendheid te krijgen in de verschillende kreten die in de R/T, of luchtvaart-Engels, voorkomen. Door het droog-oefenen van uitspraken, en daarna uitleg te geven daaraan, kan er hopelijk meer duidelijkheid gegeven worden aan de diverse uitspraken en kreten die er zijn in het luchtvaart-Engels, inclusief luistervaardigheid en spreekvaardigheid.

Handleiding piloot

- Verspreid dit document niet door aan anderen
- Wees op tijd op het teamspeak kanaal
- De "instructeur" spreekt af wie welk deel opleest, en zal uitleg geven over hoe de oefening zal verlopen.
- Gebruik tijdens de oefening alléén het velletje met het toegewezen callsign, om je te concentreren op je eigen oefening, en om goed te luisteren (en niet mee te lezen) naar anderen.
- Als er vragen zijn over bepaalde zaken, noteer dit op je velletje of kladblokje en na afloop van de oefening is er ruimte om deze zaken te bespreken.

Voorbeeldvraag:

"Moet je niet verplicht altijd Taxiway en Holdingpoint zeggen?"

P.gg. **Moet je niet altijd taxiway bravo of @ [a] *] [a] zeggen, dus: "proceed on BRAVO, SIERRA 7 and line up and Wait 24.." is net zo goed en sneller als "proceed on taxiway bravo, holding point Sierra7 and line up and Wait runway 24"**

Je mag taxiway holdingpoint in je RT weglaten, kort en bondig is de stelregel.

- De gestelde vragen met antwoorden worden verzameld en samengevoegd in dit document zodat elke keer de lijst met uitleg kan blijven groeien.

Groet
René Foppes

***KLM123:** Schiphol Ground, KLM123 gate F5 information ECHO request IFR clearance to Heathrow

ATC: KLM123 ECHO correct, are you ready to copy your clearance?

KLM123: KLM123 ready to copy

ATC: KLM123 cleared to Heathrow VALKO 1SIERRA departure, runway24, squawk 7011

KLM123: KLM123 is cleared to Heathrow, VALKO 1SIERRA departure runway24, squawk 7011

ATC: KLM123, readback correct, pushback and startup approved, report ready for taxi

KLM123: Push and start approved, wilco, KLM123

***KLM123:** Ready for taxi, KLM123

ATC: KLM123 taxi via taxiway ALPHA to holdingpoint SIERRA7

KLM123: Via ALPHA to SIERRA7, KLM123

***KLM123:** KLM123 approaching SIERRA7

ATC: KLM123 contact the tower on 119.22

KLM123: Switching to tower on 119.22, KLM123

KLM123: Tower, KLM123 at SIERRA7 ready for departure

ATC: KLM123, line up and wait runway 24

KLM123: Lining up and wait runway 24, KLM123

ATC: KLM123, wind 220 knots at 5, runway 24, cleared for take-off

KLM123: Runway 24, cleared for take-off, KLM123

ATC: KLM123, contact Schiphol Approach on 121.2

KLM123: Switching to 121.2, KLM123

***KLM123:** Schiphol Approach, KLM123, climbing flightlevel 60 on the VALKO1S

ATC: KLM123, radar contact, climb to flightlevel 090, turn left radar heading 220

KLM123: Climbing to flightlevel 090, left heading 220, KLM123

ATC: KLM123, clear of traffic, proceed direct VALKO

KLM123: Direct VALKO now, KLM123

ATC: KLM123, contact Amsterdam radar on 125.75

***KLM123:** Amsterdam radar on 125.75, KLM123

KLM123: Amsterdam Radar, KLM123 climbing to flightlevel 090 direct to VALKO

ATC: KLM123, radar contact, climb to flightlevel 200 direct to REFSSO, high speed approved

KLM123: Climbing to flightlevel 200 with high speed and direct to REFSSO, thank you, KLM123

ATC: KLM123 climb to flightlevel 240

KLM123: Climb to flightlevel 240, KLM123

***KLM123:** Radar, KLM123 requesting flightlevel 220 for the cruise

ATC: KLM123, roger, climb to and maintain flightlevel 220, recleared flightlevel 220 for the cruise

