

Advice for your First VATSIM Flight in Denmark

1. Remember the words REQUEST VECTORS, STANDBY, UNABLE, SAY AGAIN SLOWLY.
2. You can open a chat with ATC by
 - a. Right click on his callsign in Vpilot (Example EKCH_TWR)
 - b. Click "Start Private Chat"
 - c. Write him if you need some special help or assistance.
3. ATC is here to help you. Do not feel like you are a bother.
4. Rather ask for help and clarification than logging off, or doing something else.
5. Plan well ahead, brief yourself.

What?	Correct Readback	Example/Notes
General Instruction	Repeat(Read back) the instruction + callsign at the end	SAS123, taxi via M, Z and A, cross runway 12. Taxi via M,Z and A, cross runway 12, SAS123
You didn't understand the instruction	Say again please, SAS123	
You can't follow an instruction.	Unable, SAS123	Direct MIKSI, but you don't know how to put in the direct, you say UNABLE, and continue on your flightplan.
You don't understand an arrival route.	Unable, Request Vectors	
You don't know what to say when checking in on the frequency	[ATC station you are calling] [Your callsign] [Your altitude/level, OR "Climbing"/"Descending" cleared altitude/level] [Your next Waypoint OR procedure(STAR,SID,ILS)]	"Copenhagen Approach, SAS123, Climbing FL70, MIKSI1C departure"
You need time, and ATC is calling you	Standby	Remember YOU must advise ATC when ready to copy again.
Instruction is spoken too fast	Say again please, SLOWLY, SAS123	Don't hesitate using this
Pushback instruction is too complicated	Unable, request straight pushback, SAS123	
After a "Standby", you are now ready to talk to ATC again, and is calling them	XXXXTWR, SAS123, ready to copy now.	

Phases of your flights

1. ATC clearance
 - a. Read from the box.
 - b. Remember your callsign should ALWAYS be announced
 - i. In the beginning of the sentence when YOU are calling ATC
 - ii. In the end of the sentence when you are RESPONDING to ATC
 - c. After readback correct, more info may come, you can always answer ROGER.
2. Push and start
 - a. If pushback instruction is complicated, you can always say UNABLE
 - b. Straight pushback is always allowed.
3. Taxi clearance
 - a. Study the taxi chart and find your possible routes before calling up.
 - b. If you didn't understand instruction announce, "SAY AGAIN, SAS123"
 - c. You may be asked to HOLD SHORT RUNWAYXX, This does NOT mean you runway of departure. Runway of departure should be addressed as HOLDING POINT, RUNWAY XX
4. Takeoff Clearance
 - a. You may get a HOLD SHORT RUNWAY22R
 - b. You may get a LINE UP AND WAIT, RUNWAY22R
 - c. You may get a CLEARED FOR TAKEOFF, RUNWAY 22R
5. Climbing
 - a. Calling next frequency state, [ATC station][Your callsign][Climbing FL][SID you are flying]
 - b. Expect further climb and maybe a direct. Readback instruction as you get it.
6. Climb/Cruise
 - a. Calling ACC frequency state, [ATC station][Your callsign][Climbing FL][Next waypoint]
 - b. Use the cruise phase to go over arrival route, and everything you can expect.
7. Descend
 - a. If you are ready to descend and ATC doesn't call you, you can call him. Say "REQUEST DESCEND"
 - b. Use your Arrival notes sheet when checking in with APP
 - c. IF APP is OFFLINE, CTR will take you in, and tell you what to expect.
 - d. Don't be afraid to seek help. You can ALWAYS request VECTORS.
8. Intercepting ILS
 - a. When cleared ILS, you are expected to follow LOC and GS by your own initiative.
 - b. When calling TWR, state same
 - i. [ATC callsign]
 - ii. [Your callsign]
 - iii. "ILS Runway XX"
9. Landing and taxi
 - a. After landing you should VACATE the runway as soon as possible, DON'T wait for ATC
 - b. After you vacate, and have passed the stop bar, you can then stop the aircraft.
 - c. Note ATC will sometimes give you the taxi instruction to the gate, while you are still on the runway. If it is too much to handle tell him to "STANDBY", vacate the runway, stop the aircraft, and then get the instruction
 - d. When you get your assigned stand, you ATC communication is over.

Example of EKCH-EKYT flight

YOU: Kastrup Delivery, SAS123, Boeing 737, information A, QNH1012, request clearance to Aalborg

EKCH_DEL: SAS123, cleared to Aalborg, via MIKSI1C departure, Runway 22R, climb FL70, Squawk 0713

YOU: Cleared to Aalborg, via the MIKSI1C departure, Runway 22R, climb FL70, squawk 0713,SAS123

EKCH_DEL: SAS123, readback correct, Contact apron on 121.900 when ready for push and start.

