

# Traffic information

Traffic information is needed whenever air traffic control wants or needs to inform a pilot about other traffic. Traffic information should contain precise information to make it as easy as possible for the pilot to identify the mentioned traffic.

## Structure of a traffic information

Traffic information is always structured according to the same principle.

“ [Unknown] Traffic, [type of traffic], [aircraft type], [position of traffic], [distance to traffic], [direction of movement of traffic], [level of traffic], [any other information].

### Type of Traffic

In this component, you can state the flight rule of the traffic. If you have no precise knowledge about the traffic, i.e., only a primary radar target on the radar screen, "Unknown traffic" is used. If you have knowledge of the aircraft type of the traffic, [Type of traffic] is usually omitted.

“ IFR traffic / VFR traffic

### Aircraft type

In this part, you provide information about the aircraft type of the traffic. The common abbreviation (e.g., EM DI ELEVEN for an MD11, AIRBUS THREE-TWENTY for an A320) should be used, alternatively, the ICAO code (PAPA ALPHA THREE FOUR for a PA34) can be used. For helicopters, the term "Helicopter" suffices.

“ Airbus A320 / Boeing 777 / Cessna 172 / ...

### Position of Traffic

In this part, you provide information about the position of the traffic relative to the addressed pilot using clock positions. If the traffic is currently in a turn, it is recommended to state the position using a cardinal direction or its location (e.g., east, on final approach).

“ 12 o'clock / 3 o'clock / 6 o'clock / North-west of your position / ...

# Distance to Traffic

In this part, you provide information about the distance of the traffic relative to the addressed pilot in nautical miles.

“ 3 miles / x miles / ...

# Direction of movement of Traffic

In this part, you optionally provide information about the direction of movement of the traffic relative to the addressed pilot.

“ Same direction / opposite / crossing XXX to XXX / ...

# Level of Traffic

In this component, you optionally provide information about the vertical level of the traffic. To prevent IFR traffic from interpreting this information as a clearance, it is recommended to state the altitude relative to the addressed pilot instead of the true altitude. If the Mode C readout is not confirmed, the addition "indicating" or "not confirmed" is used.

“ (indicating) 1000ft below / 2000ft above / same level/altitude / ...

# Any other Information

In this part, you optionally provide other information about the traffic, for example, if the traffic is descending/climbing or is in a traffic circuit. In principle, anything that could be helpful to the addressed pilot can be mentioned here, but it should be limited to relevant information.

# Examples

Station	Phraseology
ATC	DLH123, traffic, Boeing 738, 1 o'clock, 10 miles, same level, crossing right to left, you will pass 6 miles behind.
ATC	DLH123, VFR traffic, 12 o'clock, 7 miles, opposite, indicating 100ft below (not confirmed), report in sight.
ATC	DLH123, unknown traffic, 10 o'clock, 5 miles, crossing left to right, type and level unknown.
ATC	DEHHH, IFR Verkehr, Airbus 320 im 4 Meilen Endanflug, Flughöhe 2700ft
ATC	DEIPA, VFR traffic, Piper Seneca, 2 o'clock 3 miles, crossing left to right, Altitude 2000ft

<b>ATC</b>	DEXXX, IFR traffic, Airbus 359 departing runway 26R, turning left after departure.
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Revision #1  
Created 27 June 2024 15:31:16 by 1583954  
Updated 30 September 2024 22:29:10 by 1583954