KLM123: Climbing flightlevel 220, recleared, KLM123

ATC: KLM123, contact London Radar on 132.60

KLM123: Switching to London radar on 132.60

***KLM3132:** Amsterdam Radar, KLM3132 with you passing flightlevel 280 descending flightlevel 260
inbound NORKU, information ECHO on board

ATC: KLM3132 ECHO correct, follow the NORKU 2ALPHA arrival, descend to flightlevel 200, speed 300 knots or more

KLM3132: NORKU 2ALPHA arrival, descending to flightlevel 200 and the speed 300 knots or more, KLM3132

ATC: KLM3132 descend to flightlevel 150, when passing flightlevel 180 turn left direct to ARTIP, expect runway 18R

KLM3132: Descend to flightlevel 150, when out of flightlevel 180 left direct ARTIP, expecting runway 18R, KLM3132

ATC: KLM3132, no delay, after ARTIP to SPY, descend to flightlevel 70 and cross ARTIP flightlevel 100 or below

KLM3132: After ARTIP direct SPY, descend to flightlevel 70 and cross ARTIP flightlevel 100 or lower, KLM3132

ATC: KLM3132, speed 250 knots now and call Approach on 121.2

KLM3132: Reducing 250 knots now and switching to Approach 121.2

***KLM3132:** Schiphol Approach, KLM3132 with information FOXTROT, descending to flightlevel 70 just passed ARTIP inbound SPY, speed 250 knots

ATC: KLM3132 hello, descend to transitionlevel 45 expect radar vectors for ILS runway 18R

KLM3132: Descend to transitionlevel 45, vectors for 18R, KLM3132

ATC: KLM3132, continue present heading, speed 200 knots, descend to 3000 feet on QNH1015

KLM3132: Present heading, speed 200 knots, 3000 feet on QNH1015, KLM3132

ATC: KLM3132, turn left heading 210, cleared ILS approach 18R.

KLM3132: Heading 210, cleared ILS 18R, KLM3132

***KLM3132:** Established ILS 18R, KLM3132

ATC: KLM3132, you're number one, speed 180knots now and call tower on 118.275

KLM3132: Speed 180 and call the tower on 118.275, KLM3132

KLM3132: Schiphol tower, KLM3132 established ILS18R, speed 180

ATC: KLM3132, wind 200 at 10. Runway 18R, cleared to land

KLM3132: 18R, cleared to land, KLM3132

KLM3132: Vacated at Victor 2, KLM3132

ATC: KLM3132, switch to Schiphol Ground on 121.9

KLM3132: Switching to Ground on 121.9, KLM3132

***KLM3132:** Schiphol Ground, KLM3132 on Victor 2

ATC: KLM3132, taxi via VICTOR, crossing 18C is approved then via DELTA, ALPHA to gate FOXTROT 5

KLM3132: VICTOR, crossing 18C approved, DELTA, ALPHA and to gate FOXTROT 5, KLM3132

ATC: KLM3132 call Ground on 121.8 now

KLM3132: Switching to 121.8, KLM3132

***KLM3132:** Ground, KLM3132, clear of 18C at WHISKEY5

ATC: KLM3132, roger. Report switch off.

KLM3132: Wilco, KLM3132

***KLM3132:** KLM3132 at FOXTROT 5 switching off.

ATC: KLM3132, roger

***TRA2123:** Schiphol Ground, TRA2123 gate D22 information ECHO, request IFR clearance to Barcelona

ATC: TRA2123 ECHO correct, ready to copy your clearance?

TRA2123: Ready to copy, TRA213

ATC: TRA2123 cleared to Barcelona LEKKO 1SIERRA departure runway 24, squawk 2102

TRA2123: Cleared to Barcelona, LEKKO 1SIERRA departure runway 24, squawk 2102, TRA2123

ATC: TRA2123, readback is correct. Cleared for push and start-up. Report when ready for taxi.

