

Standard Radio Calls

Always start your calls with: **WHANGAREI TRAFFIC XXX** where **XXX** is your aircraft's registration. This prefix is hereafter referred to as "**PX**".

E.g. when flying **WTF** - all calls starts with: **WHANGAREI TRAFFIC WHISKEY TANGO FOXTROT**

Note that the runway in these example calls is **24**.

WHEN	CALL	SUFFIX examples
After Start-up	PX, TAXIING PRIVATE HANGARS TO ...	<ul style="list-style-type: none"> • .., APRON C2 • .., HOLDING POINT C1 • .., C1 • .., FUEL PUMPS
After Run-up	PX, ENTERING AND BACKTRACKING TO LINE-UP 24	
After Line-up	PX, ROLLING 24, ...	<ul style="list-style-type: none"> • .., REMAINING IN CIRCUIT • .., TRACKING SOUTH, CLIMBING 1500 FEET • .., VACATING TO THE SOUTH, CLIMBING 2500 FEET, TRACKING AUCKLAND
In the circuit	PX, TURNING DOWNWIND 24, PX, TURNING FINAL 24, ...	<ul style="list-style-type: none"> • .., TOUCH AND GO • .., FULL STOP
Overshoot	PX, GOING ROUND 24	
Leave after landing	PX, CLEAR OF 24	
Orbiting	PX, EARLY (or MID or DOWNWIND) 24 ORBITTING ...	<ul style="list-style-type: none"> • .., LEFT • .., RIGHT

Mid-air call	PX, 3 MILES WEST OF MARSDEN POINT, AT 1500 FEET, TRACKING NORTH-WEST TOWARDS TITOKI, CLIMBING 2500 FEET	
Change of course	PX, 1 MILE EAST ABEAM NGUNGURU AT 2500 FEET, TRACKING WEST FOR MAUNGATAPERE DECENDING 2000 FEET	
Air Exercises	PX, 9 MILES EAST OVERHEAD OCEAN BEACH, OPERATING BETWEEN 1000 AND 3000 FEET FOR THE NEXT ONE ZERO MINUTES	
Joining Overhead First call when 5 - 10 miles out	PX, 4 MILES SOUTH EAST OF THE FIELD OVER PARUA BAY AT 2000 FEET, INBOUND, JOINING OVERHEAD <i>Note: commence overhead WR at 1600 feet AMSL</i>	
Joining Overhead Second call over field	PX, OVERHEAD FIELD, JOINING DOWNWIND 24	
Not Joining Overhead Decide well ahead to join.	PX, JOINING ... <i>Crosswind</i> <i>Downwind</i> <i>Base leg Left</i> <i>Base leg Right</i> <i>Straight in</i>	<ul style="list-style-type: none"> • .., CROSSWIND 24 • .., DOWNWIND 24 • .., LEFT BASE 24 • .., RIGHT BASE 24 • .., LONG FINAL 24

Notes: Think about your call before transmitting and anticipate a reply. Avoid unnecessary talk and keep calls short but understandable. Mind you, the key issue is to let others know where you are and what your intentions are!

Get familiar with these calls and the correct pronunciation of the phonetic radio alphabet.

Happy flying!