

NO.	Words	
1	2	Affirm RVSM
2	2	Brakes released
3	2	CPDLC connected
4	2	Holding position
5	2	Looking out
6	2	Maintaining FL310
7	2	Negative ADS-B
8	2	Negative RNAV
9	2	Passing FL70
10	2	Reaching FL190
11	2	Request taxi
12	2	Request vectors
13	2	Request de-icing
14	2	Request backtrack
15	2	Runway vacated
16	2	Squawk 7563
17	2	Squawk standby
18	2	Squawk ident
19	2	Transponder Charlie.
20	2	Transponder unserviceable
21	3	Advise transponder capability.
22	3	Affirm squawk 7500.
23	3	Altimeter 1003 8000ft.
24	3	Brakes set, disconnect.
25	3	Confirm identification lost.
26	3	Contact Arrival 118.050.
27	3	<b>Continue present heading.</b>
28	3	Descend immediately FL250.
29	3	Descending to FL290.
30	3	Fly heading 285.
31	3	Maintain present speed.
32	3	Monitor Tower 118.1.
33	3	No delay expected.

NO.	Words	
34	3	No speed restrictions.
35	3	Omit position reports.
36	3	Passing outer marker.
37	3	Ready for approach.
38	3	Ready for departure.
39	3	Remain this frequency.
40	3	Report MQR outbound.
41	3	Request departure instruction.
42	3	Request frequency change.
43	3	Request further climb.
44	3	Request holding instructions.
45	3	Request holding procedure.
46	3	Request low approach.
47	3	Request RNAV approach.
48	3	Request time check.
49	3	Request visual approach.
50	3	Reset squawk 5101.
51	3	Resume normal speed.
52	3	Resume position reporting.
53	3	Runway in sight.
54	3	Stand by pushback.
55	3	Starting Number One.
56	3	Stop ADS-B transmission.
57	3	Stopping squawk Charlie.
58	3	Stopping! Engine fire.
59	3	Traffic in sight.
60	3	Unable, TCAS RA.
61	3	Wilco, words twice.
62	3	You are unreadable.
63	4	Bay24, request start-up.
64	4	Can you speak slower?
65	4	Cleared for immediate takeoff.
66	4	Confirm PAPI light unserviceable.

NO.	Words	
67	4	Confirm RVR Runway 27.
68	4	Contact Control on 118.9.
69	4	De-icing completed. Request taxi.
70	4	Descending immediately to FL190.
71	4	Established on the localizer.
72	4	Expect descent after AK.
73	4	Expected approach time 44.
74	4	Expedite climb to FL190.
75	4	Expedite descent to FL180.
76	4	Fully established Runway 24.
77	4	Going around, localizer fluctuation.
78	4	Heading 120, correction, 140.
79	4	Holding, traffic in sight.
80	4	How do you read?
81	4	I read you 5.
82	4	Increasing rate of climb.
83	4	Indicated speed 270 knots.
84	4	Leave BK heading 190.
85	4	Leaving FL220 for FL190.
86	4	Lining up Runway 01C
87	4	Maintaining FL90 over WXJ.
88	4	Maintaining FL310 until advised.
89	4	Make a short approach.
90	4	Negative contact due IMC.
91	4	Negative contact due visibility.
92	4	Next report at IP.
93	4	Next report at WXA.
94	4	Orbit left for delay.
95	4	Orbit right. Number Two.
96	4	Passing FL180 for FL310.
97	4	Pushback approved, facing west.
98	4	Pushback approved, long pushback.
99	4	Pushback at own discretion.

NO.	Words	
100	4	Radio check on 118.3.
101	4	RAIM alert, going around.
102	4	Re-enter ADS-B aircraft identification.
103	4	Ready for immediate departure.
104	4	Ready to resume RVSM.
105	4	Request 15 miles final.
106	4	Request return to ramp.
107	4	Roger, request continue approach.
108	4	Squawk Charlie and code 5120.
109	4	Stop descent at FL210.
110	4	Stop turn heading 070.
111	4	Three sixty turn left.
112	4	Traffic passed and clear.
113	4	Turn right 20 degrees.
114	4	Turn right heading 340.
115	4	Unable RVSM due turbulence.
116	4	Wind shear, going around.
117	5	ADS-B receiver 1090 (ten-ninety) data link.
118	5	ADS-B transmitter 1090 (ten-ninety) data link.
119	5	After vacated contact Ground 121.6.
120	5	At 144E(east) squawk 2000.
121	5	Cancel SID, maintain runway heading.
122	5	Cleared visual approach Runway 24.
123	5	Confirm centerline taxiway lighting unserviceable.
124	5	Confirm danger area 113 active.
125	5	Confirm radar control is resumed.
126	5	Confirm radar service is terminated.
127	5	Confirm stop-end RVR 150 meters.
128	5	Confirm threshold Runway 27 displaced.
129	5	Confirm visibility more than 1000 meters.
130	5	Contact Control 80 miles after BK.
131	5	Continue approach Runway 25.
132	5	Crossing Runway 24, wilco.