TRA2123: Cleared for push and start and wilco, TRA2123

***TRA2123:** Ready for taxi, TRA2123

ATC: TRA2123 taxi via ALPHA to SIERRA7

TRA2123: Via ALPHA to SIERRA7, TRA2123

ATC: TRA2123 give way to the KLM 767 coming from the left and follow to SIERRA7

TRA2123 : Giving way to the KLM 767 from the left and follow to SIERRA 7 TRA2123

***TRA2123:** TRA2123 approaching SIERRA7

ATC: TRA2123 hold short at SIERRA7 and contact the tower on 119.22

TRA2123: Hold short at SIERRA7 and switch to 119.22, TRA2123

TRA2123: Tower, TRA2123 holding at SIERRA7

ATC: TRA2123, behind the departing KLM Boeing767 line up and wait runway 24 behind

TRA2123: Behind departing 767 line up and wait runway 24 behind, TRA2123

ATC: TRA2123, wind 220 knots at 5, caution wake turbulence. Runway 24, cleared for take-off

TRA2123: Runway 24, cleared for take-off, TRA2123

ATC: TRA2123, contact Schiphol Approach on 121.2

TRA2123: Switching to Approach on 121.2 TRA2123

***TRA2123:** Schiphol Approach, TRA2123, LEKKO1S climbing to flightlevel 60

ATC: KLM123, radar contact, climb to flightlevel 090, turn left heading 180

TRA2123: Climbing to flightlevel 090 and left heading 180, TRA2123

ATC: TRA2123, own navigation to LEKKO again and contact Amsterdam radar, 123.85

TRA2123: Direct LEKKO and switching Amsterdam radar 123.85

***TRA2123:** Amsterdam radar, TRA2123 climbing to flightlevel 090 direct to LEKKO

ATC: TRA2123, radar contact, climb to flightlevel 150

TRA2123: Climbing to flightlevel 150, TRA2123

ATC: TRA2123, proceed direct WOODY, climb to flightlevel 260.

TRA2123: Climbing to flightlevel 260 and direct WOODY, TRA2123

ATC: TRA2123, cross WOODY flightlevel 240 or above

TRA2123: TRA2123 , unable to cross WOODY at flightlevel 240

ATC: TRA2123, roger, stop climb at flightlevel 230

TRA2123: Stopping the climb at flightlevel 230, TRA2123

ATC: TRA2123, contact Brussels Radar on 131.10

TRA2123: Brussels radar on 131.10

***TRA2123:** Brussels radar, hello, TRA2123 inbound WOODY climbing to flightlevel 230

ATC: TRA2123, radar contact, fly direct CIV VOR and climb flightlevel 260

TRA2123: Climbing flightlevel 260 and direct Chiévres VOR, TRA2123

ATC: TRA2123, for higher call Maastricht now on 132.205

TRA2123: Maastricht on 132.205, TRA2123

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***DLH3G9:** Amsterdam radar good afternoon, DLH3G9 approaching EEL, flightlevel 200, with information DELTA on board.

ATC: DLH3G9 radar contact, information ECHO now active, after EEL direct to ARTIP, maintain flightlevel 200, expect runway 27

DLH3G9: After EEL direct ARTIP, maintaining level 200 and we will check ECHO, expecting 27, DLH3G9

ATC: DLH3G9 descend to flightlevel 110, report speed

DLH3G9: Descending to flightlevel 110 and our speed is 300 knots, DLH3G9

ATC: DLH3G9, roger, speed 280 knots or less now.

DLH3G9: Speed 280 knots or less, DLH3G9

ATC: DLH3G9, for sequence turn 15 degrees to the left, report new heading

DLH3G9: Left 15 degrees makes the heading 205, DLH3G9

ATC: DLH3G9 traffic information, 10 'o clock 17 miles moving left to right a B747, descending through your level, you will pass behind

DLH3G9: Not yet visual on the traffic, got it on TCAS, DLH3G9

ATC: DLH3G9 speed 250 knots, descend to flightlevel 70. Standby for direct SPY, and your runway is 18R now.