YOU 121.900, SAS123, bye bye

----- Ready for push and start-----

YOU: Kastrup Apron, SAS123, Stand B7, request push and start

EKCH_GND: SAS123, Kastrup Apron, good evening, Push and start approved, QNH1013

YOU: Push and start approved, QNH1013, SAS123

----- Ready for Taxi -----

YOU: Kastrup Apron, SAS123, Request Taxi

EKCH_GND: SAS123, Taxi via P and F, hold short runway 30

YOU: Taxi via P and F, hold short runway 30, SAS123

EKCH_GND: SAS123, Contact Kastrup Tower 118.100 bye bye

YOU: 110.100, SAS123, bye bye

----- Checking in with TWR -----

YOU: Kastrup Tower, SAS123, holding short runway 30

EKCH_TWR: SAS123, Kastrup Tower hello, Cross runway 30, and taxi via A, to A1 holding point runway 22R

YOU: Taxi via A, to A1 holding point Runway 22R, SAS123

----- When you are ready OR/AND when you are approaching the runway -----

YOU: Kastrup Tower, SAS, Ready for departure

EKCH_TWR: SAS123, Wind 150 at 8 knots, runway 22R, cleared for takeoff, AFTER departure contact Copenhagen Approach on 119.800 bye.

YOU: Cleared for Takeoff Runway 22R, after departure contact 119.800 SAS123, bye bye

----- Automatically checking in with APP -----

YOU: Copenhagen Approach, SAS123, Climbing FL70, MIKSI1C departure

EKCH_APP: SAS123, Copenhagen approach, Identified, Climb FL190

YOU: Climb FL190, SAS123

EKCH_APP: SAS123, proceed direct MIKSI

YOU: Direct MIKSI, SAS123

EKCH_APP: SAS123, Contact Copenhagen Control 121.375, bye bye

YOU: 121.375, SAS123, bye bye

----- Checking in with CTR -----

YOU: Copenhagen Control, SAS123, Climbing FL190, inbound to MIKSI

EKDK_CTR: SAS123, Copenhagen Identified, climb FL200

YOU: Climb FL200, SAS123

EKDK_CTR: SAS123, Direct to GIPUG

YOU: Direct to GIPUG / Unable, Request Vectors / Please say again / Please spell the point, SAS123

----- When ready for descend -----

YOU: SAS123, Request Descend

EKDK_CTR: SAS123, Descend FL130

YOU: Descend FL130, SAS123

EKDK_CTR: SAS123, Contact Aalborg Approach on 123.975, bye bye

YOU: 123.975, SAS123

----- Checking in with APP -----

YOU: Aalborg Approach, SAS123, Descending FL130, inbound to GIPUG / Heading XXX

EKYT_APP: SAS123, Aalborg Approach Identified, Information L, expect ILS runway 08L

YOU: Expect ILS Runway 08L, SAS123

EKYT: SAS123, Turn right heading 350, descend FL50

YOU: Turn right heading 050, Descend FL50, SAS123

EKYT: SAS123, Descend 3000 feet, QNH1013

YOU: Descend 3000 feet QNH1013, SAS123

EKYT_APP: SAS123, turn right heading 050, cleared ILS, runway 08L, Report Established

YOU: Turn right heading 050, cleared ILS, Runway 08L, report established SAS123

YOU: Established ILS 08L, SAS123

EKYT_APP: SAS123, Contact Tower 118.300, bye bye

YOU: 118.300 SAS123

----- Checking in with EKYT_TWR-----

YOU Aalborg Tower SAS123, ILS runway 08L

EKYT_TWR: SAS123, Aalborg Tower hello, wind 120 at 12, runway 08L, cleared to land

YOU, Cleared to land runway 08L, SAS123

----- After landing-----

EKYT_TWR: SAS123, Welcome to Aalborg, taxi via taxiway B, Runway 26L and C, to stand 3

YOU: Taxi via B, Runway 26L, and C to stand 3, SAS123

Good programs to add

Who	What	Where
Vpilot	Pilot Client for VATSIM, all FS's	
Vroute	Program showing events and bookings, routes etc.	
Sim-Brief	Flight planning program.	
VATSPY	Client showing online ATC	
VATSIM-Scandinavia	Website for Pilot info and briefings in Scandinavia	
VATEUD	Website for overall EU department of VATSIM	
Danske Vatsim Piloter	Facebook page for Danish VATSIM pilots	