NO.	Words	
133	5	Destination Beijing, request departure information.
134	5	Do not exceed 280 knots.
135	5	Estimating crossing LV NDB 1123.
136	5	Expedite descent until passing FL80.
137	5	GPS primary lost, going around.
138	5	GPS unreliable, terminating ADS-B transmissions.
139	5	Ground, Cockpit. Ready for pushback.
140	5	Hold short of Runway 24.
141	5	Increase speed by 10 knots.
142	5	Join right hand downwind, Runway 34.
143	5	Landing clearance canceled. Continue approach.
144	5	Leave JFK VOR heading 210.
145	5	Leaving BKM VOR heading 110.
146	5	Leaving FL200, climbing to FL280.
147	5	Long final, airfield in sight.
148	5	Maintain 250 knots or greater.
149	5	Maintain 300 knots or less.
150	5	Negative intersection departure due performance.
151	5	Negative RVSM due equipment downgraded.
152	5	Number One, contact Tower 118.7.
153	5	Number Two, traffic in sight.
154	5	Omit position reports until LN.
155	5	Our pressurization system has malfunctioned.
156	5	Procedure turn completed, localizer established.
157	5	Pushback approved, Runway 31.
158	5	Pushback to taxiway A approved.
159	5	Reduce speed to 240 knots.
160	5	Reduce to minimum approach speed.
161	5	Reduce to minimum clean speed.
162	5	Report 25 miles from BKM VOR.
163	5	Report crossing 270 radial BKM VOR.
164	5	Report required only at boundary.
165	5	Request change to London Control.

NO.	Words	
166	5	Request clearance into RVSM airspace.
167	5	Request further climb due wind-shear.
168	5	Request heading 180 due weather.
169	5	Request join downwind Runway 31.
170	5	Request leave the holding pattern.
171	5	Request VMC descent to FL60.
172	5	Resume own navigation to BK.
173	5	Revised expected approach time 54.
174	5	Revised slot time at 56.
175	5	Runway 27, cleared to land.
176	5	Say again the initial altitude.
177	5	Short final, request wind check.
178	5	Stand 27, request pushback.
179	5	Standby, high pilot workload.
180	5	Start up approved, QNH 29.91.
181	5	Stop descent at 5000 feet.
182	5	Stop squawk transmit ADS-B only.
183	5	Straight-in visual approach, Runway 34.
184	5	Terrorists started to injure passengers.
185	5	Transmission blocked, say again.
186	5	Unable expedite climb due weight.
187	5	Unable to comply, TCAS RA.
188	5	Unable, we are in IMC.
189	5	We have an electrical failure.
190	6	After passing CGO descend to FL80.
191	6	Airfield in sight, request visual approach.
192	6	Approach time not determined due weather.
193	6	Cancel pushback, we have maintenance problem.
194	6	Clear of conflict, request further instructions.
195	6	Cleared for LDA approach Runway 24.
196	6	Cleared for takeoff, Runway 06, wilco.
197	6	Cleared to JEMMY via BK 1A Arrival.
198	6	Climb to 6000 feet, follow KODAP 01 Departure.