DLH3G9: Speed 250 knots, descending to flightlevel 70, expecting SPY for 18R, DLH3G9

ATC: DLH3G9 turn right direct SPY now, expedite descend until passing FL100

DLH3G9: Roger, right direct to SPY and expediting out of level 100, DLH3G9

ATC: DLH3G9, normal rate of descend, contact Schiphol Approach now on 121.2

DLH3G9: Normal descend rate and switching to 121.2 DLH3G9

***DLH3G9:** Schiphol approach, DLH3G9 inbound SPY almost reaching flightlevel 70 with ECHO

ATC: DLH3G9 hello, ECHO correct, continue to SPY expect vectors for 18R

DLH3G9: Continue to SPY expecting vectors 18R,

ATC: DLH3G9 descend to flightlevel 50, reduce speed to 220knots, you're number two in sequence

DLH3G9: Descending to flightlevel 50, reducing speed to 220 knots, number two, DLH3G9.

ATC: DLH3G9, reduce further to 200knots, 5 miles behind a Boeing 747

DLH3G9: Speed 200 and roger, DLH3G9

ATC: DLH3G9, continue present heading, standby for left turn to intercept the ILS

DLH3G9: Present heading and standing by, DLH3G9

ATC: DLH3G9, left heading 210, speed 180 knots and cleared approach 18R

DLH3G9: Heading 210 to intercept, cleared approach, speed 180, DLH3G9

ATC: DLH3G9, number 2 on approach, call the tower, 118.275

DLH3G9: Number 2 and 118.275, DLH3G9

***DLH3G9:** Tower, DLH3G9 on the localizer, speed 180

ATC: DLH3G9, wind 200 at 10, runway 18R, you're number one, cleared to land.

DLH3G9: Runway 18R, cleared to land, DLH3G9

DLH3G9: Vacated on Victor 2, DLH3G9

ATC: DLH3G9, call Ground on 121.9 byebye

DLH3G9: Ground on 121.9, DLH3G9

***DLH3G9:** Schiphol Ground, DLH3G9 on Victor 2

ATC: DLH3G9 hallo, continue via VICTOR, crossing 18C is approved then via DELTA, ALPHA to gate FOXTROT 5

DLH3G9: VICTOR, crossing 18C approved, DELTA, ALPHA and to FOXTROT 5, DLH3G9

ATC: DLH3G9 switch to Ground on 121.8 now

DLH3G9: Switching to 121.8, DLH3G9

***DLH3G9:** Ground, DLH3G9, clear of 18C on WHISKEY5

ATC: DLH3G9 hallo, continue taxi, report before switch off.