NO.	Words	
199	6	Climb to FL220, report passing FL170.
200	6	Confirm ILS frequency for Runway 17L.
201	6	Confirm we are under radar control.
202	6	Continue descent to 3000 feet, QNH 1012.
203	6	Cross CK at 35 or later.
204	6	Cross DG at 24 or earlier.
205	6	Cross Runway 24, report runway vacated.
206	6	Delay not determined due runway obstruction.
207	6	Descend at 2000 feet per minute.
208	6	Descend to reach 5000 feet by BK.
209	6	Descending immediately to FL200 due traffic.
210	6	Descending to reach FL150 by WXI.
211	6	Direct to JO, descend to FL50.
212	6	Disregard. We made the wrong transmission.
213	6	Expect commencing approach at time 50.
214	6	Experiencing icing condition. Request further descent.
215	6	Experiencing severe turbulence. Request further descent.
216	6	Flock of birds 3 miles final.
217	6	Icing condition encountered. Request further climb.
218	6	Is mid-point RVR available?
219	6	Is the weather improving or deteriorating?
220	6	Maintain 160 knots until outer marker.
221	6	Maintain Mach point 80 or less.
222	6	Maintain Mach point 84 or greater.
223	6	Maintaining FL350, expect descent after BKM VOR.
224	6	Negative squawk ident due transponder failure.
225	6	No contact at minimum, going around.
226	6	Number Two, follow airbus 320 ahead.
227	6	Omit position reports on this frequency.
228	6	Our operations manual forbids this procedure.
229	6	QNH1003, threshold elevation 196 feet.
230	6	Reaching 8000 feet, request further climb.
231	6	Reduce speed to Mach decimal 76.

NO.	Words	
232	6	Request intersection departure from C2.
233	6	Request join airway A1 at DAPRO.
234	6	Request remote apron for maintenance purpose.
235	6	Request right turn for traffic avoidance.
236	6	Request speed 200 knots due configuration.
237	6	Request speed 250 knots due turbulence.
238	6	Request start engine at the gate.
239	6	Request straight-in ILS approach Runway 24.
240	6	Request taxi back for maintenance purpose.
241	6	Request taxi to south maintenance ramp.
242	6	Runway not in sight, going around.
243	6	RVR Runway 27 is 600 meters.
244	6	Say again all after 3000 feet.
245	6	Say again all before departure frequency.
246	6	SELCAL CODE EFFG, request SELCAL check.
247	6	Start up approved, altimeter setting 29.91.
248	6	Start up at 35, QNH 997.
249	6	Take off immediately or vacate runway.
250	6	Taxi to the end of Runway.
251	6	The air conditioning system has malfunctioned.
252	6	The airbus on final in sight.
253	6	Three sixty turn left for delay.
254	6	Tire burst, possible evacuation on runway.
255	6	Unable FL390 by boundary, request FL330.
256	6	Unable noise abatement due company policy.
257	6	Unable to expedite climb due performance.
258	6	Unable to expedite climb due weight.
259	6	We are having flight control problems.
260	6	We have a cabin altitude problem.
261	7	30 miles from touchdown, contact Approach 118.1.
262	7	Affirm, cross BKM VOR at or above FL190
263	7	Affirm, cross BKM VOR at or before 55
264	7	After passing North Cross, descend to FL150.

NO.	Words	
265	7	Airborne, passing 500 feet for 4000 feet.
266	7	Airbus 330 heavy, 8000 feet, Information X.
267	7	Approaching holding point, request crossing Runway 24.
268	7	Behind the Boeing737, cleared to land.
269	7	Cleared for CAT II ILS approach Runway 24.
270	7	Climb to FL280 expedite until passing FL180.
271	7	Climb to FL290, level at time 55.
272	7	Confirm airport rescue and fire facilities category.
273	7	Confirm construction work adjacent to Gate 37.
274	7	Confirm current RVR less than 400 meters.
275	7	Confirm midpoint RVR more than 550 meters.
276	7	Confirm the reason for impounding our aircraft.
277	7	Confirm the reason for our flight suspension.
278	7	Confirm touchdown RVR greater than 350 meters.
279	7	Continue approach. Prepare for possible go around.
280	7	Continue CPDLC make position report via CPDLC.
281	7	Descend to altitude 12000 feet QNH 1000.
282	7	Expect start up at 35, QNH 1030.
283	7	The flight path is unstable. Going around.
284	7	Fly direct to SHA, not below FL180.
285	7	Identified, position 50 miles east of BK.
286	7	If FL240 not available, we accept FL220.
287	7	Increase speed to 300 knots or greater.
288	7	Is the preceding aircraft crossing our altitude?
289	7	Join right hand downwind, visual approach Runway 24.
290	7	Leaving FL60, descending to 2500 feet, QNH1008.
291	7	Maintain 160 knots until 4 miles final.
292	7	Maintain 3000 feet until glide path interception.
293	7	Maintain own separation and VMC, descend to FL50.
294	7	Maintaining own separation and VMC, descending to FL80.
295	7	Negative, unable to cross BKM VOR below FL170.
296	7	No ATC speed restrictions. Contact Tower 118.9.
297	7	Number Two, follow airbus 330 on base.

NO.	Words	
298	7	Our FMS has malfunctioned. Request radar vectors.
299	7	Our instrument indicates abnormal cabin pressure differential.
300	7	Our instruments indicate excessive high cabin altitude.
301	7	Overhead YV, maintaining 3000 feet, entering hold.
302	7	Passing altitude 2300 feet, climbing to FL80.
303	7	Position 10 miles north east of LN.
304	7	QNH 997, I say again, QNH 997.
305	7	Report 28 miles DME 210 radial BKM VOR.
306	7	Report 34 miles from Top of Descent.
307	7	Request Takeoff Distance Available(TODA) from intersection E3.
308	7	Request Takeoff Runway Available (TORA) from intersection C2.
309	7	Request frost removal only at the gate.
310	7	Request right turn when airborne due weather.
311	7	Request taxi to holding point Runway 13.
312	7	Request to leave controlled airspace by climb.
313	7	Request to leave controlled airspace by descent.
314	7	Right heading 120, my own terrain clearance.
315	7	Runway 06, cleared for takeoff. Report airborne.
316	7	Runway covered with patches of water, braking action medium.
317	7	Slot time not determined due flow control.
318	7	Stand by. We are carrying out procedures.
319	7	Taxi to holding point C3, Runway 36.
320	7	Taxi to Stand 27 via Taxiway A.
321	7	Tow approved via A to remote apron.
322	7	Turn right heading 180 for base leg.
323	7	Unable BK-1A Departure due performance. Request BK-1B.
324	7	Unable CAT II approach due crew qualification.
325	7	Unable identify the waypoint, request radar vectors.
326	7	Unable RNAV due equipment. Request conventional arrival.
327	7	Unable to receive transmission on that frequency.
328	7	We are far above profile. Request holding.
329	7	We are leaking fuel slowly. Request diversion.
330	7	We cannot make RNP approach due equipment.

NO.	Words	
331	8	Affirm. We can accept intersection departure from C2.
332	8	After departure, climb straight ahead until 3000 feet.
333	8	After landing Airbus320, cross Runway 24, report vacated.
334	8	All stations, transmitting blind due to receiver failure.
335	8	Behind Airbus on short final, line up behind.
336	8	Cancel speed restriction, continue descent to 7000 feet.
337	8	Clear of weather, request to resume flight route.
338	8	Cleared to enter controlled airspace not above FL100.
339	8	Climbing at 1000 feet per minute or greater.
340	8	Climbing to FL290, to be level by 55.
341	8	Confirm we have enough separation from preceding aircraft.
342	8	CPDLC unserviceable, request to revert to voice communication.
343	8	Descend to 3000 feet, information P is current.
344	8	Descend to FL100, cross YU FL150 or above.
345	8	Descend to FL120, on speed conversion, 250 knots.
346	8	Descend to height 2000 feet QFE 997 hectopascals.
347	8	Extend downwind, Number Two, airbus 320 in sight.
348	8	Fly no further west of your current position.
349	8	Follow the greens to holding point Runway 05R.
350	8	In case of going around, turn left heading 210.
351	8	LMN-02 Departure, passing 2500 feet climbing to 9000 feet.
352	8	Maintain 180 knots until 8 miles from touchdown.
353	8	Maintain Mach decimal 82, transition speed 310 knots.
354	8	Maintain speed 280 knots or greater for separation.
355	8	Maintaining FL350, cleared to destination, flight planned route.
356	8	Our Aviation Authority does not permit this procedure.
357	8	Our left engine failed due to fuel starvation.
358	8	Request Accelerate-Stop Distance Available (ASDA) from intersection D1.
359	8	Request low pass due unsafe landing gear indication.
360	8	Request runway change for departure due high crosswind.
361	8	Roger heavy rain. Request to terminate our approach.
362	8	The runway surface is damp. Braking action good.
363	8	Some passengers have been scalded by hot drinks.

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