DLH3G9: Wilco, DLH3G9

***DLH3G9:** DLH3G9 at FOXTROT 5, switching off

ATC: DLH3G9, flightplan closed, byebye

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***AFR1341:** Amsterdam radar, AFR1341, DENUT1A arrival, descending to flightlevel 220
ATC: Hello AFR1341, descend to flightlevel 150, expect 18R, maintain 300knots or more
AFR1341: Descending to flightlevel 150, maintain 300 knots or more and expecting 18R, AFR1341
ATC: AFR1341, continue present heading and report
AFR1341: Continue on the present heading, which is 355, AFR1341
ATC: AFR1341, descend to flightlevel 100, expedite through flightlevel 140
AFR1341: Descending flightlevel 100, and expedite descend until passing flightlevel 140, AFR1341
ATC: AFR1341, turn right direct to RIVER, after RIVER direct SPL
AFR1341: Direct RIVER, thereafter SPL, AFR1341
ATC: AFR1341 descend to flightlevel 70, cross RIVER flightlevel 100 or lower
AFR1341: Descend flightlevel 70 and cross RIVER at or below flightlevel 100, AFR1341
ATC: AFR1341, below flightlevel 100 speed 250 knots, call Schiphol Approach on 121.2
AFR1341: Below flightlevel 100 speed 250 knots, Schiphol Approach on 121.2, bye bye
***AFR1341:** Schiphol Approach, AFR1341, information DELTA, descending flightlevel 70
ATC: AFR1341, continue RIVER SPL, speed 250knots, expect vectors 18R
AFR1341: RIVER then SPL, present speed, for 18R, AFR1341
ATC: AFR1341, radar vectors now, turn left heading 005, descend flightlevel 50
AFR1341: Left heading 005, descending to flightlevel 50, AFR1341
ATC: AFR1341, speed 220knots, descend to 3000feet, QNH1014
AFR1341: Reducing to 220knots, descending to 2000feet, QNH1014
ATC: AFR1341, negative, descend to 3000feet, QNH 1014
AFR1341: Roger, descending to 3000feet, QNH1014
***AFR1341:** AFR1341 request 10 degrees to the left to avoid weather
ATC: AFR1341, deviating left is approved, report when clear of weather
AFR1341: Turning 10 degrees left and report when clear of weather, AFR1341
***AFR1341:** AFR1341 is clear of weather, able to turn right again
ATC: AFR1341, roger, speed 200knots, turn right heading 080, baseleg, number 3
AFR1341: Speed 200knots, heading 080 for base, number 3 for landing, AFR1341
ATC: AFR1341, turn right heading 150, cleared ILS approach 18R
AFR1341: Heading 150 to intercept, cleared approach 18R, AFR1341
***AFR1341:** AFR1341 established 18R
ATC: AFR1341, roger, number 2 now, speed 180knots, call tower 118.275
AFR1341: Speed 180knots, number 2 and 118.275, AFR1341
AFR1341: Tower, AFR1341, ILS18R, speed 180knots
ATC: AFR1341, wind 200 at 15, runway 18R cleared to land
AFR1341: 18R, cleared to land, AFR1341
***AFR1341:** Vacating 18R VICTOR2
ATC: AFR1341, Ground on 121.9
AFR1341: 121.9, AFR1341
***AFR1341:** Ground, AFR1341 on Victor
ATC: AFR1341, proceed via VICTOR and ZULU, report approaching VICTORMIKE
AFR1341: Via VICTOR and ZULU, report approaching VICTORMIKE.
AFR1341: Approaching VICTORMIKE, AFR1341
ATC: AFR1341, gate DELTA12, turn right on ZULU and call Ground 121.8 byebye
AFR1341: DELTA12, right on ZULU and 121.8 for Ground, bye
***AFR1341:** Ground, AFR1341 on ZULU
ATC: AFR1341 hello, continue on ZULU, QUEBEC, BRAVO to DELTA12
AFR1341: Via ZULU, QUEBEC, BRAVO gate DELTA12, AFR1341
ATC: AFR1341, runway 18C in use, hold at ZULU2
AFR1341: We hold at ZULU2, AFR1341
ATC: AFR1341, continue at ZULU2
AFR1341: Continue on ZULU at ZULU2, AFR1341
AFR1341: AFR1341 at DELTA12, switching off, byebye

***BAW041:** Amsterdam radar, hello, BAW041 with you, flightlevel 230 approaching REDFA
ATC: BAW041, radar contact, maintain flightlevel 230, after REDFA direct PAM
BAW041: After REDFA direct PAM and maintain flightlevel 230, BAW041
ATC: BAW041, turn 10 degrees to the right and report your new heading
BAW041: 10 Degrees to the right makes the heading 093, BAW041
ATC: BAW041, resume own navigation to ARNEM
BAW041: Resume own navigation to ARNEM, BAW041

***BAW041:** Radar, BAW041, we have a slight technical problem and we request descend.
ATC: BAW041, roger, descend initially to flightlevel 150, continue present heading.
BAW041: Present heading, descending flightlevel 150 and we're declaring a PANPAN. We would like to divert to Schiphol airport with hydraulic problems, BAW041.
ATC: BAW041, copied your PANPAN, turn left heading 050 to start with, descend further to flightlevel 100. Do you require any assistance on the ground?
BAW041: Heading 050, descending to flightlevel 100 and at this moment we are investigating the problem, standby for further, BAW041

***BAW041:** Radar, BAW041, we have a hydraulic failure which affects our landing gear and flaps, we would like descend further and reduce on the speed to check it out.
ATC: BAW041, roger, we will pass this information on to Schiphol Approach, at your own discretion descend to flightlevel 70, you may reduce as convenient, what will be your speed?
BAW041: On our discretion descend flightlevel 70, own speed, which will be 200knots for now, we will have to manually lower our gear and flaps later, BAW041
ATC: BAW041, roger, do you require any emergency equipment on the ground?
BAW041: We do not need emergency equipment, It will be a normal landing, but after landing we will be needing a towtruck, negative nosewheel steering. We are able to lower gear and flaps manually, approach speed is around 160knots, BAW041
ATC: BAW041, roger, we will pass this on to Schiphol Approach.
ATC: BAW041, turn left heading 350, standby for direct SPY VOR, expect radar vectoring for ILS runway 18C.
BAW041: Left turn heading 350, standing by for direct SPY and expect ILS 18C, BAW041
ATC: BAW041 turn left direct SPY, Schiphol approach will give you early descend and you may expect a long lineup for 18C.
BAW041: Direct SPY and we expect early descend and a long final, BAW041
ATC: BAW041, contact Schiphol Approach now on 119.050, goodluck
BAW041: 119.050, thanks for your help, BAW041

***BAW041:** Schiphol Approach, BAW041 PANPAN PANPAN, inbound SPY at flightlevel 70
ATC: BAW041, PANPAN copied, radar contact, expect vectors long final 18C, descend further to 2000feet on QNH1014, right heading 295 and speed is all yours.
BAW041: Heading 295, descend to 2000feet on 1014, expecting long final 18C, speed at our own discretion, BAW041.
ATC: BAW041, fly heading 240, next turn will be to intercept ILS18C at about 15 miles.
BAW041: Heading 240 now, next turn to intercept localiser 18C, copied 15 miles, BAW041.
ATC: BAW041, at which exit would you like to have the towtruck?
BAW041: We expect to stop at or before WISKEY7, BAW041
ATC: BAW041, roger, towtruck is advised, turn now left heading 205, cleared ILS 18C
BAW041: Heading 205 to intercept, cleared approach 18C, BAW041

***BAW041:** Fully established 18C, BAW041
ATC: BAW041, tower cleared you to land 18C, wind 220 at 5, stay on this frequency
BAW041: Cleared to land 18C, and stay with you, BAW041

***BAW041:** Aircraft under control on the centreline, towtruck insight and we'll stop at WISKEY7
ATC: BAW041, roger, contact 135.375 on your second set for Airport Operations
BAW041: 135.375 on second set for Operations, we'll stay with you on set one, BAW041

***BAW041:** Schiphol, the BAW041 is hooked up to the towtruck and is proceeding to JULIET apron via A24 and ALPHA, thanks for your assistance
ATC: BAW041, you're welcome, report switching off
BAW041: BAW041 switching off, thank you and goodbye.

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***RYR1914:** Amsterdam hello, RYR1914 climbing flightlevel 140 to SONEB, request higher
ATC: RYR1914 hello, radar contact, fly after SONEB direct FLEVO, standby for higher
RYR1914 After SONEB direct FLEVO, standing by for higher, RYR1914
ATC: RYR1914, expect stepclimb, opposite restricting traffic, climb flightlevel 160
RYR1914 Climb flightlevel 160, expecting stepclimb, RYR1914
ATC RYR 1914, traffic information, B747, 11 o'clock, 14 miles, 2000feet above your flightlevel, left to right.
RYR1914 Got the traffic on TCAS, RYR1914
ATC: RYR1914, climb now flightlevel 180, traffic 12 o'clock 5, expect unrestricted climb in 1 minute.
RYR1914: Cleared FL180 now, visual on the traffic and expect further in one minute.
ATC: RYR1914, clear of traffic now, climb flightlevel 240, when out of flightlevel 200 turn left direct PAM
RYR1914: Climb flightlevel 240 and when passing flightlevel 200 direct PAM, RYR1914
***RYR1914:** RYR1914 requesting flightlevel 320 final cruising level
ATC: RYR1914, roger, climb now flightlevel 320, recleared flightlevel 320 for the cruise
RYR1914: Climb flightlevel 320 and recleared for the cruise, RYR1914
***RYR1914** Radar, RYR1914, request 15 degrees right to avoid some buildup
ATC: RYR1914, there is traffic on your righthand-side, are you able to deviate to the left?
RYR1914: Affirm, RYR1914
ATC: Roger, RYR1914, circumnavigating to the left approved, report when turning inbound PAM again.
RYR1914 Circumnavigating to PAM via the left, will report on track PAM again.
***RYR1914** RYR1914 clear of weather, inbound PAM again
ATC: RYR1914, after PAM to REFSO
RYR1914 PAM then REFSO, RYR1914.
ATC RYR1914, on request of London reduce your speed to 220knots, there is about 20 minutes delay for inbound Heathrow.
RYR1914: Roger, reducing to 220knots, and we expect 20 minutes delay, RYR1914
ATC: RYR1914, start your descend to flightlevel 240, reduce further to minimum clean
RYR1914 Leaving flightlevel 320 for flightlevel 240 and reduce to minimum clean, RYR1914
ATC RYR1914, contact London on 118.480, goodbye
RYR1914 London radar on 118.480, goodday.

RYR= Ryanair

***PHOSI** Rotterdam Tower, PHOSI, at the general aviation apron, type Cessna 182, information BRAVO on board, VFR to Groningen Airport, request start-up.

ATC PHOSI, information BRAVO is correct, expect the ROMEO departure, runway 24, squawk 0060, QNH 1020. Start-up is approved, report ready for taxi.

PHOSI Expecting the ROMEO departure, runway 24, squawk 0060, QNH 1020. Cleared for start-up and wilco, PHOSI.

***PHOSI** PHOSI, ready for taxi.

ATC PHOSI, taxi via taxiway VICTOR to holdingpoint VICTOR1, runway 24 and report approaching.

PHOSI Taxi via VICTOR holdingpoint VICTOR1, runway 24 and wilco, PHOSI.

***PHOSI** PHOSI, approaching VICTOR1, runway 24.

ATC PHOSI, wind 260 with 7 knots, runway 24 cleared for take-off, report OSCAR.

PHOSI Cleared for take-off and report OSCAR, PHOSI E

PHOSI PHOSI, overhead OSCAR, leaving the circuit for the ROMEO departure.

ATC PHOSI, roger, report ROMEO.

PHOSI Report ROMEO, PHOSI.

***PHOSI** PHOSI overhead ROMEO.

ATC PHOSI, squawk 7000, contact Amsterdam Information on 124.3

PHOSI Switching to Amsterdam Information on 124.3, PHOSI

***PHOSI** Amsterdam Information, goodmorning, PHOSI

ATC PHOSI, ~~Ö &@ 34~~ go-ahead.

PHOSI PHOSI, Cessna 182, 1500 feet, overhead Dordrecht, from Rotterdam to Groningen, request flight information, PHOSI.

ATC PHOSI, roger, regional QNH 1021, no reported traffic 1500feet or below to affect you

PHOSI Regional QNH 1021 and roger, PHOSI

ATC PHOSI, report leaving for DutchMill information

PHOSI Wilco, PHOSI

***PHOSI** Amsterdam, PHOSI approaching Zeewolde, switching to DutchMil info on 132.35, tot ziens

ATC PHOSI, switching approved, byebye.

***PHOSI** DutchMil Info, goodmorning, PHOSI

ATC PHOSI, ~~Ö &@ 34~~ go-ahead.

PHOSI PHOSI, Cessna 182, 1500 feet, approaching Zeewolde, VFR flight from Rotterdam to Groningen, squawk 7000, request flight information, PHOSI.

ATC PHOSI, roger, regional QNH 1021, squawk 0070

PHOSI Squawk 0070, PHOSI

ATC PHOSI, radarcontact, traffic information, you're 1 o'clock 8 miles unidentified VFR traffic moving to the north, mode charly indicating 1200feet unverified. Looking for the traffic, PHOSI.

PHOSI Looking for the traffic, PHOSI.

***PHOSI** Dutchmill, PHOSI has the traffic insight, righthandside below

ATC PHOSI, maintain visual separation, and report leaving for Groningen tower

PHOSI Maintain own separation and wilco, PHOSI

PHOSI DutchMil, PHOSI switching to Eelde tower on 118.7, goodday

ATC PHOSI, switching approved, byebye.

***PHOSI** Eelde Tower, PHOSI.

ATC PHOSI, ~~Ö\|á^Á, ^|~~ go-ahead.

PHOSI Cessna 182, overhead Beilen, 1500 feet, information KILO for landing, PHOSI.

ATC PAPA SIERRA INDIA, information KILO correct, ROMEO arrival, runway 23, squawk 0062, QNH 1021.

PHOSI ROMEO arrival, runway 23, QNH 1021, PSI (PAPA SIERRA INDIA)

ATC PSI, report overhead Romeo.

PHOSI Report overhead Romeo, PSI

***PHOSI** PSI, overhead ROMEO.

ATC PSI, roger, report OSCAR.

PHOSI Report OSCAR, PHOSI
***PHOSI** PHOSI, overhead OSCAR
ATC PHOSI, enter lefthand circuit for runway 23, report on downwind.
PHOSI Lefthand circuit runway 23, report downwind, PHOSI
***PHOSI** PHOSI, lefthand downwind runway 23
ATC PHOSI, roger, report turning base.
PHOSI Report turning base, PH-OSI.
***PHOSI** PHOSI, turning base, for a fullstop
ATC PHOSI, wind 240 with 6 knots, cleared to land runway23, report vacating at runway 01.
PHOSI Cleared to land runway 23 and wilco, PH-OSI.
***PHOSI** PHOSI, vacating at runway 01.
ATC PHOSI, taxi via runway 01, BRAVO taxiway, to the general aviation apron and report on stand.
PHOSI Taxi via runway 01, BRAVO taxiway, to the general aviation apron and wilco, PHOSI.
***PHOSI** PHOSI, on stand, request switch off.
ATC PHOSI, switch-off approved, tot ziens.

***PHAIZ** Teuge Radio, PHAIZ.
ATC PHAIZ, go-ahead.
PHAIZ PHAIZ, VFR to Midden-Zeeland, 1 POB, request start-up.
ATC PAPA INDIA ZULU, start-up and taxi approved, QNH 1018, runway 09, leave the circuit via ECHO.
PHAIZ Start-up and taxi approved, QNH 1018, runway 09, leaving the circuit via ECHO, PAPA INDIA ZULU
***PHAIZ** POEUCAD OOEZWSW, a]] [a&@ * runway 09.
ATC POEUCAD OOEZWSW, wind 050 with 6 knots, no traffic in the circuit.
PHAIZ Va ^ [~ ÁaÁ, } Áã & ^ c } ÉUCAD OOEZWSW is rolling
PHAIZ Teuge radio, POEUCAD OOEZWSW switching to Dutch Mill Info on 132.35.
ATC POEUCAD OOEZWSW, tot ziens
***PHAIZ** Dutch Mill Info, PHAIZ.
ATC PHAIZ, go-ahead.
PHAIZ PHAIZ, Cessna 172, at 0700 feet climbing to 1500 feet, north-west of Twello, VFR from Teuge to Midden-Zeeland.
ATC PIZ, roger, regional QNH 1017.
PHAIZ Regional QNH 1017, PIZ
***PHAIZ** Dutch Mill Info, PIZ is leaving your frequency for Midden-Zeeland Radio.
ATC PIZ, frequency change approved, byebye.
***PHAIZ** Midden-Zeeland Radio, PIZ
ATC PHAIZ, go-ahead.
PHAIZ PHAIZ, Cessna 172, overhead Kamperland for landing.
ATC PIZ, QNH 1017, left hand circuit for runway 09, report final, no other traffic in the area.
PHAIZ Roger, left hand circuit runway 09 and wilco, PIZ
***PHAIZ** PIZ on final runway 09 for full-stop
ATC PIZ, wind 020 with 9 knots
PHAIZ Roger, PIZ.
***PHAIZ** PIZ, switching off, tot ziens.